NATIONAL OSPREY ASSOCIATION

NEWSLETTER OCTOBER 1980

THE NATIONAL CHAMPIONSHIPS - MOUNTS BAY, CORNWALL



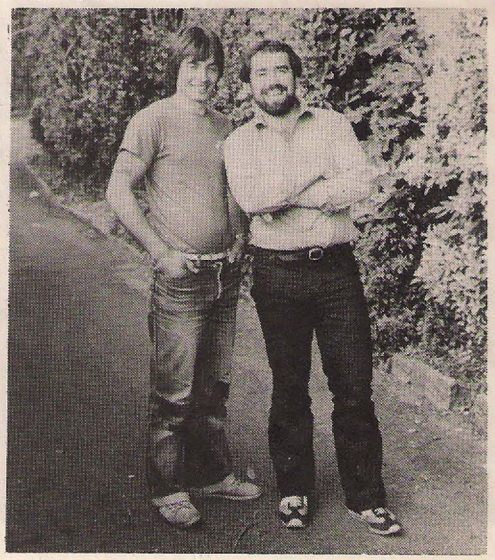
Stewartby Contingent

The Racing

The practice race gave an indication of the week's pattern, Andy Barker, sailing the same boat as last year, broke away into the lead, leaving the rest of the fleet to fight it out. Ken Robertson managed to cover the rest of the fleet who were involved in close in-fighting, such that Geoff Dean, Derek Cattran and Oscar Chess finished within 3 seconds of each other.

Sunday's race was quite normal until the leaders realised that they were lost halfway down the first reach. James Curnow and Neville Noye spotted the gybe mark first and fetched up to it with the fleet following them. Meanwhile, the first 15 boats had to beat back to the mark and climb back through the fleet. Barker came through to finish third, Tony Powell managed twelfth after being last by hundreds of yards to the gybe and Cattran would have won the race but his rudder fell off and he capsized only a few hundred yards from the finish. The levity of the race was marred by the loss of Race Relations, Ken Robertson's Mk3 composite, which capsized after the finish and had to be abandoned as the front tank had filled, it was later recoverd from the beach in a very sorry state. Fortunately, Ken was able to borrow Derek's old boat, 1153, which allowed him to finish the week. This race was also notable for the first appearance of Trevor Brown from Poole who became a force to be reckoned with during the course of the week.

Ken Carroll & Steve Keigthley sailing for Morecambe & Heysham YC.



Monday gave us better weather and Barker showed us how to do it again overtaking Powell, Cattran and Robertson after the first triangle and increasing his lead to the finish. Terry Greaves and Wally Gardiner held up the flags for the Northern Clubs in this race probably because it was sponsored by Martini.

Tuesday was a bit windier and Barker and his crew complained of loneliness after the race, Mike Corbin finished second and John Marsh out-paunched Oscar up the final beat. Trevor Brown followed them, ahead of the Houlding team who finished sixth.

Wednesday morning was bright but very windy and a two hour postponement was announced. At midday it was still very windy and racing was abandoned for the day. In addition to getting drunk, the rest of the day was spent working out the midweek positions. Barker was leading with two firsts, Marsh had a third and a fourth, Noye a first and a seventh and Oscar and Trevor were equal fourth with 10 points each. Thursday gave the best racing of the week with a good wind and large waves left over from Wednesday's gale. The conditions suited the locals with both Robertson and Malcolm Woolcock doing well. Barker led from early on and pulled away leaving the rest of the fleet to fight it out again. Robertson and Gardiner pulled away on the first run by going the opposite side to the rest of the fleet and coming back to the leeward mark several hundred yards better off. Chess and Brown had a battle behind the leaders to break their tied position with the



Creeksea Contingent

Poole Contingent



Poole boat losing out over the last triangle. This win by Barker secured the Championship without him having to sail on Friday and the interest shifted to the war for second place which could have been Powell, Marsh, Chess or Brown.

Friday morning was windless and the fleet drifted out to the starting area, the race was postponed for 90 minutes to allow the wind to fill and settle. After the start it became obvious that Powell would be untouchable, Marsh and Corbin were in hot pursuit with Cattran, Robertson, Chess and Hugh Carter not far behind. Powell held them off and Marsh's second gave him second overall while Oscar took third, which, in addition to providing an effective finish to the team competition by Mumbles, also ensured him of fourth overall while Brown took fifth overall with an eighth in the race.

The People

First the inebriate gentleman from Lymington who squeaked at me that if I turned the Newsletter into an equivalent of the "Morning Star" he'd see me keelhauled. To him is dedicated this, the "Court and Social" page.

It's thought, for instance, that the pair of shorts gracing Movie Star's impeccable side decks were the same ones that were winning races before John Marsh's crew went bald.

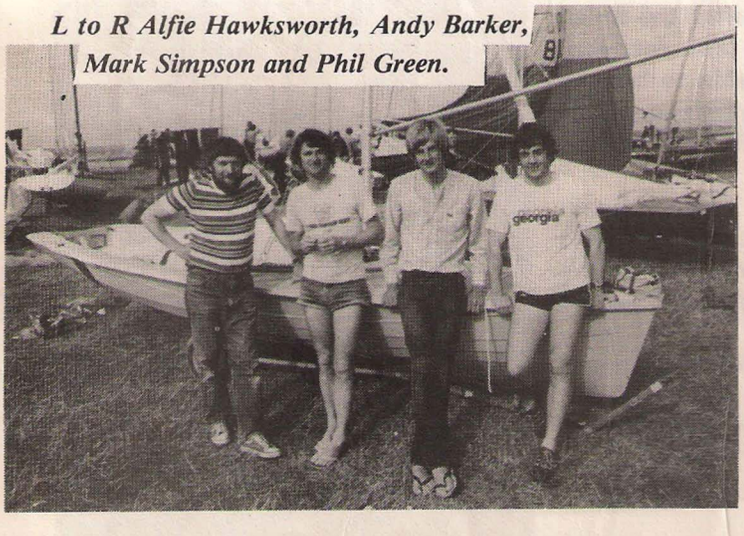
Team Atomic Rooster won the prize for the best team tarts especially as they had matching uniforms although one of them was seen to be in danger of being thrown off the Clubhouse balcony.

Also suffering from booze but in a different way, were most of the Mumbles team who discovered a new type of bloodsport during the week. They were sitting in a Marazion pub until the landlord threw them out for not drinking enough, come on folks - is that the image you're trying to nurture.

The highest point on St. Michael's Mount



L to R Alfie Hawksworth, Andy Barker, Mark Simpson and Phil Green.



Team Lymington youth had a good flat near the Club and included Stan the Man, the only fleet captain with a nylon coated crutch. They also had lodging with them one of the daughters of the aristocracy who was seen one evening taking the drizzle with some ruffians from Datchet, another club more noted for its sun-kissed nubiles than its boat speed.

It was the birthday during the week of a young Northerner, the one who carries Terry Greaves' box around until he wants to stand on it to talk to someone; the morning after, Dodger was way down the pan but the Royal Yorks cigarette dispenser had a big smile on her face.

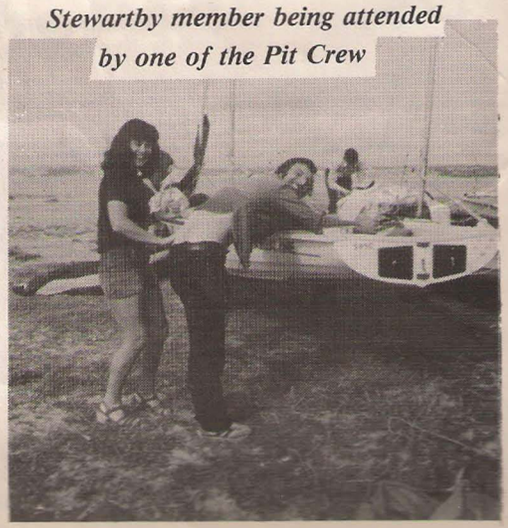
Not only the male half of the Chess family have predatory instincts by all acccount but the cad concerned muttered something about crewing a Fireball the next day and ran off into the night.

Good to see three out of the first four boats had representatives on the hotel row situated in the car park, centre of Celtic hedonism and the occult, for the first time they had taken a team witch to the Champs and very effective she was too.

Ken Carroll, renowned funster, was seen with his tum easily hiding the small ding in his forefoot keelband, but the embarrassment there was nothing to that on Friday evening when Alfie Hawksworth tried to mount Tickled Pink and the newly acquired Barker butty onto one trailer. Is this a new way of reproducing Ospreys? Competition entries for the new name of Alfie's boat to me by November please.

Late on the Sunday evening a couple of Mounts Bay cadets apparently had one over the odds due to unusually good placings that day, one staggered off muttering about milking time and the other one went to sleep in his father's best long trousers.

Stewartby member being attended by one of the Pit Crew



Overcome with emotion was one Mounts Bay crew at the end of the week but that was nothing to the state of the Club gate after he had finished with it. Talking of food, the ladies in the galley were utterly fantastic and tolerated us very well and next time we're down, we'll even wash up.

Anyway, the new game for people tired of having arms is to punch in fablon transom flaps. Try this with most Lymington boats to begin with as they all run out of breath after ten yards, when you feel really confident and have notified your next of kin, find a blue boat with a black mast and no stripes and punch in Donald Duck, but remember that the corpses hung up to dry on the fence at Shoreham last year also crossed a playful John & Mal.

The only other thing I've got to say is that the fleet was up on last year despite the appearance of most of British Steel, and this increase in numbers should continue. Mounts Bay made us very welcome and put up with our little eccentricities very well (and I won't pull off any more curtains - promise).

Congrats to BOAT, the last boat to finish a complete series, see you all soon.

Tiger.



Andy Barker leading Tony Powell



Tiger Bridges (with the beard) and Terry Greaves



Andy Barker & Mark Simpson



Roger Mant & Peter Dovey passing the Mount



Nick & Mark Houlding, Sussex Motor YC

Top 12 Gear

No.	Builder	Const	Mast	Boom	Main	Genoa	Spinaker
1184	HPS	G	Proctor E	Proc Hex	Musto	Musto	Musto
1159	Westerly	G	Elvstrom	Proc Hex	Musto	Musto	Mountifield
1085	McCutcheon	W	Proctor E	Proc Hex	Musto	Musto	Mountifield
1161	Westerly	G	Sovereign	Powell B	Seahorse	Seahorse	Seahorse
1187	Creasey	W	Proctor E	Proc Hex	Mountifield	Mountifield	Mountifield
1172	Westerly	G	Proctor E	Proc Hex	Musto	Musto	Musto
1114	Gardiner	W	Proctor E	Proc Hex	Leader	Leader	Mountifield
1165	Corbin	W	Proctor E	Proc Hex	Musto	Musto	Musto
1188	HPS	G	Proctor E	Proc Hex	Musto	Musto	Musto
1167	Greaves	W	Proc Beta	Proc Hex	No 1	Mounti	Musto
900	Westerly	W	Needlespar	Proc C	Tushingham	Tushingham	Seahorse
1153	Westerly	G	Proctor E	Proc Hex	Musto	Musto	Musto

National Championships 1980. Overall Results

Sail No.	Helm	Club	Race Results Prac	1	2	3	4	5	Net Points	Overall Position
1184	A. Barker	Rock	1	3	1	1	1	n	5¼	1
1159	J. Marsh	Mumbles	14	6	4	3	7	3	14	2
1085	T. Powell	Mumbles	10	12	2	22	2	1	16¾	3
1161	O. Chess	Mumbles	5	20	6	4	7	3	20	4
1187	T. Brown	Poole	19	5	12	5	8	8	26	5
1171	M. Woolcock	Mounts Bay	8	8	8	12	4	7	27	6
1114	W. Gardiner	Morecambe & Heysham	16	4	20	10	6	9	29	7
1165	M. Corbin	Lymington Town	15	15	22	2	10	4	31	8
1188	D. Cattran	Mounts Bay	4	r	3	19	9	5	36	9
1167	Greaves	Royal Yorkshire	n	14	5	7	16	10	36	9
1153	K. Robertson	Mounts Bay	n	n	13	17	3	6	39	11
900	C. Popple	Sussex Motor	6	11	9	9	13	d	42	12
1120	N. Houlding	Sussex Motor	n	16	11	6	28	17	50	13
922	N. Noye	Mounts Bay	9	1	7	26	18	r	51¾	14
963	B. Littler	Sussex Motor	7	9	16	13	17	15	53	15
1181	G. Dean	North Devon	3	21	10	8	23	19	58	16
1139	K. Byers	Morecambe & Heysham	33	17	17	29	11	18	63	17
905	M. Mooney	Royal Yorkshire	18	10	24	14	15	26	63	17
1169	H. Carter	Lymington Town	20	26	14	11	14	27	65	19
834	J. Haddock	Filey	35	13	26	30	20	13	72	20
740	R. Marshall	Mumbles	30	29	19	15	21	21	76	21
1112	A. Smith	Royal Yorkshire	28	23	28	27	12	r	90	22
1138	A. Hawksworth	Blithfield	11	24	23	23	26	n	96	23
1175	K. Carroll	Morecambe & Heysham	r	r	30	21	37	11	99	24
760	M. Cleveland	Lymington Town	37	r	15	36	24	24	99	24
936	R. Hunt	Lymington Town	49	37	18	39	22	22	99	24
1111	J. Curnow	Mounts Bay	17	2	37	40	32	31	102	27
167	R. Shaw	Creeksea	12	35	39	16	44	14	104	28
1110	P. Mann	Stewartby	r	19	31	32	25	45	107	29
1081	P. Dovey	Stewartby	13	r	25	24	39	23	111	30
1040	D. Carmichael	Poole	27	r	36	18	43	16	113	31
1022	G. Weekes	Hornsea	n	r	34	25	29	36	124	32
947	C. Shelton	Poole	41	40	38	28	27	44	133	33
1103	R. Edwardson	Stewartby	44	18	43	34	r	39	134	34
1007	J. Rayner	Filey	n	30	32	62	45	35	142	35
1018	A. Bevan	Mumbles	36	r	27	35	r	12	146	36
1024	P. Johnson	Mounts Bay	26	r	21	65	19	42	147	37
1177	A. Oakes	Stewartby	48	31	33	n	33	50	147	37
1070	J. Scurr	Dorman Long	38	27	60	53	34	34	148	39
745	P. Shapton	Mumbles	23	41	29	38	40	49	148	39
680	T. Oliver	Mounts Bay	29	48	40	45	64	20	153	41
1031	D. Fensome	Stewartby	n	34	57	54	38	29	155	42
1168	R. George	Portishead	39	47	49	42	36	30	155	42
1008	D. Edwards	Creeksea	32	r	35	51	30	40	156	44
1155	D. Field	North Devon	22	r	42	33	48	41	164	45
1137	M. Whiteman	Ogston	50	22	54	56	53	37	166	46
938	D. West	Ogston	31	33	47	41	46	49	167	47
1163	J. Prosser	Filey	51	43	r	43	47	38	171	48
1164	J. Hunter	North Devon	45	49	46	49	59	28	172	49
1077	H. Pearce	Datchet Water	25	53	52	50	41	33	176	50
824	M. Wrightson	Ogston	34	28	55	47	49	54	178	51
1055	N. Olivant	Portishead	47	46	41	61	42	55	184	52
704	D. Unsworth	Creeksea	r	r	r	37	50	25	187	53
882	A. Birch	Ogston	r	42	59	60	56	52	189	54
898	B. Seymour	Sussex Motor	n	50	45	48	63	47	190	55
853	J. Lang	Filey	40	39	44	63	60	53	196	56
1051	Sylvia Pepin	Lymington Town	52	56	63	64	61	43	204	57
629	I. Freeman	Portishead	r	36	r	59	51	58	204	57
713	M. E-Jones	Sussex Motor	24	r	48	58	31	r	205	59
1006	C. Stacey	Mumbles	21	r	r	20	35	n	205	59
669	G. Wilbraham	British Steel	43	r	51	52	55	52	210	61
959	K. Walker	Poole	n	r	56	46	62	46	210	61
1056	S. Simpson	Mumbles	46	52	50	57	58	51	210	61
1122	I. Madeley	Ogston	r	32	58	68	n	57	215	64
1178	P. Wright	Royal Yorkshire	r	25	66	66	r	59	216	65

400	G. Smith	North Devon	n	44	r	55	52	r	219	66
856	J. Burgess	Creeksea	r	38	61	n	65	60	224	67
868	N. Anclaire	Mumbles	42	55	62	64	54	56	227	68
800	J. Balderson	Stewartby	r	r	r	31	57	r	231	69
804	M. Swallow	Ogston	r	45	64	67	n	n	254	70
617	B. Glass	Creeksea	n	r	65	71	69	r	273	71
1072	G. Goodrum	Creeksea	n	r	r	d	68	r	286	72
1145	A. Mackay	British Steel	n	n	n	n	n	n	n	73
604	N. Bradshaw	Sussex Motor	n	n	n	n	n	n	n	73
731	P. Tart	Mengeham Rythe	n	n	n	n	n	n	n	73
641	D. Charles	Mumbles	disqualified							
805	G. Smith	Creeksea	disqualified							
939	P. Henaghan	Hornsea	disqualified							

Abbreviations - n - non-starter, r - retired, d - disqualified.

Team Prize : Mumbles YC 'A' Team. 1159, 1085 & 1161

Total Entry 78

Club Entries	*Total*	*Positions*
Rock SC	1	1
Mumbles YC	10	2,3,4,21,36,39,59,61,68,D
Poole YC	4	5,31,33,61
Mounts Bay SC	7	6,9,11,14,27,37,41
Morecambe & Heysham YC	3	7,17,24
Lymington Town SC	5	8,19,24,24,57
Royal Yorkshire YC	4	9,17,22,65
Sussex Motor YC	6	12,13,15,55,59,73
North Devon YC	4	16,45,49,66
Filey SC	4	20,35,48,56
Blithfield SC	1	23
Creeksea SC	7	28,44,53,67,71,72,D
Stewartby SC	6	29,30,34,37,42,69
Hornsea SC	2	32,D
Dorman Long SC	1	39
Portishead SC	3	42,52,57
Ogston SC	6	46,47,51,54,64,70
Datchet Water SC	1	50
British Steel Co SC	2	61,73
Mengeham Rythe SC	1	73

INSURANCE

OFFICIAL ASSOCIATION SCHEME

INCLUDING. . .

- Stress of weather
- Salvage charges and Law costs
- Holidays abroad
- All 12 months in commission
- All U.K. Coastal and Inland waters
- Theft and Burglary Risks
- Physical damage whilst in transit
- Vandalism and malicious damage
- Fire, Lightening and Explosion
- Launching and Slipping risks
- Full Spar Value Extension
- Racing Risks
- Claims: Direct line 01-623 7755
- £500,000 Third Party Indemnity including Passenger (Crew) liability

Newton Crum Insurance

DINGHY DEPT.

57A BROADWAY, LEIGH-ON-SEA, ESSEX

Tel: 0702-710041

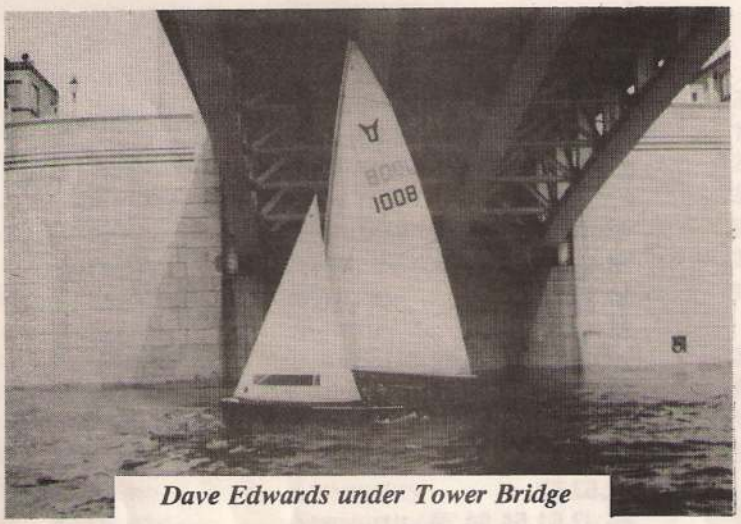
Creeksea Sailing Club News (Osprey Division)

On Saturday 9th of August, 6 Ospreys from Creeksea SC tested the water of Old Father Thames. Dennis Harrington had previously done some leg work and found a launching ramp at Beards Engineering and Display in Milwall. The ramp was in fact the landing stage of a now defunct chain ferry and is almost directly opposite the Cutty Sark.

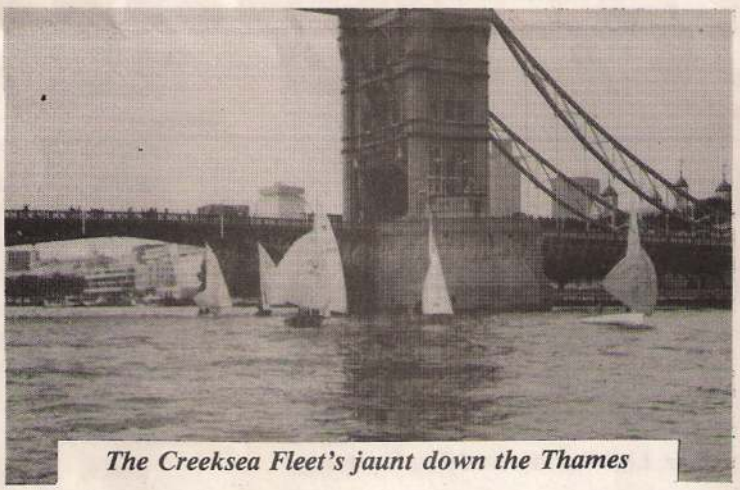
By about 11 a.m. all boats were on the river and we set off with the very strong tide in little wind up towards Tower Bridge. It was quite an experience handling the continual shifts and backs of what little wind there was and although we could have done with a little more breeze, we felt that sailing in strong winds would have been a little hazardous. There is hazard enough with the baulks of timber, window frames and other debris floating on the stream together with the heavy traffic (no-one dared call starboard on the P & O Jet Foil doing 35 knots).



The Creeksea fleet passing the Tower



Dave Edwards under Tower Bridge


The Creeksea Fleet's jaunt down the Thames

We eventually sailed under Tower Bridge (tentatively) and moored up near the HMS Belfast and were ferried to the ship by our rescue launch. Dr. Murray Foster had previously been in touch with Commander Redrobe and organised special rates for our visit. We just managed to get a pint in the Petty Officers' mess before closing. Unfortunately we did not get time for a full tour of the ship but what we did see whetted our appetites for a proper visit some time. For our return trip, we had organised a race from the Belfast back to the Cutty Sark and we were to have been started by the Navy dipping a flag from the bridge but it proved to be an impossible task sailing against the tide and dodging the pleasure boats coming away from The Tower Pier opposite to get above the star line. We therefore had to make do with a rolling start and because of the conditions it hardly mattered what your position in the fleet was until the last 25 yards of the course.

For the record, Bill Letten was first across the finish line (the transit of Cutty Sark's masts) in a time of 56 minutes. A bottle of Scotch goes to Miss Jones of 321 Cyncoed Road, Cardiff, who estimated a time of 55 mins 30 secs. Everyone agreed that it was a very interesting and unusual trip and if anyone is interested in joining us next year, please contact me.

Dave Edwards

The Parting of the Ways

As we all know, the end of the season means the parting of the ways for many helms and crews for various reasons. Someone looking for a crew for next season may be told that "I don't know if I can crew for you next year as X hasn't decided if he wants me or not". This idea from one helm may be adopted by others of his ilk and the relevant crew can sell himself to the highest bidder.

OFFICIAL RELEASE CERTIFICATE

This is to certify that I, Dennis West, Commander of the good ship "Kindly Light", being no longer able to find use for the abilities and proclivities, limited though they may be, of Unable Seaman, Karl Gorner, who has served aboard the aforememtioned vessel during the last seven days, herewith release the forementioned and somewhat foreshortened evil little chap into the custody of Miss Jane Loxley, spinster of this parish, without let or hindrance, that she may use, caress, fondle or otherwise handle him in whatsoever way she might so desire and boldly go where the hand of woman has never set foot - or so they say.

I furthermore absolve myself of all reponsibility for anything that might result now that I lay down the burden.

Signed this 1st day of August 1980

Dennis West.

Power at Last

So you are going to let me loose with the newsletter are you? Well, to do that, I can't just wave a magic wand and make contributions appear from nowhere so I want contributions from any of you Association members on virtually anything even if only vaguely related to Osprey sailing. No-one need feel afraid to write in about anything as I'm going to establish a slush fund for libel costs.
Please, fleet captains, let me have racing reports from Opens etc. promptly and also an end of season round-up. The next newsletter will be after I've decorated the flat and cured the oil leak in my bike i.e. probably the beginning of December, so anything for the next issue should get to me by Monday the 17th of November for definite inclusion. Please write to me or I'll just produce an 8 page collector's item Easy Picker Fan Club Guide to Oscar's bad habits and you don't want that do you? My address for the conceivable future is

28 St. Peter's Road
Highfields
Leicester

and my works phone number is 0533 551234 ext 394 and remember to ask for Julian or they won't know who you're talking about.

Cheers
'Tiger' Bridges

Advance Racing Calendar 1981

Ogston SC Scottish & Northerns - June21/22.
Sussex Motor Yacht Club Osprey Open Meeting - May 30/31 1981.
Poole Yacht Club Osprey Open Meeting - June 6/7 1981.
Welsh & Midland Championships, Datchet Water SC - September 26/27 1981.

Will fleet captains please notify Maureen as soon as they know the dates of their Open Meetings next year so that a full list can be published in the 1981 Yearbook and the New Year edition of the Newsletter.
It would help with the compilation of the Yearbook if I can have a list of Osprey owners names and addresses and an up to date list of Fleet Captains.

New Fleet Captain for Blithfield SC. - John Page, 47 Long Bridge Road,
Lichfield, Staffs. WS14 9EN.
Tel. Lichfield 24281

British Steel Co. Osprey Open Meeting - September 6/7 1980

It was a considerable pleasure to see the return of the Osprey to Eglwys Nunnydd Reservoir after a five year absence. There were visiting competitors from Saundersfoot, Ferryside, Mumbles and Portishead. The weather was kind and the meeting's OOD, Mrs. Linda Ingram, set testing courses for the two good blows on Saturday and the two light weather races on Sunday.
Unfortunately, the meeting was marred by a severe outbreak of "inboard sheeting", the virulent epidemic now sweeping home waters. This highly contagious disease caused panic amongst some of the unvaccinated home based boats. One elderly helmsman who had discarded his battery powered hearing aid in the never ending search for more boatspeed completely missed the first race through a misunderstanding. This sad lapse was due to long delays at Swansea Boating Bits Ltd. where helpful, skilled staff spent the entire morning turning out their storerooms and consulting catalogues in a fruitless attempt to locate a dinghy sized stainless steel gimballed chemical toilet.
The helmsmen were as full of excuses and bad humour as ever whilst the crews still muttered darkly of forming a Workers Co-operative. An enjoyable time was had by all.
The event was won, by the narrowest of margins, by "Moonshadow" (Marsh & Smith) from "Two Time Winner" (Powell & Jaynes). "Supermove" (Murray & Miss Pam Gough) was sailed consistently to third place and a much improved "Incredible Punk" (Evans & Lee) was fourth.
The prizegiving was a happy affair highlighted by the Vice-Commodore receiving his prize from his mother who had kindly agreed to make the presentations. His mother, however, refused point blank to give him a congratulatory kiss.....and who could blame her? The Commodore, entering into the spirit of things, thanked everyone especially his lady helpers for all "the doings" in the kitchen. The brevity, if not the content, of the victor's reply pleased all present.
The age-old conspiracy to prevent Ken and me from winning continues, but I blame Ken for this as he should not have leaked details of my latest three hour "winners words of thanks" to the Club, "the OOD etc. etc. etc."..... Our Frostbite commences shortly and will continue each weekend until the New Year. All will be welcome.

Cheers....*Bill Owen, Osprey 832*

Please can someone supply me with an address for B. Greedy who paid his subs at the Nationals but forgot to give me his address. I want to send him his handbook and newsletters.

Maureen (0524) 418924

How you ever been confused as to how much tension to apply to the top batten before hoisting the mainsail, or to what effect this tension has on the shape of the upper main?

To arrive at the startline in a dying breeze and find the top batten will not tack with the mainsail is annoying to say the least. One approach to the problem, I thought, was to make the top batten adjustable in length. This concept was analysed and an advanced system was dreamed up comprising a hydraulic ram incorporated into the battens inner end and flexible hydraulic pipe substituted for the bolt-rope. Coupled to this in the boat is the actuating hydraulic system consisting of a piston assembly connected to the tension control lever. This is then linked to the gooseneck by a further length of hydraulic pipe. The overall layout is displayed in Fig.1. This system is possible but a feasability study needed to be made using a simplified set-up. This consisted of a right-angled belcrank of plywood and balsa wood attached to the outer edge of the standard top batten (Fig.2). An actuating line of Dacron fishing line (low windage variety) is attached to the belcrank and leads down to a pulley on the outer end of the boom and thence to a cleat. This simple device was produced and christened and from the midst of a sceptical bunch of Osprey sailors, the TOBATA was hoisted for its maiden attempt at controlling the shape of the top third of my mainsail. This proved abortive and the TOBATA design was quickly modified (with some sellotape and driftwood). The TOBATA Mk.2 was 'dry' tested under a mounting sea of scepticism which proved the batten to be a problem. The batten only displayed a minimum resistance to torsion and the lever could twist out of the vertical plane detracting from the adjustment accuracy. The solution would be a tubular batten which is better able to resist torque. Development of the idea ceased at this point and the TOBATA concept was mothballed.

Oh yes, and what does TOBATA stand for?

TOp BAtten Tension Adjuster, of course.

Cee Mank Tin-Pram

(Sometime Vietnamese refugee with Orange hair regarded as a god by primitive Cambodians and Tibetan aesthetes).

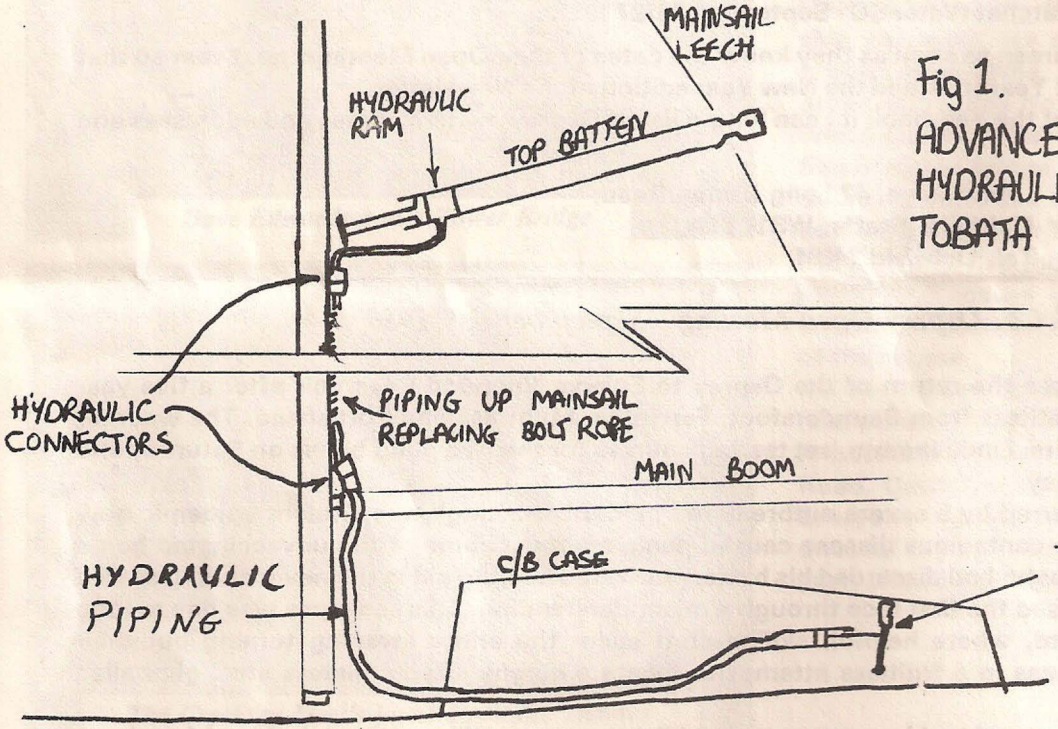


Fig 1.
ADVANCED HYDRAULIC TOBATA

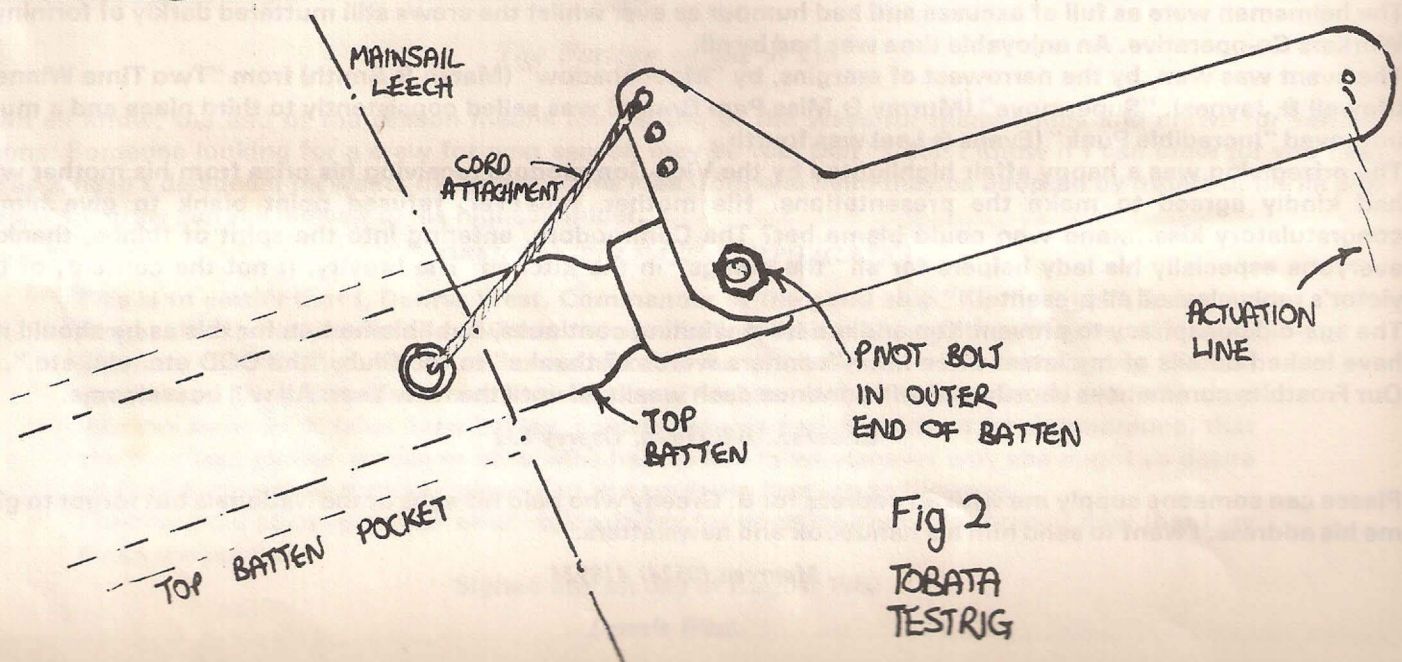


Fig 2
TOBATA TESTRIG

Notes on the Annual General Meeting 1980

Your Committee 1980/1981

Chairman	Hugh Carter
Secretary	Maureen Carroll
Treasurer	Dave Hill
RYA Centreboard Committee Representative	Mike Corbin
Technical Advisers	Ian Proctor
	Keith Proctor
	Roger Hull
Welsh & Midlands Committee Chairman	Roger Edwardson
Scottish & Northern Committee Chairman and Royal Yorkshire YC Representative	Terry Greaves
Publicity Officer & Stewartby SC	Roger Mant
Sussex Motor YC	Nick Houlding
Mengeham Rythe SC	Oscar Chess
Datchet Water SC	Huw Pearce
Mounts Bay SC	Malcolm Woolcock
Mumbles YC	Roger Gammon
North Devon YC	Geoff Dean
Creeksea SC	Dave Edwards
Poole YC	Trevor Brown
Ogston SC	Chris Addy

A presentation of an onyx cigarette box was made by the Association to Maurice Whiteman from Ogston who had served on the Committee for more years than anyone can remember, expressing the gratitude of the Association for his years of service. He will be missed by all his friends in the Class and we hope he has a long and happy retirement.

New Subscription rates from 1st January 1981 will be

£12 per Boat Owner (No extra for joint ownership).
£7 per Boat Owner under 21 years of age.
£3 per Support member.

This means that there will no longer be an Associate membership for crews etc., which will make administration easier and represents a £2 increase over the old rate of £6.50 (boat owner) and £3.50 (crew). For Open Meetings and Championships it will mean that 'the boat' has to be registered with the Association and not the helm and crew separately as in previous years.

The rules revision has now been completed and should be ratified by the RYA in time for the reprint of the Handbook in January 1981. There are no major amendments to the rules and the revision has been made necessary by new RYA guidelines.
The only major change which will affect the membership is the rule which covers membership of the Association. In future, in order to receive a valid racing certificate, the applicant must send proof of membership of the Class Association to the RYA before they will issue the certificate. This rule brings our class into line with most other Associations and it is hoped that it may provide a much needed boost to the membership numbers.
The subscriptions have not been altered since January 1977 so the increase in rates for 1981 is regrettably necessary to keep pace with inflation.
The increase in subscriptions will take effect on January 1st 1981 and a membership application form will be printed in the next two newsletters.
A proposal was made and adopted that in future National Championships there will be no rest day. The rest day is usually on the Thursday of Nationals Week and at Mounts Bay this year it had to be used for racing due to the cancellation of Wednesday's race. There is always a risk that if racing has to be cancelled on the Friday there would only be four points races. No other Class that we know of has a rest day and the meeting gave its support to the motion.

National Championships - 1981

As most of you will know the National Championships for 1981 were to have been held at Gorleston and Gt. Yarmouth YC in Norfolk, however, this venue has had to be cancelled as the Class Association have been unable to agree on the event's organisation. We did have an offer of a venue from the South Caernarvon YC at Abersoch in North Wales but the date in mid July was thought to be unsuitable. As it takes the best part of a year to organise an event of the scale of the Nationals it is with some relief that Mounts Bay SC have stepped into the breech with an offer to host the event again next year. Mounts Bay is a popular venue and, while we do like to have a different venue every year, it is hoped that you will give your full support to Mounts Bay for the second year running. The date of the event will be the week commencing the 15th of August.

Miss Great Britain Contest 1980/1981

What, I hear you say, does this heading have to do with Osprey sailing? Apart from the fact that some wives/girlfriends would walk away with it if they entered.

On a Monday in the not too distant past, a BBC TV outside broadcast unit arrived on the slipway of Morecambe & Heysham Yacht Club to film some of the goings-on on the bay as a background for their coverage of the Miss GB contest finals. Having forewarned the Club, some members turned up to put on a show for the cameras. Unfortunately, the weather didn't, or rather it did, but a little too much, if you get my drift. Surveying the huge waves and force 5 to 6 winds, the local Power Boat Captain was heard to say "It's too rough for the power boats and you'll never get the dinghies to go out in that". (Red rag to a bull). Ken Carroll eyed Paul Sewell, Paul Sewell eyed Ken Carroll and a "we'll show YOU" look appeared in both sets of eyes. After a guarantee from the producer that any film taken would be used on the TV, this noble pair were changed and on the water in 10 minutes flat. For 20 minutes they exposed their craft to the cameras, such was the wind that when Ken said "get the rag up", Paul was heard to say "Eh". However, the rag was hoisted and the pair reached up to the slipway so that the cameraman, perched high on the jib of a crane could get some good shots.

Afterwards an extremely grateful producer and an even more thankful town publicity chap took our pair to the nearest hostelry for a liquid vote of thanks.

Never let it be said that Osprey sailors aren't the bravest of the brave. Even if the 20 minutes film is cut to just one it will be good publicity for the Class as beauty competitions are always top of the ratings, when shown on TV.

The programme will be on some time in the New Year either January or February, so be sure to watch.

(SAIL No. 1175).

RYA Certificate Fees up to 1st March 1981

Initial Certification (New Boats)	
Non RYA Member	£4.00
RYA Affiliated Personal Member	£3.50
RYA Full Personal Member	£2.00
Change of Ownership or change of Boat Name (Re-Certification)	
Non RYA Member	£3.00
RYA Affiliated Personal Member	£2.50
RYA Full Personal Member	£1.50

These fees will be amended from 1st MARCH 1981 to read :

Non RYA Members	£8.00
RYA Affiliated Personal Members	£6.00
RYA Full Personal Members	£4.00

A full set of the current Class rules will be issued with each new certificate.

The new rate of building fees for the Osprey from 1st March 1981 will be £40.

All increases are caused by inflation, they are the first increases since 1977.

Burnham Week 1980

Another good entry of 21 boats making us the strongest dinghy class at this event with boats from Gorleston, Lymington, Stewartby and Creeksea. We had the whole range of winds this year with Saturday and Monday drifters bracketing a medium breeze on Sunday. Thereafter the wind increased until the second Saturday when it blew a six with gusts of eight and a nasty short steep chop.

Robert Shaw, crewed very efficiently by his wife Janette, sailed consistently and well to take both the Week-end Points Trophy and the Creeksea cup for the week. Their final tally was 2 firsts, 3 seconds, 2 thirds and a fourth. Graham Woolfenden, after a poor week-end (when he failed to bring the duty free on Sunday having left the trusty Linda on the shore), crept through into second place. Bill Letten, second over the week-end, dropped to fifth place after a couple of retirements and a DNS. Dave Edwards and Dave Unsworth benefitted and filled third and fourth spots.

Those of you who know "Big Dave" and who doesn't, might find it mildly amusing (our Commodore and Insurance Agent do not) to hear that he sailed his own boat in Burnham week for the first time and managed to break two masts in the process.

In the middle of the week, Tony Hodges turned up with a Flexifoil Kite capable of a hundred miles an hour (we are told) and many a pleasant hour was spent extracting it from the dog roses. Happy days ..... On the non-sailing front, plenty of beer, plenty of laughs, plenty of sun (until the downpour when some people were packing up their tents). A good week was had by all.

Dave Edwards
Creeksea

The Chalmers Park Trophy

Filey Sailing Club held its annual Osprey Meeting for the Chalmers Park Trophy over the weekend of September 13th & 14th.
Sixteen boats assembled on Saturday with visitors travelling from Lymington, Blithfield, Stewartby, Ogston and Morecambe.
No sooner had all the competitors arrived when the coastguard rang to report that "a Force 9 was imminent" and, as it was already blowing a good 6 to 7, the Race Officer, Les Banks, decided to cancel racing for the day.
This decision left several broody Osprey sailors with an afternoon to kill, some went shopping, some went sightseeing, some stayed in the bar and some went for a sail. Yes, Alfie Hawksworth and crew David Mager had a good thrash up and down for a couple of hours with nothing but three or four sailboards for company. Watching from the shore, it seemed that the decision to cancel racing was, in hindsight, a little hasty.
After being fed and watered, a pleasant evening was spent in the "Vic" where one or two gallons were consumed and reasonably intelligent conversation took place.
Sunday dawned bright and breezy with everyone keen to start the first of the three races planned for the day. The fleet got away to a clean start with Mike Corbin being the early leader after a successful port-tack start. At the windward mark, Alfie Hawksworth had taken the lead with Corbin second and Terry Greaves third. The wind was blowing a good force 5 and exhilarating sailing was taking place on all parts of the Olympic course. Positions remained unchanged until the first run when Greaves closed considerably and passed Corbin on the beat while the latter was having outhaul trouble. Hawksworth, in his Championship winning boat, had opened up a considerable lead and comfortably took the winning gun with Greaves second and Richard Plowright third.
With conditions much the same for the second race, Hawksworth was once again the early leader with Corbin second. These two quickly established their respective positions and Keith Byers picked up a useful third place with a long seaward tack, out on his own, up the last beat.
With Hawksworth now the overall winner, the final race was only to decide the minor places. Inevitably it was that man Hawksworth who rounded the windward mark first followed by Plowright and Roger Edwardson. Greaves had worked his way up to fourth place after an indifferent start and needed to pick up one more position to finish second overall.; After an exciting last beat in dying winds with the three boats tacking and covering each other closely, Hawksworth finished first, Plowright second, Greaves third and Corbin fourth.

Overall Results.

1st. 1184 A. Hawksworth	Blithfield SC	1½ points
2nd. 1167 T. Greaves	Royal Yorkshire YC	5 points
3rd. R. Plowright	Filey SC	5 points
4th. M. Corbin	Lymington Town SC	6 points.

Despite Saturday's disappointment, a good day's racing was had by all on Sunday and congratulations to Alfie who, after a couple of seasons out of the limelight, seems to have done the trick with his recent acquisition. A well deserved win.

Malcolm Clack

News from Ogston

As you may have heard, our Committee are happy and willing to stage the Scottish & Northerns next year on the third weekend in June. The Ogston Ospreys, despite the loss of one or two of our helms this season, continue to prosper and for the third year in succession have won the Fleetest of Fleets Trophy - mainly because almost all our boats were on the water competing.
We are hoping that we can persuade some of the visitors next June to join us permanently. We took five boats to the Nationals this year without much success but with considerable pleasure, and having failed lamentably to raise the standard of sailing, I feel that the least I can do is to improve the poetic contributions to the Newsletter, a much easier option I think.
I dedicate this to those who go to the Nationals and are never quite the same again.

He once was as green as the other man's grass
Alas for the days long dead.
That bastion of the Osprey fleet
(I think that's what they said).

We all wished him good sailing
We all wished him good health
As nice a lad as you could meet
Not unlike myself.

He never luffed at all
He wouldn't dream of barging
When rounding marks, were he but asked
He left the widest margin.

But now he's been to Mounts Bay
With that god-forsaken lot
The last time I said "Water, mate"
He ses "You're bloody not"

Ah woe, the iron's in his soul
My heart was sorely saddened
Not, of course by what he said
But 'cos I bloody hadn't.

You'll be getting more information and news from Alan Birch our Fleet Captain - if we can sober him up - in the near future.

Meanwhile, best wishes
Dennis West, 938 "Kindly Light"

Some Boats for Sale

1165 Wood Mk.3 £2,000 - Mike Corbin, Lymington 75398
1101 GRP Mk.3 Westerly £950 - Roger Mant, 0234 741382
1087 Wood Mk.3 £1,100 - Murray Foster, 01 444 6647
463 £350 and 870 Westerly Wood Mk.2 £750 - Carolyn Wilkins, Cheddington 661673
1072 GRP Gmach £850 - 040 237 2716
120 Bell Mk.2 Wood £400 - M.C. Goodall, 04243 3610
1112 Wood Mk.3 £1,150 - 04012 3784
383 Wood Mk.2 £550 - Huntingdon 215604
1139 GRP Mk.3 Westerly - Keith Byers, Morecambe 415470

If your boat is for sale please let me know, I can't tell people about it if I don't know, can I?

Maureen

P.S. Please let let me know if you have any Spars, Sails, bits etc. for sale.

New 1981 Yearbook

Calling all would-be amateur sleuths.....How many Ospreys are there in your Club's Dinghy Park, count them up and then subtract the number of regular Osprey sailors. What you are left with is the boats we want to trace in order to update the boat owners list in the new 1981 Yearbook. We want all the information you can muster on the Ospreys in your club and those which are laid up in people's back gardens. If Barry Mitchell can trek across the African Bush to find a hull (albeit eaten by termites) I'm sure you can brave the rigours of swamp infested dinghy pens to help us. All information to me please before the end of December.

Maureen Carroll

Congratulations to Ken Robertson and Des Menear from Mounts Bay who won the Wayfarer 1980 National Championships. It is whispered that Ken has started work on Race Relations which was wrecked at Mounts Bay, let's hope he can get her back into trim for next season.

For Sale

New un-numbered Mk.3 Composite Hull. Westerly hull, decked by Martin Creasey using WEST system. Can be seen at Creasey workshops, 23 Foxbury Road, St. Leonards, Ringwood, Hants. Price £1,250 or nearest offer. Contact Maureen, Morecambe 418924 for further details.



Musto & Hyde Sails set the PACE

BRITISH NATIONAL CHAMPIONSHIPS
1976 1st. & 3rd.
1977 1st., 2nd. & 3rd.
1978 1st. & 2nd.
1979 1st., 2nd. & 3rd.

Musto & Hyde Sails Ltd
Linden Road, Benfleet, Essex SS7 4BQ
Tel. South Benfleet (037 45) 56254