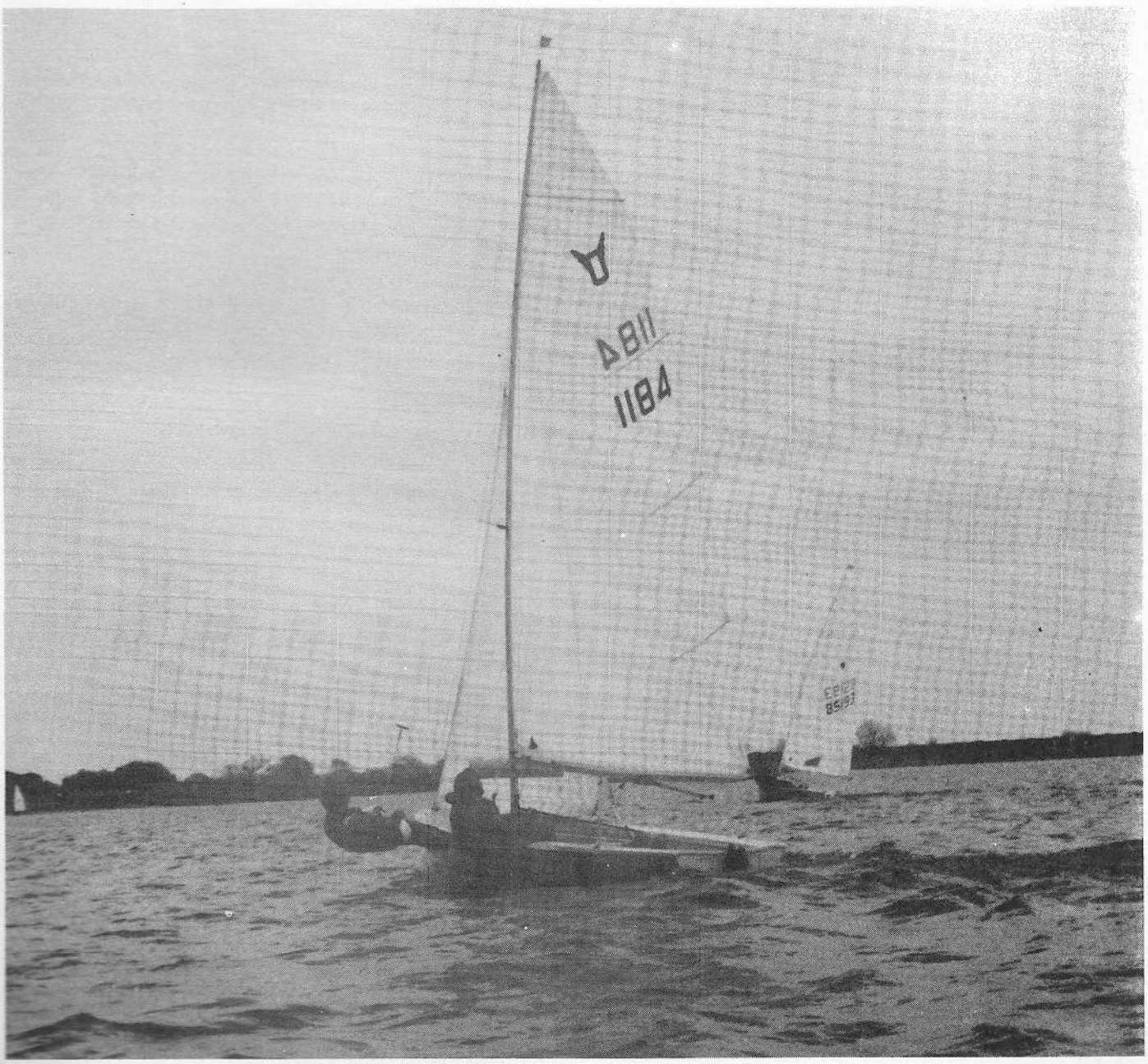
NATIONAL OSPREY ASSOCIATION

NEWSLETTER JULY 1981

Scottish and Northern Champions 1981



ALF HAWKSWORTH AND PAUL GREEN
WINNERS OF THE SCOTTISH & NORTHERN CHAMPIONSHIP
HELD AT OGSTON S.C. JUNE 20/21
Report still awaited . . . . .

EDITORIAL

Issue number two of the tiger type of journalism, and this is probably being read on the beach at Mounts Bay. I apologise for the fact that most of the opens have not been reported, and for the lack of much club news. I feel that I am doing this job as an assistant to Huw, rather than as an ego trip for myself; I don't really enjoy one finger typing, what I actually get in the form of contributions, and I have better things to do than spend my life hassling over the phone for race reports, etc., that I have been promised by people around the country. The blame for this lies with the Fleet Captains this time; I rarely leave a meeting without finding the F.C. and reminding them to do the report. **If you thought your club ought to have been mentioned, your name in the results, your regatta in the fixture list, then don't ask me why it isn't, go ask your local so-called representative. If the next issue doesn't contain all it should then it will be YOUR fault for not making the F.C. do his job properly.**

One good thing about the season so far that should be reflected in the Nationals, is that instead of the fleet being totally dominated by one or two people, there is a plateau of talent in the fleet at the moment, with almost a dozen boats of near equal speed sailed by teams of very similar ability, which means that the racing is far more exciting, and rewarding, than going to a meeting and knowing your position before the racing starts. I feel that this is a far better state of affairs for the class as a whole, as it should lead to more rapid development in both boat systems and tuning, and in the standard of boat handling, throughout the fleet.

Here we have a Letters Page!

From Cliff Hitchings, Sandersfoot S.C.

I have been sailing each year at Sandersfoot S.C. for the last 25 years, as an Osprey Crew from 1958; in 1964 I bought Osprey 108, changed for Osprey 376, and now I own Osprey 1117. Is this a record for osprey sailing?

Some years ago, at the very end of a sailing season, I broke a mast. This was reported to my insurance company. When, very near the start of the next season and no mast, I was getting rather worried. After many phone calls and letters, I was told that the mast had been put on rail, and would I inform the insurance company as soon as it arrived.

I was in the office when the mast was delivered and being in rather whimsical mood I sent the following greetings telegram: "ARRIVED TODAY . . . 22 LBS. . . IT'S . . A . . MAST . . . HITCHINGS." A few days later I received a bottle of champagne with the following message: "CONGRATULATIONS . . ON . . NEW . . . ARRIVAL . . . NEWTON CRUM." This all happened a few years ago.

From Malcolm Clack, 12, of no fixed abode.

Please put the word about that my services (crewing services) are available, as Spoilsport Greaves has sold Dodger in favour of something with a lump of lead on its keel, and I am left in the lurch for the championship week and afterwards. Ring 0904 56342.

OSC'S ORACLE

Much has been said about the idea of inboard sheeting on ospreys. As I remember, the first outbreak of this particularly virulent disease occurred on the Bonny Banks of the Tay, where the wily scots mounted jib sheet fairlead tracks fore and aft on the inside of the side tanks at deck level. Despite some good results with this set-up, no overwhelming advantage was noted and the layout died with the dispersion of the scottish fleets.

Interest was rekindled when the Omnipotent Tony Paunchford was regularly seen playing about with jib sheets in and out of the shrouds, but the new wave inboard sheeting formula became firmly established at the Shoreham Nationals, with the appearance of the cult leader Andy Rotten, who, with his crewman Sid Pimpson, committed himself to inboard sheeting. He used gunwhale mounted shroud plates and a fore and aft sheet track. The track was mounted at thwart height on the inside of the tanks and used short strops to pulleys to bring the true sheeting height to about tank top level.

While Tarter was pumping himself to the front of the fleet, John Marsh, the man who gives as many victory speeches as John McEnroe, had a slightly different approach. By using a single barber line attached to the tank side, he could sheet almost as closely as the full inboard system. The turning block remains on the tank top (fig. I). This concept offers the possibility of close sheeting with a tight leech with the barber in, (a), and what is effectively side tank sheeting, with a slacker leech as the barber is eased (b).

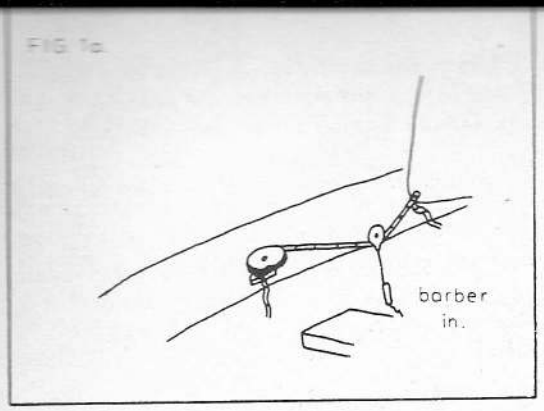
The advantage of the Barker/scottish system over this simple type is superior accuracy and control over the sheet position, (although the other system is slightly cheaper, and has "Don't tear your jumpsuit" written on it in large friendly letters. Ed's note). The other variation possible is to have a vertical barber system. The difference between this and the Marsh option being that the turning block is mounted on the tank side. Thus any change in barber height only marginally affects the sheeting angle.

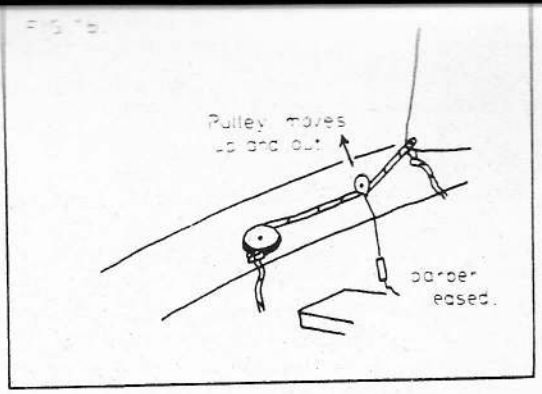
The central issue of the effectiveness of inboard sheeting is compounded by the suitability of different rig combinations; fullness, shape, and leech cut of jibs and mainsails, and sideways bend characteristics of the mast.

The relevant slot width parameters are tabulated:

Slot size increasing factors:

1. Easing jib sheet tension to create extra twist.
2. Sheeting further outboard on athwartships track.
3. Raising, or moving barber pulley backwards easing leech tension.
4. Easing jib halyard tension to increase sideways mast bend, ease jib leech tension and reduce overlap.
5. Flattening mainsail by increasing low down mast bend with more mainsheet boom thrust, and kicker, and tightening cunningham and clew outhaul.





Slot width is the crucial factor in setting up an inboard sheeting system. A smooth even gap is necessary and this must be maintained when the boat is underway, with the mast subject to the normal trapeze and shroud loads. These vary considerably from when the boat is set up statically, as the mast bend is increased because the shroud load reduces in trapezing conditions. The increased apparent wind when beating also affects the set up. One way to examine the slot is to study photos taken from astern and to leeward, or to entrust your boat to somebody else, and follow in a launch.

As to reliability and effectiveness of inboard sheeting. Messrs. Barker and Co. showed spectacular speed at Mounts Bay, showing that with the right techniques sheeting inside the side tank is advantageous. I suspect that the osprey hull shape makes sailing upwind with a tighter slot and a small jib angle tricky. If the boat slews due to wave slamming with this rig, then stalling is more likely than with a conventional system. The hull needs to be kept moving by judicious use of the helm to minimise slowing in waves coupled with advanced body shifting techniques from the crew.

It follows that the dinghy should extract maximum benefit from inboard sheeting on flat water, where hull slamming and thus hull drag, is minimised. However, excluding Barker's performance, a well set up side tank system does seem to have comparable speed to a well set up inboard system.

SECRETARY'S REPORT

Your Secretary (i.e. ME) has been working very hard since 'inheriting' the post at the beginning of March! I have learnt to type (nearly), answer the phone, deal with the flood (?) of incoming subscriptions and letters and still do some sailing! I have also answered over 20 serious enquiries about the Osprey, including requests for good second-hand boats for sale (any information gratefully received); so far, these enquiries have resulted in at least 5 new members joining the class.

With regard to newer boats: The latest to be registered, number 1198, belongs to John Marsh of Mumbles Y.C. Altogether 5 new boats have been registered with the R.Y.A. since the last Newsletter, making a total of 10 since the Nationals. If anyone knows of the owners and/or whereabouts of the following Ospreys (Sail Numbers 1185, 1186, 1189, 1190–1193, 1195–1197) please could he/she/it let me know so that I can keep the Association records up to date? Although these sail numbers have been issued by the R.Y.A., as yet the owners have failed to register them so we have no idea where they are!

I have received a letter from the Flying Dutchman Class containing a proposal that we hold a joint Open Meeting 'sometime' in 1982. I think this would be a good idea for both classes, particularly as a number of clubs which regularly host open meetings are beginning to prefer joint events. The organisation and race officers, etc., required for 50 boats is not much more than for only 20. What are your views? Do YOU want to keep to 'Osprey only' events, or join up with other (inferior?) classes for open meetings??

As of July 13th, the paid-up membership of the Association stands at 59 full members, 4 junior members and 12 support members. Because this response has not raised sufficient funds to finance the printing of a new Association handbook, this venture, already overdue, will have to wait until we manage to sell the Association's composite hull or have increased the number of members. So if you want regular newsletters and a new handbook, can you each persuade two non-members to join up (even £3 as a support member would help).

As this newsletter is being published to coincide with the Nationals, copies that are being sent out to members who decided not to venture as far as Mounts Bay will include a brief report of the weeks sailing/socialising and a results list. A more detailed report with photographs of the action, will appear in the next newsletter.

PAGE 3 TIT–BITS

It has come to my attention that a possible source of income in these hard times is not being exploited.

NOTICE IS DULY GIVEN THAT ALL MEASUREMENTS TAKEN OF "NIFTY SHIFTER" WILL BE CHARGED FOR 50p A TIME. All proceeds to the disabled (me) in this the Year of the Disabled!

There is no charge for measuring me, but to protect myself from a mad rush, the vital statistics are (41 – 37 – 42). (Not telling what the other is!!)

Now for the bad news. The report in a previous Newsletter of the mounting of The Barker Butty, alias Nifty Shifter with Tickled Pink has not produced any offspring. I can only put it down to one of them being on the pill or Tiger has been mixing his favourite omnipotent potions to produce an impotent solution!

ALF HAWKSWORTH

THE BEAST WITH FIVE CHEQUE BOOKS !

Deep in an airless basement hovel in the bowels of Castle Grim, near Aberdare, dwells a poor mindless trembling apology for a human being. Unwashed and uncaring, he stares vacantly into space, his eyes like two half sucked hard boiled travel sickness sweets. Huddled in a dim corner with a damp rag mat around his puny shoulders, he fondles strokes and caresses a big wad of dirty pound notes.

The identity of this erstwhile top Osprey helsman, senior bank official and world-class Formula One dumper driver is known only to a few close friends, the Boxing Board of Control and the Income Tax inspectorate.

This catastrophic personality change was brought about by an attack of self-inflicted avarice. In order to realise the best possible price for the super-fast "Marshmallow" the owner agreed to sell all the 'knowhow' with the boat as part of the deal. The words were barely out of his mouth when he simultaneously received Harold's money in his hand and Harold's teeth in his head. A firm bite and a mighty suck and his brains in their entirety were siphoned out and ingested by the new owner. There the original owner languishes with a wedge of money in his hand and four sets of National Health dentures in his nut.

He recognises no-one. On being visited by Malc, his faithful crew, a slight flicker of pleasure crossed his features. He then uttered his only two words since the fateful transaction. "Hello, Mummy!" he crooned gently.

. . . And what of Harold, one might well ask. What of that paternal, polite, helpful, mild-mannered, lovable character we once knew and respected.

WHAT INDEED! He now careers about the water at unprecedented speed, luffing defenseless young children in Optimists, cutting Lasers in two, shouting obscene oaths, throwing tantrums and punches, barging in at start lines and threatening to push his spinnaker pole down, in or up any available anatomical orifice within range. Not a pretty spectacle.

Will he return to normal when the moon goes down or when he breaks a mast . . . ?

Will Marshy regain all his old habits when he has his new toy and has aired his rag mat . . . ?

In public schools should the sexes be separated, by a crow bar if necessary . . . ?

Will National Service return for the over fifties . . . ?

Will Malc. give up his lovely home, wife, child and 'lastic model aeroplanes once again and return to the sea . . . ?

Can Harold keep going this fast without blacking out and becoming prematurely incontinent . . . ?

The answers to all these questions, and more, in the next instalment of . . . "John Jeckell and Harold Hyde."

"832"

RACING REPORTS

Sussex Motor Yacht Club Open Meeting

This event was held on the weekend of May 30/31, jointly run with the Clubs' Fireball Open. For once the weather did not overrule the weekend, and some excellent racing was enjoyed by all.

The first race on Saturday, was held in a light to moderate south easterly wind. Trevor Brown in Atomic Rooster took an early lead, hotly pursued by Oscar Chess in Easy Picker, who eventually pulled through on the last reach to take the gun after the course was shortened. Locals Nick and Mark Houlding came third in In For A Penny. The second race, held in very damp conditions with continuous rain, did not deter Oscar from going straight to the front from where he was never seriously threatened. Robert and Jeanette Shaw were going very fast in Moonlight to finish third behind Atomic Rooster.

After a fun evening of chinese food and kung fu exercises, the fleet had to be restrained on Sunday morning until the wind had settled. It was a steady south westerly with a force five forecast. The Race Officer caught a few people out by firing the gun 20 seconds early, but there was no trouble second time round, with Airborne first round the windward mark with the Houldings, Adrian Solly in 1176, and Easy Picker all in close contention. Easy Picker pulled through at the gybe mark, only to have to retire with a broken boom on the third beat, which proved to be a crucial factor in the overall results. Atomic Rooster took the gun with Airborne second and In For A Penny third. Adrian Solly would have been fourth but for a bit of overkeeness on the start line. Quite a sea mist had come in by this stage, so much so that some people had difficulties finding their beer cans, but as the wind freshened this cleared to give ideal sailing for the last race.

The last race was set to be a cliff hanger for the main contenders. Atomic Rooster was first to the windward mark with Adrian Solly right behind who then pulled through by the leeward mark, only to lose it again on the next beat with halliard problems (which was only the start of his troubles) and this let Oscar through to second place with Phil Mann in 1110 third and this was the finishing order. So although Oscar and Trevor were equal on points, the extra race result decided it, giving Trevor the meeting with Oscar second and the Houldings third.

Sixteen ospreys took part in the racing which was superbly organised by the Tornado Class. They really showed how an open should be run and to them go many thanks.

Report by R.S. Lilley.

North Devon Yacht Club Open

The Annual Woolworth Paddle meeting attracted a small but highly competitive number of visitors to supplement the host club's fleet of four regularly sailed boats. Saturday's first race was won by Ken Robertson and Desmond Menier, with Alfie Hawksworth and Paul Green second, and Geoff Dean and Mike Lamey third. A patchy start by Oscar Chess and Tiger gave them a poor place in this race.

The second Saturday race was a large hanicap event for Appledore Regatta's Diamond Cup. This race did not count for the meeting, but the ospreys didn't disgrace themselves. Alfie was first home with Geoff second. Alfie was pipped into second overall by a Dart catamaran, by only four seconds on corrected time.

Sunday saw the two remaining races for the Paddle sailed in light winds. Oscar took an early lead which they held to the finish, Geoff second and Alfie third.

The third race again had the Dynamic Duo in the lead until the first spinnaker reach, when the draught of their osprey exceeded the depth of water and they were most surely aground . . . . . Alfie and Ken passed them and the three then fought it out with Alfie winning, Oscar second and Ken third. Geoff retired with a torn spinnaker. Trevor Brown from Poole, although not amongst the winners, was close behind showing impressive speed at times.

Inboard sheeting was very much in evidence the notable exception being Oscar who is still sheeting outboard of the shrouds. If any boat had a slight edge on speed it was Alfie in the superboat. All in all an interesting tune-up session for the National Championships.

1.	Alfie Hawksworth / Paul Green	
2.	Ken Robertson / Desmond Menier	
3.	Oscar Chess /Tiger	
4.	Trevor Brown / Phil Angrave	GEOFF DEAN 1181.

PUBLICITY

As you have all been so apathetic about this, I thought that a little help might be useful. Osprey news coverage can be put into three categories: the sailing press, other media, and this newsletter. Different approaches are needed for each. I'll tell you what I can about each.

The specialist sailing magazines are interested in all types of boat, or are biased to one section of the sport. In general, they will only want "news," racing reports, and small ads. The osprey class has not yet produced any techniques or systems that are not used in classes, most of the development of racing trapeze dinghies seems to take place in the Olympic and International classes, but if you produce or see anything that is original, then Y and Y or Dinghy International would be worth considering. Racing reports should be confined to special events from local regattas up; they should be clear, concise and to the point; mention names, including crews! and clubs, and briefly state the conditions and course of, and the action in, each race, and the overall positions to at least sixth. The date, host club and number of competitors can be included, if any of them are worth boasting about. This should be in the post on Sunday night! It is possible, cos I used to do it for Mumbles mirrors when I were but a wee young lad. Y and Y need it by Tuesday morning for the issue 10 days later. If there's an issue a week after the meeting, they hold for the next issue on a first come first in basis, to fill up their report pages with. D.I. wont be interested unless it's an important open; Yachting World might stoop to Wilkinson Sword standard, but don't bother with the others unless you're running the nationals. Small ads are usually just boats but try anything if you're desperate. Again, be clear and together about it; "procter E, musto, musto, mounti" sounds businesslike, is obvious, and cheap; lasers may have to put the colour in, but there isn't much else to say about them. Probably only Y and Y or D.I. are worth bothering with, but there is a Yachting Trader free thing around East Coast clubs, so explore those too.

Other media can include virtually anything you can think of. The 24 hour race at Southport gets on the telly, so an area championship might make the local bit of Nationwide; local radio may be interested in opens; it only costs a phone call. National papers vary in their approach; the more establishment ones are best, the only time I buy the Telegraph is to cut my name out, the rest goes in the bin. They do report sailing very well though; try them for opens and The Guardian for the areas, even if they can't spell. The nationals might even make the Times. Local papers are usually interested; it could be unpolitical without going through the Club Officers, but they will generally print special events and some will do club racing if cultivated; the Portishead Echo kept the same story set up and only needed to know which Fryer had won and by how much. Local papers are good for selling elderly vessels of dubious seaworthiness, but club notice boards are better for most things. I don't think the papers are interested in anything else, but if your club includes the National Champion, then try the local rag for that; the Eastern Daily Press used to adulate someone I hated in the mirrors who sailed on the broads; quite put me off staying at my Gran's during holidays.

All these mainstream forms of communication run to tight and rigid schedules; you should get your story together and be on the phone as soon as the prize-giving is over; this is essential in that it gets it done while it's still fresh in your mind, and it gets it out of the way.

Lastly is this wonderful organ of news diffusion you have before you. I want all I can get, and more; see the Editorial page.

The press date is usually arranged round an important meeting, and may be stretched until that report reaches me, or if I am given warning of some long, interesting, controversial and well-written article, (I should be so lucky). I'll print virtually anything I get, whatever state it gets here in; double spaced A4 is best, as nothing is lost by your handwriting or my typing skills or lack thereof. The content of articles needs only a tenuous connection with ospreys; if you don't feel capable of a 20,000 word epic on burgee holders then letters or questions inviting answers would be welcomed. Race reports can be more detailed than in the real press, but try not to use cliche'd language; there are only a limited number of ways to put over what has happened, but "exciting racing" and "Sunday morning dawning with such a wind or such a tide," can get to sounding hackneyed. The free advertising for osprey-related bits should be taken advantage of; I am evolving a simple system, so enclose all the details you can, or want to. Also, I wish that someone in the class owned a camera.

The only other thing is advance publicity for events which I may rant about at this year's A.G.M. It's free in Y and Y, and here; I will put in a phone number to ring for details if I'm given one, and local heroes can carry the news and posters to other events at different osprey centres.

Nigel.

CLUB NEWS

Ogston Sailing Club

1980 Round Up.

The Club class champion was again Dennis West crewed by Karl Garner. This year they were given a run for their money by Malcolm Swallow and Roy Smith, who came a close second and who have since joined the 505 fleet. For the third year in succession, the fleet won the clubs fleetest of fleets pursuit series. Turnouts were good until the last weeks of the season when fleet members attending opens reduced turnouts endangering class status. Maurice Whiteman who retired after many years as a fleet stalwart, and Malcolm Swallow who defected, will be missed as two regular and enthusiastic sailors. We now have a fleet of twelve boats and enjoy regular competitive and interesting racing.

Sheppey Yacht Club

This club say they have vacancies for ospreys; there is one there at present; the 505 fleet is dying and a new fast class is required. The club sounds rather nice running large opens and a 40-mile round Sheppey Island race (this year on September 6th).

Contact R. Taylor, Club Secretary, Sheppey Y.C., Marine Parade, Sheerness, Kent.

Entries Invited for Sheppey Round the Island Race

This year's Island Race is being sponsored by the Rush & Tomkins Group, Property Developers, Contractors and Civil Engineers, and is taking place on Sunday, September 6th. The Island Race has been established for many years as a long distance event designed to test the sailing skill and endurance of competitors over a distance of 30-40 miles (dependant on wind and tide). The course is sailed clockwise round the Isle of Sheppey starting and finishing at Sheppey Yacht Club, and provides all types of sailing conditions - sea, estuary and river with tide and current to contend with.

All dinghies and multihulls with a Portsmouth Harbour Yardstick handicap number are eligible to enter. Adequate safety boats and cruisers will be on patrol in strategic areas throughout the race. However, it is unlikely that they will be on hand at all times and it is therefore essential that every boat's buoyancy arrangements are in thoroughly efficient working order. It is suggested that all dinghies carry a kedge.

The prizes are:

- The Rush & Tomkins Cup
- The Abbott Salver
- Fleet prizes will also be awarded.
- Certificate of Circumnavigation - awarded to all helmsmen and crew completing the course.
- The Times Island Guardian Cup
- Sheppey Club Cup - awarded to the first catamaran on handicap.

The Sheppey Yacht Club itself will be entering fleets of boats in most classes. We will be pleased to see not only people wishing to enter this very exciting event, but spectators alike would be made most welcome. Hot food and drinks will be available from the Club's kitchen and bar, at very reasonable prices.

Race Entry Forms are available from Mr. K.F. Beckett, 39 Allington Way, Maidstone, Kent.

Gt. Yarmouth and Gorleston Sailing Club

New address of F.C.	John Sternbrowicz, 34, Oak Lane, Catton, Norwich, Norfolk.	Norwich 47398

Mumbles Yacht Club

New F.C.	David Charles, 46, Wentworth Crescent, Mayals, Swansea.	0792 403200

New F.C.

John Page,
47, Long Bridge Road,
Lichfield, Staffordshire.

Lichfield 24281

News from Blithfield is of continuing progress in the Osprey fleet. Numbers are now up to nine boats with regular turnouts of seven for Sunday racing. We are hoping to attain fleet status for 1982, meanwhile we sail in a fast handicap fleet in company with five-ohs, none of whom manage to stay ahead of Alfie incidentally, who is, of course, the man to beat.

Blithfield is a Staffordshire reservoir, near the village of Abbots Bromley, and we have 100 acres of open water, extended further for open meetings. We have a fine clubhouse and facilities, a super friendly atmosphere and a fantastic social programme. If any potential Osprey sailors in the area are looking for a good club, or existing members looking for a change, just give me a ring, or come and see for yourselves; you will be very welcome.

It is anticipated that more of us will be supporting Alfie on the open circuit, and at the time of going to press, it seems that five Blithfield Ospreys will be at the Nationals.

John Page, Osprey 1066.

Datchet Water Sailing Club Report

We've made double figures: there are now 10 Ospreys 'nesting' at Datchet! Unfortunately, one is soon to fly to the Midlands, near Market Rasen, hoping to sail at Grafham. But the rest of us are looking forward to welcoming a large influx of Ospreys for the Welsh and Midlands Championship on the 25th/26th September. The Club sails on the Queen Mother Reservoir which is situated beside the M4 Motorway (access is from Junction 5). The Reservoir covers 475 acres and so allows us to sail olympic-type courses with ¾ mile legs. All starts and finishes are co-ordinated from a Committee boat. Unfortunately, the Local Authorities are being very unhelpful about arranging the loan of Jumbo's (or even Concorde's) for team racing on the Saturday evening. Luckily, other arrangements for your entertainment are under control.

In its short history, since 1971, the Welsh and Midland Championship has never attracted more than 40 boats. It would be nice if we could break this barrier on its 10th Birthday!

Hoping to see you all (?) there, HUW PEARCE (1077, TRI ARDOUR)

FIXTURES

Aug.	22/23	
Aug.	29/31	Burnham Weekend
Aug.	29/Sept. 5	Burnham Week
Sept.	5/6	
Sept.	6	Sheppey Island Race
Sept.	12/13	Filey Chalmers Park Open *
Sept.	12/13	British Steel Open
Sept.	19/20	Mounts Bay Panmorra Open *
Sept.	26/27	Datchet WELSH AND MIDLAND CHAMPS.*
Oct.	3/4	Lymington Jack in the Basket Open *
Oct.	10/11	
Oct.	17/18	Stewartby Open

Events marked * count towards the Wilkinson Sword Trophy.

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Mr/Mrs/Miss.....
Address.....
..... Post Code.....

BOATS FOR SALE

697	W	3	£800. Trailer and Trolley by arrangement. Keith Willis, 6 Renouf Close, Lymington, Hants.
1087	W	3	M. Foster. 061 427 3833.
3349	W	2	£50. Damaged hull only. Nick Willis. 01 997 1555.

W = Wood
G = Glass fibre
C = Composite
2 = Mark II
3 = Mark III

printed by Hawksworth Copying Services, Tel. Uttoxeter 5234

SAILS/REQUESTS FOR BOATS AND EQUIPMENT

George Rhind (Tel: 049–681–564) would like a suit of second-hand sails.

Les Wall (Tel: 01–651–1401 Evenings) wishes to sell Osprey 567. Mark II GRP, 3 sails, trolley and cover. V.G.C. £395.

The Association hull is still up for sale, if interested contact Mike Corbin (Tel: Lymington [0590] 75398).

My source of second-hand boats for sale is Yachts and Yachting. I do not know of any for sale that are not advertised in their pages.

OTHER ADVERTS

WANTED: Secondhand osprey mainsail (for 18 ft. Jollyboat). George Shalt, 1 Warnborough Road, Oxford.

WANTED: All wood Mark 3 boat, up to £1500. Roger Perry. 0332 841215.

Absolutely undamaged Procter Mast £120. 01 651 1401.

Regarding adverts in these sections, they are free to Association members, to sell or look for anything from boats to spare trailer wheels. Most sailors collect a lot of odd bits (mine was an International Moth) which sit around in garages, while other people are trying to race ospreys while on the dole.

Please be descriptive and concise, and print names, phone numbers and prices, etc. If you sell your boat, please ask the new owner to join the Association; make sure you give them Huw's address.

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LEICESTER.
Tel: 0533–551234 Ext. 394.
(Preferably between 4.30-5.00 p.m.)

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115, Sydney Road,
SUTTON, Surrey.
Tel: 01–661–9421

MEMBERSHIP FORM

I wish to apply for/renew membership of the Association.

Full Membership (per boat)	£12.00
Junior Membership (Full Member under 21)	£7.00
Support Membership (Individual)	£3.00

BOAT NUMBER. . . . . BOAT NAME. . . . . .

HELM NAME. . . . . CREW NAME. . . . . .

ADDRESS. . . . . ADDRESS. . . . . .

. . . . . .

PHONE NO. . . . . PHONE NO. . . . . .

IS THE BOAT TO BE REGISTERED IN JOINT OWNERSHIP? YES/NO