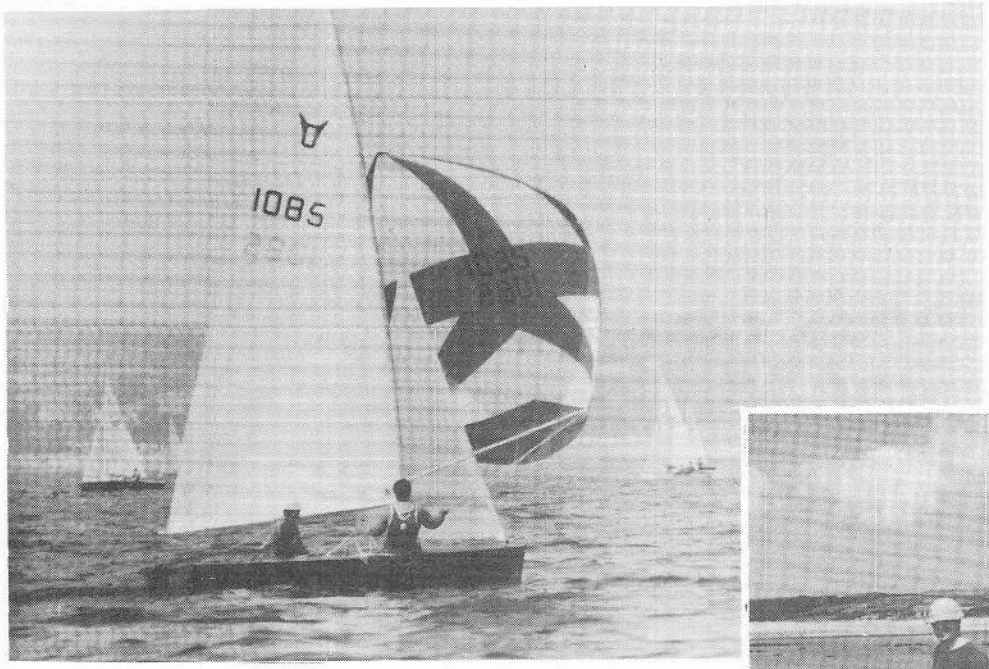
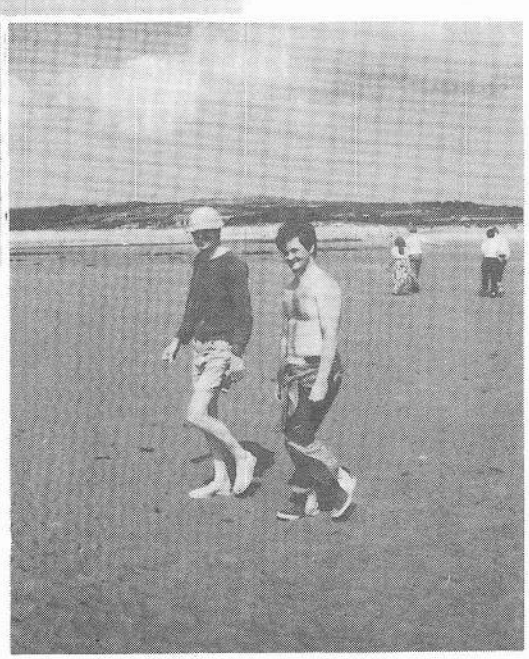
# NATIONAL OSPREY ASSOCIATION




## 1981 NATIONAL CHAMPIONS

*Tony Powell and Glyn James*



*Two Welsh Beach Boys trying to look cool !*

# 1981 NATIONAL CHAMPIONSHIPS

## MOUNTS BAY CORNWALL

**Friday 14th.**

Once again we were warmly welcomed by the ever hospitable Mounts Bay Sailing Club, and, as usual, most people were going to make a real holiday of it. Hardy annuals were slowly drifting in from far flung corners of Ospreyland, whilst some of the more affluent had been lazing about in the sun for nearly a week, and were nearly unrecognizable.

A teutonic tourist threatened to throw some of the Ogston team into the water after they had hit her car coming into the dinghy park, but eventually an international incident was avoided, and the situation cooled down.

As usual a large contingent met in the bar and old friendships were re-awakened (naughty, but nice). The Houldings were here in force and it wasn't long before someone broached the subject of Championships sweatshirts (for those who didn't know, for every shirt sold, 50 pence goes to the Association), this year a total of £80.

Some of the more intrepid visitors took part in the Friday evening club racing, taking the opportunity to sneak an extra practice race. Friday was a pleasant day apart from the driving, and once again the bonhomie of championship week was starting.

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## NEXT TIME

Oscar airs his doobries on spinnaker poles.
Reports of all the Icicles and things.
The new improved fixture list.
Boat Show Report.
Class rules in exciting new comprehensible form.
Bill Owen talks to Marshy's lawyer.
Either a yearbook (perhaps), or all the yearbook bits in the Newsletter.

Next time will be in late March, either come to the Butterfly Ball at Picketts Lock, or you'll get in in the post soon afterwards, but only if you've paid your subs. Like Huw and Jackie, we're moving in mid December, to the address below. I'll still be contactable at work, or in the early evening at home.

| | |
|---|---|
| **Tiger's New Address:** | **136, Clarenden Park Road, Leicester.** |
| **Phone:** | **0533–705973**<br>**0533–551234 X 394 (work, best between 4.30 and 5.00).** |

The lines will be open from Dec. 14; let's have lots of contributions please.

## TIGER'S COLUMN

Another season over, time to lick the wounds, revel in the glory and plan for next year. Despite um . . . government disapproval the travelling circus has completed a total of lots of miles to enjoy everything that it can find around the country, from the Nationals northward. I hope that next year will see further growth in the class, and a continuance of the adventures of the Osprey Family. Please help the association to help you by communication, involvement, and most of all, by caring enough to join it. Let's try and show the sailing world that we are alive and going about having fun in a together fashion. Be nice to your committee, even if it's just to say hullo at the dinghy exhibition. I hope to see you ALL at Lymington at Easter, and on through the year. Happy Crimble, and don't let the winter get you down!

## CREDITS

This Newsletter would not be like this if it was not for these people: Roger Mant, The lovely Alison, Everyone at Datchet, Powell, Bill Owen, Dennis West, John Stembrowicz, Chris Grunty, Robert Shaw, Roger Taylor, John Rayner, Trevor, Charlie, me, Huw, and most of all, Alfie and Hilary who print it so well for us.

## AWARDS FOR 1981

Mounts Bay – most best club
Ogston – worst publicity
Datchet – Abbatoir Award for most unpleasant place I've ever seen.
Marsh/Murray – blackest moustache award donated by Ken Carroll
Powell/Corbin/Kernow/Jakeways/Mant – Chess Memorial Daughters Award.
Marshall - Edwardson Trophy for short nasty abusive nazi helmsmen.
Trevor/Monica - The Jackie Pearce award for provocative dress.
Pam Gough – BEST MUM AWARD
Derek Cattran – Most retirements due to gear failure when badly placed.

**********

## STREET CRIES OF YESTERYEAR

"STARBO-ARD yer b*st*rd . . . or I'll cut you in Two!" was the cry that distinguished Clayton (Darcy 414) Roberts at the height of his not inconsiderable powers, when Plycraft ruled and mast rams meant something altogether different.

Clayton who won many an open meeting when thirty or forty boats was the norm, lived on Rennies, beer and his nerves. His frantic approach to sailing was reflected in his demands upon his crews. Clayton's forte was continuous tuning, the best possible gear and meticulous attention to every single detail. After that during a race, he just sat there and thought through the tactics whilst his crew did everything else.

It was Clayton who at the 1965 Nationals at Plymouth Civic Reception sat in the Lord Mayor's 'throne' as it was the only seat free. He vacated it only after a long and loud altercation with the 'guards.' Quite unabashed by this faux pas, he then proceeded to demonstrate new heights in the art of lounge lizardry by removing in one swoop eight medium-dry sherries from a silver tray intended for said Lord Mayor and his distinguished party. The liveried waiter, his nose distainfully hoisted, sailed majestically by bearing the silver tray. Clayton's hands with a striking speed that would have sent hooded cobras hurrying to the opticians, returned with a full copita in between each finger and thumb.

The flunkey, unaware that anything was amiss, duly presented the empty tray to Plymouth's most important citizen.

Of his two top crews, one suffered jet lag after every sail and elected to sail in a slower and less demanding Osprey 130 Swingalong-mine at the time, whilst the other emigrated to Australia only to return when Clayton gave up dinghy sailing in favour of radio 'hamming.' Dion now sails a Laser from behind a beard and dark glasses - always.

Clayton now crewless, sold Darcy and acquired a Toy single-hander. In his first eleven club races he failed to reach the first weather mark once. In one race he capsized eleven times up the first leg and was dragged out dazed and in need of a professional rub down and small kit check.

This experience prompted him to search out a fast but more stable 'oncer' culminating in the purchase of an 'A' class Unicorn cat. This weapon possessed unbelievable acceleration combined with minimal directional control. During one memorable club outing he was seen doing about fifteen knots with a Mirror dinghy trapped between his cat's twin hulls. The Mirror's terrified crew shouting Rape! Rape! finally climbed onto the trampoline and set about him to such effect that all three went overboard. The cat relieved of the weight careered on finally capsizing in a welter of froth . . . you know what cats are when they are roused.

The Unicorn was campaigned quite successfully and it was a real pleasure to his pals when Clayton, confidence restored, was heard once again bawling his battle cry for the unwary (albeit modified)
"STARBO-ARD yer b*st*rd . . . or I'll cut you in THREE!"

"832"

Continued from Front Page . . . . .

**Saturday 15th – Practice Race**

By now the park was rapidly filling and everybody was studying the opposition. Are struts here to stay; a lot more have inboard sheeting; aren't the sidetanks delightful without those nasty jammers to catch yourself on.

With the wind about force 3, 60 boats headed for the 3.00 start. From a position in the early twenties, it was difficult to see who the leaders were, and I forgot to ask afterwards, but as this is the practice race, I'm sure you don't mind. (if you do, then you try writing this). The wind freshened to force 4 so I'm told, and there were some enjoyable spinnaker reaches. All in all a good warm up before the real action.

The following is as accurate as I can get, and I apologise for any mistakes, and to anyone who feels that they have been missed, so here goes:–

**Sunday 16th – 1st Points Race**

Brilliant sunshine, scattered clouds and force 4 wind greeted competitors at the 11.00 start. The never ending first beat off the Mount was scattered with sails, and first round the mark was Richard Marshall in 1195, followed by John Marsh in 1198. The reach to the wing mark, just off Penzance, was very fast, and with the wind freshening the second reach was also very exhilarating. Richard and John were now pulling away with Tony Powell, 1085, in hot pursuit. After the sausage, the first reach was even better than the first lap, with the occasional spinnaker showing. The reach to the leeward mark was also mostly two sail, a few people hoisted, but no real advantage was gained and it led to some interesting situations at the mark. The race was finished after the 4th beat, a popular decision. Richard was 1st, John 2nd, Tony 3rd and Malcolm Woolcock, 1172, 4th.

Chris Addy, crew in Horizon Too, must be blessed with a solid head:–. after capsizing at the windward mark, he was knocked out by the boom while gybing to reround. Slick work by the rescue services had him ashore, carried up the beach in a boat cover, and away to hospital, with a suspected fractured skull. Fortunately nothing was broken, and he was soon back in the club, nursing a sore head. Meanwhile his helm had to get a new boom, as the old one had folded round his head, which says something for his head, and not a lot for Proctors. *Epilogue: I met Chris at Stewartby 2 months later, and he had been suffering from concussion since the Nationals and having to take things easy. He promises to wear a helmet in future, unless it is against the class rules.*

**Monday 17th – 2nd Points Race**

Lack of wind postponed the start for two hours, and the fleet had been kept ashore by the race officer, for two hours sunbathing. Eventually a start was made, boats that tacked onto port as soon as possible were left with only a short hitch back on starboard at the mark. Alfie Hawksworth in 1184 led round, followed by John Marsh and Oscar Chess in 1161. After a close spinnaker reach, and a slow broad reach, the beat was again a long port tack, with a hitch at the end. The leaders were now well spread out, Oscar was now in front, followed by Alfie and John. On the second triangle the leaders found it too close to hoist until after the gybe,



*That's how you feel after winning a championship race, 3rd overall Team Picker rejoicing.*




*Alfie and Paul, 4th overall, with flying saucer.*

while those further behind could carry on both reaches. Oscar was 1st, Alfie 2nd, Tony third and John 4th.

**Tuesday 18th – 3rd Points Race**

Light winds greeted the fleet at the start, with very close racing up the first beat. Alfie, Tony, John and Trevor Brown in 1187 led round onto the reach. Trevor took Tony, and Richard made up several places on this leg. Tony and Ken Robertson in 1170 went low on the second reach, both doing well out of it. At this point the wind died to nothing, and left everyone very confused, boats pointing in all directions. Some managed to escape on to the starboard side of the beat, which the wind filled in from, after this the race could start again. Tony was well out in front, with Alfie 2nd, Ken 3rd and Derek Cattran in 1188 4th. John, Oscar and Richard were all down the fleet, with only Tony and Alfie showing real consistency.

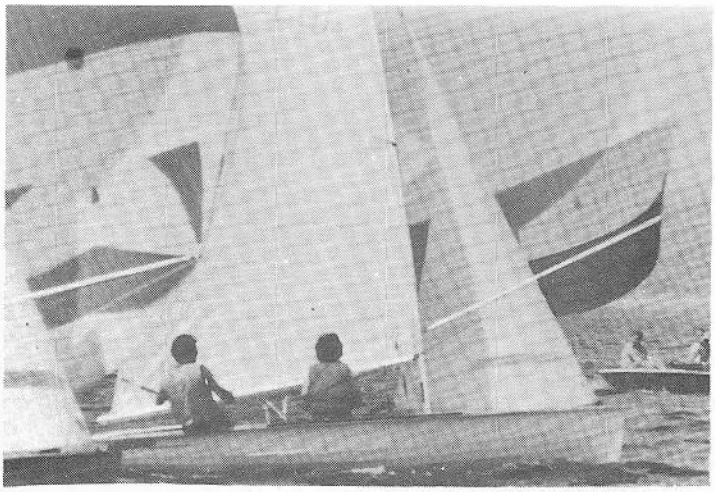
**Wednesday 19th – 4th Points Race**

With the wind force 3 to 4, the fleet were away promptly. Oscar led round the first mark, followed by Alfie and who else but Tony. Oscar lost the lead to Alfie, and dropped to 4th, behind Richard at one point, but regained the lead on the last offwind legs. Your correspondent lost track of things at this point, as the tiller extension broke, leaving my helm swearing in the water. A fine sail from Roger Edwardson from Stewartby in 1103, who was 5th round the first mark, went down the drain when he capsized, finishing 12th. Oscar held the lead he had regained, and covered the fast approaching John up the final beat, with Tony and Alfie close behind.

**Thursday 20th – 5th Points Race**

The wind we had been waiting for now arrived, force 4 to 5, and a few capsized on the long run out to the start off from the Mount. There was a short steep chop, and early retirements occurred as the conditions found the weak points in both boats and crews. Richard was first round the windward mark, revelling in the heavier going, followed by John and Tony.

The reaches were fantastic, with the boats blasted over and through the waves, very few people hoisted, and those that did gained little from it. At the end of the second beat Richard capsized, allowing John through; at the weather



*Close work for Roger Edwardson and Mike Jakeways on Tuesday.*



*The view the groupies don't see, the fleet returning after Tuesday's race.*

mark Mal fell off the wire letting Richard through; he hoisted and capsized again; John took off and held him off until the next beat, when Richard overtook and led to the finish. Malcolm Woolcock, Mike Corbin in 1165, Ken and Oscar finished next, Oscar happy at that result in the stronger wind, with Tony capsizing in 5th place and recovering to 7th, and Alfie 8th.

**Friday 21st – 6th and Final Points Race**

To set the scene: John has ¼ pt. over Tony, Oscar is similarly very close to, if not equal with Alfie, and Malcolm, Richard, Ken and Derek are close behind them. It is still just possible for either Alfie or Oscar to win, if Tony and John are both out of the top five. Possible, but very unlikely!

With a sunny sky and a steady force 2, Tony Powell led round the windward mark, and won the race and the championships for the third time. John Marsh had an altercation with Ron Lorriman at the first gybe, which ended in tears when they were disqualified, but it didn't affect the overall positions at all. Malcolm sailed an excellent race finishing second, to give him 5th, and first Mounts Bay boat overall. Alfie and Oscar had their showdown, again, with Oscar eventually getting Alfie into a stranglehold from which he could not escape, giving third to the Dai-manic Duo, and fourth to Alfie.




*Malcolm and Ken, 1st MBSC Boat, and 5th at the end of the week.*

*1981 Osprey National Championships*
*Ladies Version.*

Never mind how much SLUDGE the men drank !

During the hot, thirsty weather of Mounts Bay, whilst husbands, boyfriends and companions were out on the water, the ladies (support teams) were soaking up the sun, sea, sand, gin, vodka, martini, bacardi, etc., etc., etc.

Keen competition took place every day for the prime sunbathing spot on the clubhouse balcony, the girls from Datchet and Poole always seeming to win. (Pity the helmsmen didn't do the same!)

Surprisingly enough, a high degree of knowledge abounds amongst the ladies and comments heard took the form of: "The white hull with the orange spinny's in the lead again" or "That upside down varnished hull couldn't be Tony Powell could it" or "Oscars so far behind (down the pan) he must have stuck blue tape over his glasses instead of his nose."

Tension and excitement mounts as the race progresses, and then it happens – the entire fleet disappears behind that lump of rock with the castle on top, so it's back to the bar and sun until normal service is resumed.

Confusion after arises when boats re-appear with similar coloured hulls and spinnakers, someone even thought that James Curnow was at the front in one race. So will all helmsmen Please ensure that they have a unique and distinctive colour scheme before turning up in Filey in 1982.

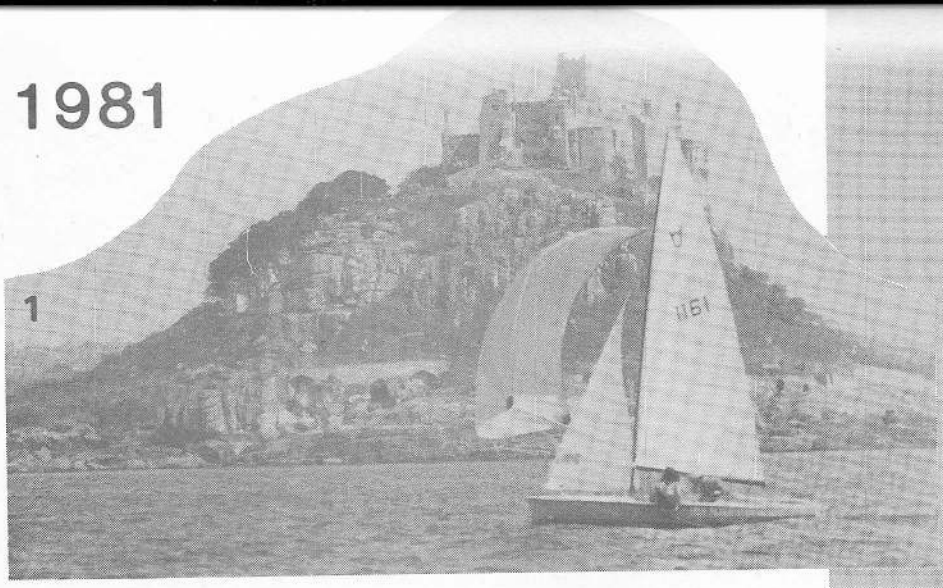
Ah the race is over, the fleets coming ashore, some of us race down the beach collecting trolleys and dispensing cigarettes on the way but most of us go to the bar for another drink, after all we'll need a bit of strength to help us through all those hard luck stories before going home to prepare for the evening session at the bar!

Well, that's it for another year, a great week organised to the usual high standards of the Mounts Bay club. I hope you enjoyed reading this report, I hated writing it; can someone else be volunteered next year. See you in Filey.

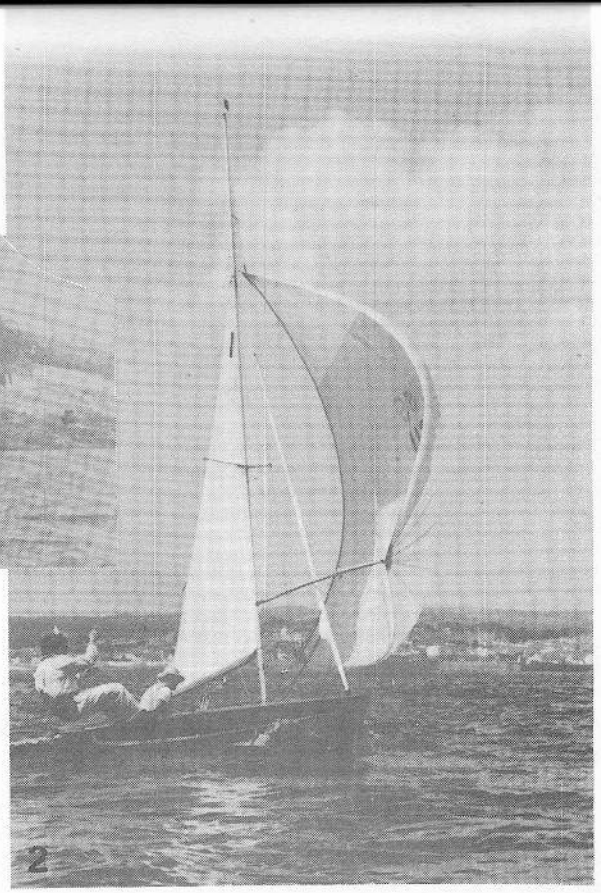



*There's no sandbanks anywhere Jan! Team Shaw wondering what the wind is doing.*

# 1981

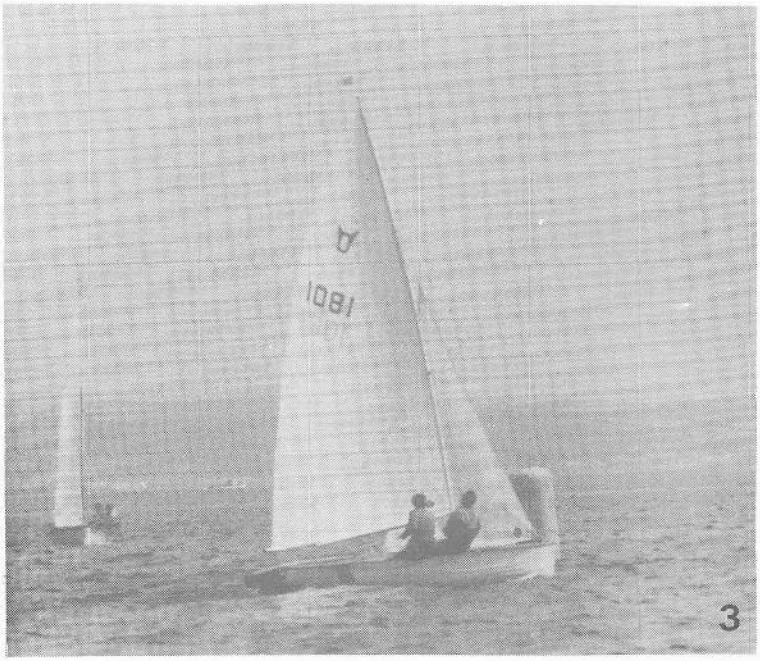



1



2

# AT THE MOUNT




3

*1. This is what the whole week was about, Sunshine, steady winds, good racing, all under the fantastic St. Michaels Mount.*

*2. Mike Corbin looking slightly unhappy on the way to the start of one of the light wind races.*

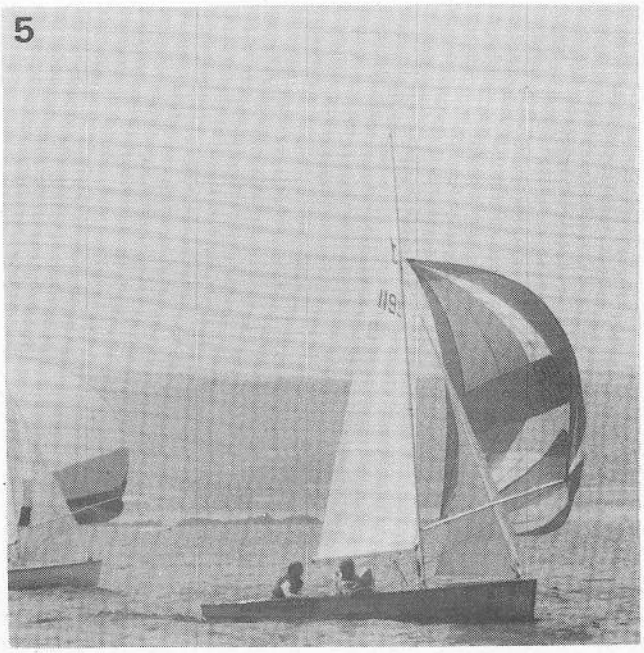
*3. First Inland boat Pete Dovey and Roger Mant of Stewartby.*

*4. First lady of the Ospreys, Pam concentrating for the camera, Mike wondering where his wallet is.*

*5. Colin Evans' new Guy Winder boat, beautifully built and finished, very light and stiff.*




4



5

## NATIONAL CHAMPIONSHIPS 1981
## OVERALL RESULTS

| Sail No. | Helm | Club | Race Results 1 | 2 | 3 | 4 | 5 | 6 | Net Pts. | Overall Pos'n. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1085 | T Powell | Mumbles | 3 | 3 | 1 | 4 | 7 | 1 | 11½ | 1 |
| 1198 | J Marsh | Mumbles | 2 | 4 | 7 | 2 | 2 | D | 17 | 2 |
| 1161 | O Chess | Mumbles | 11 | 1 | 8 | 1 | 6 | 3 | 18½ | 3 |
| 1184 | A Hawksworth | Blithfield | 6 | 2 | 2 | 5 | 8 | 5 | 20 | 4 |
| 1172 | M Woolcock | Mounts Bay | 4 | 5 | 9 | 15 | 3 | 2 | 23 | 5 |
| 1195 | R Marshall | Mumbles | 1 | 9 | 11 | 9 | 1 | 4 | 23½ | 6 |
| 1170 | K Robertson | Mounts Bay | 5 | 12 | 3 | 8 | 5 | 6 | 27 | 7 |
| 1188 | D Cattran | Mounts Bay | 8 | 7 | 4 | 10 | R | 7 | 36 | 8 |
| 1187 | T Brown | Poole | 10 | 8 | 5 | 12 | 16 | 8 | 43 | 9 |
| 1165 | M Corbin | Lymington Town | 9 | 11 | 22 | 7 | 4 | 16 | 47 | 10 |
| 1181 | G Dean | N. Devon | 7 | 18 | 21 | 6 | 9 | 9 | 49 | 11 |
| 1153 | G Stubbs | Blithfield | 20 | 10 | 6 | 34 | 14 | 14 | 64 | 12 |
| 1081 | P Dovey | Stewartby | 18 | 6 | 20 | R | 11 | 21 | 74 | 13 |
| 1103 | R Edwardson | Stewartby | 12 | 27 | 41 | 13 | 13 | 12 | 77 | 14 |
| 922 | N Noye | Mounts Bay | 17 | 24 | 13 | 14 | 10 | R | 78 | 15 |
| 1077 | H Pearce | Datchet Water | 31 | 15 | 10 | 15 | 27 | 20 | 87 | 16 |
| 919 | R Davies | Mumbles | 19 | 13 | 18 | 20 | 23 | 25 | 92 | 17 |
| 1166 | M Murray | British Steel | 28 | 20 | 14 | 18 | 15 | 26 | 93 | 18 |
| 963 | B Littler | Sussex Motor | 32 | 17 | 17 | 17 | R | 18 | 100 | 19 |
| 1120 | N Houlding | Sussex Motor | 14 | 19 | 22 | 24 | 24 | 23 | 102 | 20 |
| 1163 | R Lorriman | Filey | 21 | 22 | 47 | 35 | 12 | 15 | 105 | 21 |
| 834 | J Haddock | Filey | 23 | 23 | 31 | 33 | 17 | 17 | 111 | =22 |
| 680 | A Oliver | Mounts Bay | 15 | 28 | 25 | 23 | 20 | 31 | 111 | =22 |
| 1169 | H Carter | Lymington Town | R | 32 | 24 | 28 | 18 | 16 | 117 | 24 |
| 905 | R Shaw | Creeksea | 37 | 16 | 12 | 36 | 30 | 34 | 128 | =25 |
| 1111 | J Curnow | Mounts Bay | 13 | 44 | 56 | 25 | 21 | 25 | 128 | =25 |
| 1199 | C Evans | British Steel | 38 | 25 | 37 | 16 | N | 13 | 129 | 27 |
| 938 | D West | Ogston | 34 | 45 | 23 | 26 | 22 | 28 | 131 | 28 |
| 1178 | M Mooney | Filey | 25 | 29 | 15 | 11 | R | R | 139 | 29 |
| 731 | P Tant | Mengham Rythe | 16 | 43 | 51 | 27 | R | 11 | 148 | 30 |
| 1138 | P Stubley | Lymington Town | R | 26 | 39 | 22 | 28 | 40 | 155 | 31 |
| 1059 | C Chapman | Mounts Bay | 22 | 14 | 27 | N | N | 35 | 159 | 32 |
| 686 | N Anclaire | Mumbles | 36 | 21 | 57 | 32 | 25 | 46 | 160 | 33 |
| 1024 | P Johnson | Mounts Bay | 29 | 33 | 32 | N | 31 | 36 | 161 | 34 |
| 1168 | R George | Portishead | R | 41 | 34 | 29 | 35 | 37 | 176 | 35 |
| 1114 | W Gardiner | Morecambe | R | 39 | 28 | 19 | R | 32 | 177 | 36 |
| 890 | P Badger | Mounts Bay | 24 | 49 | 33 | 39 | R | 36 | 181 | =37 |
| 1141 | G Adcock | Stewartby | R | 35 | 40 | 42 | 26 | 38 | 181 | =37 |
| 1015 | K Gibbons | Blithfield | 26 | 47 | 29 | 57 | 29 | R | 182 | 39 |
| 1177 | A Oakes | Stewartby | N | 31 | 50 | 21 | R | 22 | 183 | 40 |
| 1119 | G Lambert | Portishead | 35 | 36 | 49 | 37 | R | 29 | 186 | =41 |
| 1018 | A Bevan | Mumbles | 39 | 40 | 36 | 43 | 32 | 39 | 186 | =41 |
| 947 | P Faith | Poole | 30 | 57 | 26 | D | 33 | 51 | 191 | 43 |
| 894 | K Willis | Lymington Town | 33 | 37 | 55 | 41 | 38 | 43 | 192 | =44 |
| 1004 | F Wilson | Sussex Motor | 41 | 42 | 38 | 47 | R | 24 | 192 | =44 |
| 935 | R Brooks | Hornsea | 45 | 34 | 35 | 44 | 39 | 42 | 194 | =46 |
| 1007 | J Rayner | Filey | R | 50 | 25 | 45 | 34 | 41 | 194 | =46 |
| 1075 | S Crebo | Mounts Bay | R | 38 | D | 46 | 19 | 33 | 196 | 48 |
| 1139 | S Grundy | Lymington Town | 27 | 57 | 58 | 40 | R | 27 | 209 | 49 |
| 1122 | I Madeley | Ogston | 40 | 53 | 46 | 49 | 37 | 45 | 217 | 50 |
| 1175 | M Palmer | Poole | R | 30 | 43 | 30 | R | N | 222 | 51 |
| 713 | M Everton Jones | Sussex Motor | R | 48 | 48 | 38 | R | 44 | 237 | 52 |
| 266 | N Willis | Datchet | R | 56 | 42 | 48 | 42 | 50 | 238 | 53 |
| 842 | M Wrighton | Ogston | R | N | 30 | 31 | R | N | 241 | 54 |
| 903 | D Norris | Blithfield | 43 | 52 | 45 | 53 | R | 55 | 248 | 55 |
| 771 | P Isles | Portishead | R | 55 | 59 | 54 | 36 | 48 | 252 | =56 |
| 900 | S Wall | Sussex | 44 | 54 | 52 | 50 | R | 52 | 252 | =56 |
| 868 | R Lilley | Sussex | R | 60 | 44 | 55 | 41 | 53 | 253 | 58 |
| 155 | M Woolard | Portishead | 42 | 59 | R | 52 | R | 49 | 261 | =59 |
| 697 | S Pepin | Lymington Town | R | 58 | 53 | 56 | 40 | 54 | 261 | =59 |
| 1076 | B Bryant | Mounts Bay | R | 46 | 54 | R | R | 47 | 265 | 61 |

R – Retired
D – Disqualified
N – Non-starter

| | | | |
|---|---|---|---|
| **First Lady Helm** | **697** | **Sylvia Pepin** | **Lymington Town** |
| **First Lady Crew** | **1166** | **Pam Gough** | **British Steel** |
| **Novice Trophy** | **1195** | **Richard Marshall** | **Mumbles** |
| **Evergreen Trophy** | **266** | **N. Willis** | **Datchet** |
| **Team Trophy** | **1085** | **T. Powell** | **Mumbles Yacht Club** |
| | **1198** | **J. Marsh** | **A. Team** |
| | **1161** | **O. Chess** | |

Club Entries :–

| | | |
|---|---|---|
| Mumbles | 7 | 1, 2, 3, 6, 17, 33, 41. |
| Blithfield | 4 | 4, 12, 39, 55. |
| Mounts Bay | 11 | 5, 7, 8, 15, 22, 25, 32, 34, 37, 48, 61. |
| Poole | 3 | 9, 43, 51. |
| Lymington Town | 6 | 10, 24, 31, 44, 49, 59. |
| N. Devon | 1 | 11. |
| Stewartby | 4 | 13, 14, 37, 40. |
| Datchet | 2 | 16, 53. |
| British Steel | 2 | 18, 27. |
| Sussex Motor | 6 | 19, 20, 44, 52, 56, 58. |
| Filey | 3 | 21, 22, 29, 46. |
| Creeksea | 1 | 25. |
| Ogston | 3 | 28, 50, 54. |
| Mengham Rythe | 1 | 30. |
| Portishead | 4 | 35, 41, 56, 59. |



*John Marsh and Malcolm Smith at the prize–giving, 2nd overall yet again.*

The Wunderful thing about Tiger's,
Is Tiger's a wunderful thing,
His top is made out of rubber,
His glasses are held on with string.
He pumps & pumps & pumps & pumps,
He pumps the whole race through,
The wunderful thing about Tiger is –
that he's a wunderful crew.

Oscar the red-nosed helmsman
Had a very shiny nose,
And if you ever saw him,
You would almost say it glows.

Then one August summers day,
Tiger said "Look here,"
"Oscar with your nose so bright,
Please lead us on our way tonight."

Oh – Oscar the red-nosed helsman
Had a very shiny nose,
And if you ever saw him,
You would almost say . . . . .

### Note of Thanks :

1. To Derek Cats who unfortunately lost Travarthian House for the week and inherited "Corbin Towers."
2. To members of Mounts Bay S.C. for showing us how to use the fruit machine (Good Luck to Malcolm's Dad and friends).
3. To James Curnow for taking the licencing laws into his own hands (Bring your own glass next time).
4. To the occupants of the "Desirable Detached Residence" for yet another sherry party.
5. To Roger MART for the report in Y & Y.
6. To Mrs. Marsh for keeping John quiet all week.

* * * * * * * * * * * * * * * *

* *Can Oscar tell us how many sweets he had to buy to keep the kids on the right line when drawing pictures ?*

# Welsh and Midland Championship

## WELSH AND MIDLAND CHAMPIONSHIP AT DATCHET 26–27 SEPTEMBER

43 Ospreys turned out at Datchet Water Sailing Club near Slough for the Welsh and Midland's sponsored by Pencil Studios. This was the largest turnout ever outside the national championship, with boats coming from as far as South Wales and Yorkshire. The sponsors in conjunction with the Association sent out individual invitations to every member of the Association, which contributed greatly to the high turnout.

The first race on Saturday afternoon was sailed in a brisk force 4 with gusts up to force 6. The fleet was led from the start by local boy Huw Pearce (1077) to the leeward mark where he went for a swim, letting John Marsh (1198), Richard Marshall (1195), Oscar Chess (1161) and Alfie Hawksworth (1184) through. These four fought it out for the rest of the race with John Marsh eventually winning after a very close finish. It was interesting to see that some of the 'sea' sailors did not take advantage of the windshifts sufficiently and hence lost places to their 'inland' counterparts.

For the second race the wind was joined by torrential rain. This proved another very tight race with the lead constantly changing. Alfie Hawksworth took line honours with the six leading boats finishing within half a minute of each other and the rest of the fleet within ten minutes. The race officer had his work cut out as boats pressed hard for the line, some only inches apart. Richard Marshall was second with John Marsh third.

On Sunday the sun shone, the wind abated and the hangovers from the previous night cleared to give an interesting and exciting day. The morning race did not follow the pattern of the Saturday races. Oscar Chess broke free from the fleet and by the end of the third beat established a confident lead. Sailing in clear air he was able to increase his lead and finished well ahead of the next few boats who were still fighting for the remaining honours.

National champion Tony Powell (1085) was second with Alfie Hawksworth third.

The closeness of the three races created a tense situation before the start of the final race. Oscar Chess, Alfie Hawksworth and John Marsh all had 3¾ points with Richard Marshall on 4. The tension was reflected by the general recall at the start of race 4. Alistair Mackay (1145) was still unable to contain himself and was disqualified for breaking the five minute rule which was a pity as he finished third on the water. The race finally got underway on a classic line start with the whole fleet on starboard. A number of boats broke away on port to the far side of the reservoir in search of clear air, which cost them dearly. The race was full of spectacle, including a complicated pirouette capsize and an incident at the wind–ward mark between Tony Powell and Trevor Brown (1187) which went to protest but was not proven either way. The race was won by Geoff Dean (1181) who capsized on an excellent first beat, from Alfie Hawksworth, who was eight seconds behind with John Marsh third.

The championship was finally won by Alfie Hawksworth of Blithfield SC, 5¾ points, with John Marsh of Mumbles SC, 6¾ points second and Richard Marshall also of Mumbles SC with 8 points third.

Two special prizes were presented by Pencil Studios. The first, for the best result on individual handicap over the past year, was won by Mike Mooney (1178) of Filey SC. The second entitled 'The Bent Pencil Trophy,' was awarded to Graham Mant and his 13-year-old daughter Samantha of Stewartby SC for their persistence even though they came last on the water in every race.

Our thanks to Datchet Water Sailing Club for organising, so efficiently, this exciting and most enjoyable weekend.

## WELSH & MIDLANDS OVERALL RESULTS

| Pos'n | Boat | Helm | Club | 1 | 2 | 3 | 4 | Total |
|---|---|---|---|---|---|---|---|---|
| 1 | 1184 | A Hawksworth | Blithfield | 4 | 1 | 3 | 2 | 5¾ |
| 2 | 1198 | J Marsh | Mumbles | 1 | 3 | 5 | 3 | 6¾ |
| 3 | 1195 | R Marshall | Mumbles | 2 | 2 | 7 | 4 | 8 |
| 4 | 1161 | O Chess | Mumbles | 3 | 6 | 1 | 9 | 9¾ |
| 5 | 1181 | G Dean | N. Devon | 15 | 7 | 6 | 1 | 13¾ |
| 6 | 1085 | T Powell | Mumbles | 11 | 4 | 2 | 8 | 14 |
| 7 | 1166 | M Murray | B.S.C. | 8 | 8 | 8 | 5 | 21 |
| 8 | 1187 | T Brown | Poole | 5 | R | 4 | 14 | 23 |
| 9 | 1178 | M Mooney | Filey | 7 | 14 | 10 | 7 | 24 |
| 10 | 1145 | A Mackay | B.S.C. | 6 | 5 | 15 | D | 26 |
| 11 | 1110 | P Mann | Stewartby | 9 | 11 | 11 | 18 | 31 |
| 12 | 1103 | R Edwardson | Stewartby | 13 | 9 | 16 | 12 | 34 |
| 13 | 1163 | R Lorriman | Filey | 16 | R | 9 | 13 | 38 |
| 14 | 919 | R Davies | Mumbles | 23 | 18 | 13 | 12 | 42 |
| 15 | 1182 | F Powell | Sussex | 20 | R | 12 | 10 | 42 |
| 16 | 1077 | H Pearce | Datchet | 10 | 12 | 23 | 21 | 43 |
| 17 | 1177 | A Oakes | Stewartby | 17 | 10 | 18 | 19 | 45 |
| 18 | 1176 | A Solly | Sussex | 21 | 21 | N | 6 | 48 |
| 19 | 1120 | A Houlding | Sussex | 14 | 13 | 25 | D | 52 |
| 20 | 905 | R Shaw | Creeksea | 22 | R | 19 | 15 | 56 |
| 21 | 1141 | G Adcock | Stewartby | 19 | 22 | 17 | R | 58 |
| 22 | 832 | B Owen | B.S.C. | 24 | 15 | 22 | N | 61 |
| 23 | 894 | K Willis | Lymington | 28 | 26 | 24 | 17 | 67 |
| 24 | 1081 | P Dovey | Stewartby | 12 | 19 | R | R | 67 |
| 25 | 1139 | C Grundy | Lymington | 29 | 27 | 21 | 23 | 71 |
| 26 | 1169 | H Carter | Lymington | N | N | 14 | 16 | 71 |
| 27 | 918 | P Howe | | 26 | 25 | 27 | 22 | 73 |
| 28 | 768 | T Kirchen | | R | 16 | 20 | D | 74 |
| 29 | 1122 | I Madeley | Ogston | 27 | 28 | R | 20 | 75 |
| 30 | 935 | R Brooks | Hornsea | 31 | 23 | 30 | 24 | 77 |
| 31 | 1018 | A Bevan | Mumbles | 25 | 17 | R | D | 81 |
| 32 | 900 | A Wall | Sussex | 32 | 31 | 28 | 26 | 85 |
| 33 | 937 | G Goodrum | | R | 24 | 26 | R | 86 |
| 34 | 686 | N Carden | Mumbles | 30 | 20 | R | D | 89 |
| 35 | 1164 | J Hunter | | 34 | 30 | R | 25 | 89 |
| 36 | 1112 | G Mant | Stewartby | N | 33 | 31 | 27 | 91 |
| 37 | 1140 | M Gilbody | | N | 29 | 29 | R | 94 |
| 38 | 1168 | R George | Portishead | 18 | R | R | N | 96 |
| 39 | 868 | R Lilley | Sussex | 33 | 32 | R | N | 104 |
| 40 | 205 | F Trotman | | R | R | R | N | 116 |
| 41 | 629 | M Martin | | R | N | N | N | 120 |

**Handicap Prize** 1178 **Mike Mooney**
**Bent Pencil Prize** 1112 **Graham Mant**

Nick Willis is attempting to tell me about his computerised handicap system; when I understand it, I'll try and tell every–one. Suffice to say that it is a running system incorporating all the opens throughout the year, which allows Mooney and Clack to win prizes they don't deserve.

Sorry this is a month late, but the Pearce promised me the photos of Datchet. Perhaps next time.

Who are pretty boys in Y and Y this week then ?

*Stop Press:–*

*For Sale: 832 2.W. complete racing inventory. £650 o.n.o. Bill Owen. Porthcawl 3046.*

Happy Christmas, however you celebrate it; Good luck to the suckers at Burnham; See you all soon.

Tiger.

* * * * * * * * *



*We've seen this pair before !*

## RACING REPORTS

### Poole Open Meeting

Twenty four boats attended on June 6 and 7.

Saturday afternoon race cancelled due to steady force six.

Sunday morning force 3, allowing full olympic course, Alfie leads round windward mark, Oscar second, Trevor third. Alfie and Oscar pull away, and play at 12 metres, Oscar finally winning.

Two races back to back in afternoon, marks to starboard, strange wind conditions round windward mark in lee of Brownsea Island. Oscar wins from Alfie, Roger Edwardson third, after 11th in morning.

Oscar slopes off to bar, as third race begins with rising winds. Closest race of weekend; Roger leads all the way with Alfie and Trevor swapping places only yards behind. Final beat sees Roger trying to cover about four boats simultaneously and managing it to win, Trevor second and Alfie third, with only seconds between each boat.

Overall: Oscar, Roger, Alfie, Trevor.

### Great Yarmouth and Gorleston Open Meeting

Fourteen boats from four clubs contested the meeting on July 11 and 12.

Saturday race held in windy conditions which provided close and exhilarating racing in a choppy sea, many inland visitors proving adept at sea sailing, including winner Roger Edwardson in Airbourne.

Sunday sunny with light and variable winds, first race testing helms and particularly crews' patience in struggle for clean air. This race was won by Robert Shaw in Moonlight.

Final race started in fresh and long awaited N.E. breeze which gradually faded during the olympic type race, with lots of place changing; Mike Mooney finally winning this race and the meeting.

Final positions were decided on discard, and everyone agreed the weekend to be a success, even if the racing was slow at times.

We at Gorleston would like to extend our thanks to all the visiting boats and hope that next year's event is equally rewarding as this one was.

Overall:
1 Mike Mooney, Psycho, Filey.
2 Robert Shaw, Moonlight, Creeksea
3 Roger Edwardson, Airbourne, Stewartby

John Stembrowicz (F.C.)

### Lymington Town Sailing Club Open Meeting (Jack-In-The-Basket)

An optimistic fifteen entrants came from as far afield as Filey (1175) and Wales (1085 et al) to battle with the stalwarts of Lymington but . . . the Weatherman had his day on Saturday with a steady 30 knots wind.

Racing was cancelled but attempts were made at the Jack-In-The-Basket timed run, John Marsh declined favouring the local Motor Museum and Tony Powell's crew mutinied.

Of those who completed the course, Mike Corbin won, winning the Sweep Stake, with Richard Marshall second.

Sunday saw no relaxation in the wind strength and a demonstration by Misty Star, sailing to the mouth of the river, persuaded the Race Officer that 60 knot gusts (Honking weather plus) were not suitable for Osprey Sailing. Mike

Corbin and Roger Hawkes volunteered their keel boats (Misty Star and Icebreaker) to ferry people across to the Isle of Wight for lunch. A splendid time was had by all and a damp sail back to Lymington sobered up the homeward journey.

It is hoped that everyone will return in the Spring for the Easter Regatta when the weather may be on the side of Osprey Sailing.

p.p. Chris Grundy

## Mounts Bay Panmorra Cup Open

The sun don't always shine in Cornwall . . . Saturday, rig up in the rain, force 4, watch Alfie practising in the rain, force 5, watch 'Superboat' blowing down the beach after practice, force 6, watch seaweed and trippers blowing down the beach in the rain and get drunk, force 7, go up the brickhouse in the rain to eat, force 8, run back to the club in the rain between waves breaking over the wall and get drunk, force 9, watch waves breaking over the balcony til too drunk to look, force 10.

Sunday, gale blown out leaving force 3 and 25 foot swell to play in. Two races back to back, we win the first from Derek and Geoff, after long and tense race. Second race Alfie leads again, but we break through, not seasick, more airsick reaching down the face of the waves. On the last beat, one tack is across the waves; Osc shouts warning, everything goes white for 10 seconds, boat full of a wave breaking 400 yards off the Hogus. Alfie catches up, but eventually Picker is dry again and we cover to the finish, with Geoff third.

Go ashore for lunch; nobody interested in more sailing, so have a beer and split. Travelling 12 hours, Boozing 12 hours, sailing 4 hours, Entry 7 boats.

Overall: Oscar, Alfie, Geoff, Derek.

## Burnham Week Open Meeting

As this was the first time an Open Meeting had been held on the Crouch, it was with satisfaction we were able to muster 23 boats on the water for the Bank Holiday period of 3 days. Visiting boats came from Blithfield, Stewartby, Lymington, Gorleston and Hinkling Broads with the bulk of the fleet being locals. We thought that the event had even permeated Australia, when John Newby turned up on a borrowed Osprey, but he had heard of the meeting whilst in this Country on holiday.

RACE 1 The first race was held in a light 2-3 easterly. First to the weather mark was Moonlight, sailed by Bob and Jan Shaw, who were at the beginning of a highly successful week; closely followed by Roger Edwardson in Airbourne and Chein-noir helmed by Dave Norris. At the Wing mark Dave Unsworth in Granny took Chein-noir and on the run home improved his position to 2nd place on the line, having taken Airbourne, who also lost out to Aqua-lung. Bob and Jan were comfortable winners.

RACE 2 The second race was held in a force 1-2 with a spinny start up river to cliff buoy. Bill Letten in Flagship was off to a flyer and rapidly disappeared from view with Aqua-lung and the rest of the fleet struggling to keep contact. On the spinnaker reach to Canewdon the Shaws overhauled Linda and Graham and began to crumble the lead that Flagship had built up. On the beat home over the tide, Moonlight caught up and passed Flagship, as did Aqua-lung, Airbourne, Sugarpuss, finishing in that order.

RACE 3 Race 3 was held in a 2-4 gusty condition. Moonlight lead down to Holliwell buoy on a long beat chased by Airbourne and Aqua-lung. Although Bob and Jan had won the trophy for the weekend, Airbourne and Aqua-lung were busy fighting for the next two places. Graham and Linda pipped Roger and Jan for 2nd place. Perhaps it was no coincidence that the first three boats were crewed by wives.

## Bank Holiday Open Meeting

| | | | |
|---|---|---|---|
| 1st | 905 | Moonlight | Creeksea Sailing Club - R Shaw/J Shaw |
| 2nd | 866 | Aqualung | Gorleston Sailing Club — G Woolfenden/L Woolfenden |
| 3rd | 1103 | Airbourne | Stewartby Sailing Club — R Edwardson/J Edwardson |
| 4th | 805 | Granny | Creeksea Sailing Club — D Unsworth/C Bruce |

At the end of the Sunday race everybody retired to Les Shaw's house for frolics in the pool, where Bob received his just rewards! A rather surprised Osprey helmsman found himself in the deep end fully dressed.

On monday the shield was presented by the Creeksea Commodore to Bob and Jan Shaw and this was followed by the presentation of cups to the visitors, kindly donated by Les and Jean Shaw especially for this weekend.

Unfortunately some of our visitors had to go but nevertheless 14 boats enjoyed the rest of the weeks racing and social events which included the normal boozy festivals which went on at all the 4 Burnham Yacht Clubs. We were once again pleased to see Carol and Davie Burden from Lymington Town Sailing Club stay for the week, as they are now regarded a fixture by the Burnham Lads. And finally, a thank you to the team of boys who organised the trolleys and pulled the boats up and down the ramp all week.

**Overall Weeks Results**

| | | | | |
|---|---|---|---|---|
| 1st | 905 | Moonlight | Creeksea Sailing Club | R. Shaw/ J. Shaw |
| 2nd | 805 | Granny | Creeksea Sailing Club | D. Unsworth/ C. Bruce |
| 3rd | 1183 | Hydrobates | Creeksea Sailing Club | M. Stubbs/ M. Stubbs |
| 4th | 333 | Tarpon | Creeksea Sailing Club | C. Armstrong/ B. Yallop |

Robert Shaw

## River Towy Open Meeting

August 8 and 9, with an entry of 5 boats, won as usual by Mr. Ultrabrite, this meeting notable for unveiling of new Darth Vader weapon, which took one race off Tony, and the public emergence of the next generation Mumbles challenge of Richard Davies (Baby Elvstrom) who took one second off Marshy. I don't know why the turnout was so meagre, lovely peaceful friendly place to sail on, open sea and estuary, licencing hours that push back the boundaries of pure hypermathematics. Try it next year.

Anyway good for the people in 140 and Clare and Neil for competing against the megastars.

Overall: Tony, Johnny, Richard.

## Isle of Sheppey Race

This race, sponsored by Rush and Tomkins, was held on 6 Sept. As possibly the only Osprey still racing in Kent, the revitalised SYC fleet of 505s were getting on my nerves, who in their right mind would exchange a clapped, overweight Osprey for a new 505! To shut them up I invited Dave Unsworth amongst others, to come to the SYC Island race, a 40 mile circumnavigation of Sheppey, the longest dinghy race in the south east.

Dave turned up trumps, especially as it was just after Burnham week. The battle lines were:—

Robert Shaw and Greg Goodman in Moonlight,
Dennis Harrington and his crew in Sugarpuss,
Dave Unsworth and Collin Bruce in Granny Smith,
John Burfoot and G. Haffenden in Wendy Louise,
and finally me and Mike Heward in Tempest.

John had won the race some time ago, and was an old hand at it. The opposition included six 505s and lesser craft totalling 102 starters. I had just one thing to say, 'Get out and WIN!'

Robert did just that, so this has to be a report from the back, where I was! Force one N.E. greeted the slow division start at 10.30, with the medium and fast following at half hour intervals, the multihulls getting away at noon. Our start at low water saw all but Dave beating up the shore. He stood out to sea and into the beginning of the foul tide. Bye Dave! Most of the fleet held onto port tack until Warden Point, while we held on until we were off Leysdown.

Leysdown is a nudist beach, and with the wind as it was we were surprised to see Robert and Dennis pop their kites while all others were still on the wind; was it a desire to get inshore? It was only a couple of hours after low water, so spinnakers or not, all one could see were little nude matchsticks. Dave

missed all this, of course, tacking at that moment somewhere off the coast of Denmark, or was his the boat we saw ashore at Leysdown?

The by now bunched up fleet entered the Swale and it looked like a spinnaker reach. This is not Tempest's best party trick, but with so many other boats about, it could not be avoided, so up it went. We were in company with SYC's latest 505 at this point, it hoisted in a split second and settled down to a beautiful three sail reach. Our pole decided to salute this achievement by pointing vertically skywards. Five minutes of chaos later, the breeze squared away and the pole dropped to a more conventional attitude and we settled down. The 505? Fifty yards astern!!!

'Mike, have I stood on the Mars-bars or has a dog been in here?'

An hour later we passed a rubber dinghy with a red flag anchored in the fairway.

'Good afternoon.'
'Good afternoon, that's the leading boat up ahead.'
'Oh dear, I do feel nervous, we're near the front!'
15 minutes later Dave re-appeared, going very fast, obviously refreshed by his visit to the nudists! He reached through our lee and we watched him approach the Swale bridge. Now I had said, 'Capsize on the mainland shore and walk the boat through.'

He sheeted in, stood on the shrouds, capsized and then realised I meant capsize ON the shore. So they commenced swimming, towing the boat behind them. As a result we passed them and got under the bridge just in time to shove a ski-boat back onto its trailer. Dave behind us then collided with the same boat as it tried to relaunch. This allowed a cat to join in together with a merlin. A pretty sight with the bridge locking them all together. We then enjoyed a little time wasting with an albacore (second in nationals) before arriving ahead of both the albacore and Dave at Queenborough. Dave and the albacore sailed down inside the moored boats, while we beat across the foul tide to let them through. No doubt the 505 ahead that had done the same had impressed me, until it capsized on the weather shore.

We overhauled the albacore by the time we reached Garrison Point Forts at the entrance to the Medway, and found Dave waiting in the middle of the tiderip for us to catch up. The final beat was a disaster, as far as we were concerned, as they showed us that going backwards was not the best way of getting through the slop. Still it gave us a good view of Robert crossing the line first, ahead of SYC's oldest 505. Dennis crossed third, Dave fourth, us fifth, the second 505 sixth, followed closely by John. The corrected results were:—

| | | |
|---|---|---|
| 1 | Moonlight | The albacore was second, and a G.P. third. |
| 6 | Sugarpuss | The 505s were 17, 32, 34, 48, 63 and 68. |
| 12 | Granny Smith | Robert won the Guardian Island Cup (first on H/C, the Rush and Tomkins Cup (first dinghy on H/C, and the Bartling Line Honours Cup). |
| 18 | Tempest | |
| 20 | Wendy Louise | |

WELL DONE CHAPS! The 505s are now after blood, so let's have a few more next year. If any Osprey is contemplating moving to Kent, there is a warm welcome at Sheppy, with good sailing and facilities, for reasonable fees.

Roger Taylor, Secretary SYC

## B.S.C. S.C. Open

Held on Sept. 12/13, in every wind strength from 0 to 7. Meeting dominated by Mr Ultrabrite, Darth Vader, and Busby (Kernow for Oscar). Cameo appearances by Geoff (Smiler) Dean, and the Mark Spitz of Poole Harbour, Clever Trevor. Very close racing, Pam's Mum's cakes, down the boozer in Porthcawl, 20 plus boats.

Overall: John Marsh, Oscar Chess, Some guy called Powell.

## OGSTON S.C. SCOTTISH & NORTHERNS

Wot a nice place, Alfie won three races, we won one and Trevor and Marshall were close behind. First public display by Mike Mooney and Malcolm Clack; not a Powell or Marsh to be seen. Event well organised except for one little detail . . . . .

## REPORT ON OSPREY CLASS OPEN MEETING AT FILEY SAILING CLUB 5/6th SEPTEMBER, 1981 FOR THE CHALMERS-PARK TROPHY

In a weekend of hot sunshine and predominately light winds, a disappointing entry of only 13 boats (the lowest in living memory) enjoyed a full four race programme in Filey Bay.

Saturday's 2 p.m. start out near the Brigg saw the port tack boats first to the windward with Roger Edwardson just keeping Richard Plowright behind him to eventually win. The wind swung steadily during the afternoon from South to West creating a single tack final beat at the end of the second race. Gordon Weekes worked hard to cover Edwardson and Mike Mooney to take the gun in the second race.

An hour's postponement saw the fleet away into a slight North Easterly breeze on the Sunday morning with the windward mark located just off Filey Brigg. Again Weekes sparkled in the lighter airs but was closely followed home by Mike Mooney and Edwardson with sea breeze heading again to create virtually a one tack final beat.

After lunch a healthy Force 3 from the East saw Mooney and Edwardson streak out to sea on the port bias leg to stay in that order to the finish. Weekes had to re-round the starting buoy, an error undoubtedly costing him a higher overall position.

**RESULTS**

| | | | |
|---|---|---|---|
| 1st | 1178 | Psycho | M. Mooney - Filey S.C. |
| 2nd | 1103 | Airborne | R. Edwardson - Stewartby W.S.C. |
| 3rd | 1022 | Catch 22 | G. Weekes - Hornsea S.C. |
| 4th | 1148 | One Jump Ahead | Richard Plowright - Filey S.C. |

John Rayner



*Sailing at Blithfield*

## LYMINGTON V. GUERNSEY TEAM RACE

For the uninformed, this is an annual, well almost, event run between LTSC and GYC where we meet at either place to race in Ospreys, and do other things.

This year it was the turn of the Lym fellows to go to Guernsey, so we piled into King Corbins ¾ tonner on a miserable Thursday night and proceeded southward to Guernsey. The sea was such that two members indulged in an amount of technicolour yawning, but eventually we arrived in Guernsey after a 20 hour beat, where we were met by the GYC Osprey crowd, and whisked off for a meal and a few beers.

The first race was sailed in light winds with a small squall in which GYC took 1, 3, 6, thus winning by ¼ pt.

The wind perked up to about force two for the second race but unfortunately my boat fell apart whilst in third place, and it was a struggle to finish. GYC took 1, 2, 4.

After an excellent lunch cooked by the GYC Osprey back up team, we emerged from the club for the third race, academic as GYC had won the first two out of three. The wind had increased further with a rain squall before the start. Hugh Carter salvaged some LTSC pride by sailing off for a convincing win, whilst I team raced hard against all three GYC boats, eventually being pipped on the line for 4th place instead of second by some good team tactics, with GYC winning this race by ¾ pt.

After racing we were transported off to buy our cheap rations and thence to an excellent posh nosh in town. Once again we were treated to lunch on Sunday by the back up team and after visiting the small island of Herm, we set out for England, arriving at 8 am on Monday.

Many thanks to Andy Dorey, and GYC Osprey sailors and wives who were tremendously hospitable throughout the weekend and provided good racing to boot. We look forward to seeing them all in Lymington in 1982 so we can win the trophy back.

Teams were: LTSC Huge Carthog/Phil Le Maitre (Loaned)
King Korbin (of Korbin Towers)/Gena
Grunty Grundy/Sport Willis

GYC Andy Dorey/Simon Chapman
Phil Salazar/Phil Babbe
Steve Martell/Richard Ogier.

Someone from Lymington

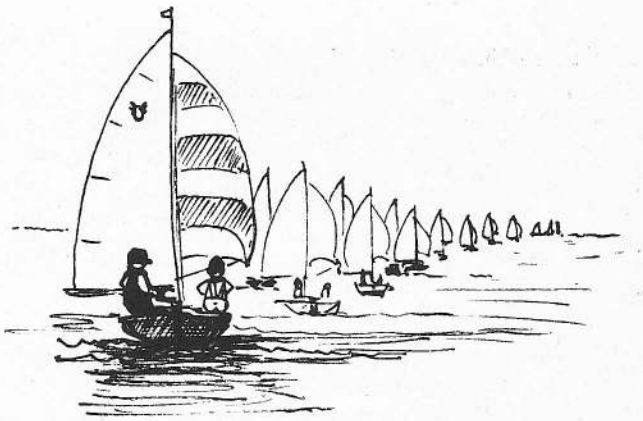
## 1981 OPEN AT STEWARTBY WATER SPORTS CLUB

22 boats took part in the last Open of the season at Stewartby Water Sports Club on 17th/18th October. Saturday was cold and drizzly with a wind of force 2–3. With the start at 2.15 pm the fleet was away cleanly from the line and headed up to the windward mark. John Rayner in 1007 was first round closely followed by Oscar Chess in 1161. With the fleet spreading out behind them Oscar overtook John on the second reach and proceeded to lead the field to the finish. Richard Marshall took 2nd place in 1195 whilst local helm Phil Mann in 1110 took 3rd place.

The second race was away at 4.00 pm and Richard was first round the windward mark with John rounding 2nd. Oscar was not far behind and fought well to overtake John at the reaches again. Mike Mooney from Filey in 1178 came up through the fleet with Robert Shaw in 905 chasing him. Richard was 1st followed by Oscar, Mike and Robert. John sailed well and finished not far behind in 5th position.

After a good nights sleep the fleet were ready for the start of the 3rd points race at 11.00 am. It was obvious the fight was between Oscar, the 1980 winner and Richard. Marshall was first round the windward mark with Oscar having a bad first beat and leaving himself a lot of hard work. Local helms Peter Dovey 1081 and Roger Edwardson 1103 were having their own fight with Peter Dovey being close behind Oscar for quite some time. Robert was having a battle with Mike. Richard stayed in the lead until the finish with Oscar unable to close the gap. Peter Dovey was 3rd and Roger Edwardson 4th.

With the wind gradually dropping away the final race started at 2.00 pm. With boats crossing in all directions, it was Richard again 1st to the windward mark. Oscar refused to relinquish his title and hung on grimly and finally overtook Marshall up the 3rd beat. Robert excelled in the light conditions and led for a short while when the wind became almost non-existent. Peter Dovey after a bad first beat chose the right course down the 2nd reach and overtook 10 boats putting himself up with the front-runners. Mike was again up with the leaders and was working hard to keep Peter behind him. Local helms who excel in light conditions Ron Evans 809 and John Balderson in 1101 were gradually creeping up on the leaders, but were unable to catch them before the finish.



Oscar was first home taking the Series with him for the 2nd year. Robert beat Richard into 2nd place depriving him of joint 1st position by ½ a point. A fine sail by Jack and Judith Hayhurst in 1194 brought them home in 4th place and finishing 7th overall, good considering it was their first Open meeting since joining the Osprey fleet 6 months ago. A most enjoyable Open meeting and thanks must go to the organisers for a well run event.

**RESULTS**

| | | | |
|---|---|---|---|
| 1st | 1161 | Oscar Chess/Tiger Bridges | Mumbles Yacht Club |
| 2nd | 1195 | Richard Marshall/Nick Willis | Mumbles Yacht Club |
| 3rd | 904 | Robert & Janette Shaw | Creeksea S.C. |
| 4th | 1178 | Mike Mooney/Malcolm Clack | Filey S.C. |
| 5th | 1081 | Peter Dovey/Roger Mant | Stewartby S.C. |
| 6th | 1103 | Roger Edwardson/Mike Jakeways | Stewartby S.C. |

Minnesota Lips.

## Another Fragrant Leaf from the Oggy Book of Nursery Rhymes & Cautionary Tales

I had a little Osprey, its sails were white as snow,
I tweaked it and I tuned it, but the bugger wouldn't go,

I got new sails from Musto's but they really weren't much cop,
And I stuck on 'Go fast goodies' all over bloody shop.

Muscle boxes, cleats and levers, and to get a bit of heft,
I wrote off for a 'Mighty Screw' - That's when the Missus left.

I'd ten to one on Cunningham and ten times that on kicker,
By God but I could whack it down - but we didn't go no quicker.

So I bought a brand new Burgee and I thought 'By heck that's got 'em,'
But I sweated up its halliard and the mast went through the bottom.

So . . . . .

I bunged each crack and knot hole up with paint and polyfilla
I got a crew like Oscar's - a nice lad called Godzilla,

Alas t'was all to no avail, the laughter just got shriller,
Till they told me where the trouble lay,
— T'were the nut that held the tiller.

Dennis West, 938, Kindly Light

## CLUB NEWS

### Poole Sailing Club

This year has been a successful one for the Poole fleet with encouraging developments on several aspects. Our open in June proved very successful. With a 24 boat entry it was unfortunate that the Saturday race was cancelled due to heavy weather. However, with a barbecue and disco in the evening, the entertainment and skill displayed on the snooker table, competitors soon lost any feelings of gloom they might have had, and enjoyed themselves. The report of the three races held on Sunday is included in the Racing Reports section.

Looking at the fleet, the season has seen enthusiasm and turnouts being maintained. Class racing is held Tuesday evenings, split over two series, seven or eight boats is the usual turnout. Especially encouraging is the purchase of Ospreys by two of the cadet members, Mike Gillett with 136, which he discovered in a garden whilst on his paper round, and Robert Kemp with 800. These boats are now participating in the winter series on Sunday mornings and their owners are learning fast. Hopefully this activity will direct other cadets' thoughts, and their parents' cheque books, towards getting more Ospreys. With this growth in our numbers we are looking forward to a successful season in 1982 plus an even better open on May 29/30th.

Trevor Brown.

### Mumbles Yacht Club

Word had come to Mumbles of a strange un-Osprey area, known to some as the 'black suburb,' and to others as 'Uplands.' This stirred the missionary zeal of two of the prophets of Powell (or profits of Creasey) who pledged to bring planing to the unsaved savages. After several minutes of planning Major Major and Zoltan, Helm of Zoltan, Osprey of Dracula, set off on their trusty steed Horris Morris.

Base camp in the foothills of Uplands was established near the Cricketers monastry. After dealings with the Dalillama (welsh for barmaid), presents were exchanged. The missionaries gave green pieces of paper, and the Llama reciprocated with a drink made of diamonds (two to a pint, hence the liquid was called double diamond). Zealous as a newt, they trekked on, and came to a dark hole known to the natives as the Upl'and Shot El. Bracing their upper lip they entered. The cavern was full of spikey goblins, could this be the home of the 'Abominable Punk' or 'Spitti?' Yes. One of the spitti approached them. She looked oddly familiar, with the emphasis on 'oddly.' Clutching their loaded spinnaker poles, Major and Zoltan re-braced their upper lip as it spoke.

'Give us a fag, I'm going to dye my hair white.'
'Hi Liz, you mean like the girl on Grange Hill.'
Then they went home. Rumours:—
Stacey is taking 'learn to sail' classes.
Rastus has bought an Osprey.
Don has burnt an effigy of Marshall on the front.
It's too cold to race the frostbite at the Holy Pond of fast Ospreys.

Diao Osprey.

### Datchet Water Sailing Club

We wish to thank the 41 boats, together with crews and friends for attending the Pencil Studios Welsh & Midlands Championships; held at Datchet on the 26/27th September.

We are also very grateful to Martin Nunn of Pencil Studios for all the hard work he put in, providing publicity material, race information and two new perpetual prizes. These prizes are for "the most spectacular . . . " during the Championships and a personal handicap prize, and are completely different from any other the Association presents. If in doubt, ask the recipients, Graham Mant and his daughter Samantha or Mike Mooney and Malcolm Clack.

As the race report is elsewhere in this Newsletter, I have nothing else to say except to remind travellers that they can sail at Datchet (until April 1st !) for the paltry (ouch !) sum of £23. We hasten to add that the TWA (They Were Annoying!) will be moving out at the end of October – things are looking up!!

We hope you enjoyed your weekend with us and had a reasonable journey home.

Huw Pearce.

### Ogston Sailing Club

Alan Birch, Ogston F.C., has sold 882 to Roger Perry, and we have asked Ian Madeley 1122 to replace him. An appropriate choice, as he is invariably well positioned to keep an eye on the rest of the fleet without turning his head. Karl Garner, crew of Kindly Light, has promised to write as soon as he has got joined up letters figured out. Best wishes to all.

Dennis West.

### Stewartby 1981

Another good season draws to a close and here at Stewartby we have had another competitive one.

In the Spring series Pete Dovey and Roger Mant were first, followed by Arthur Oakes/Nick Ward and in third place Phil Mann and Ian Beardmore. In the Summer series Ron and Janet Evans were first, Phil Mann and Ian Beardmore second and Arthur and Nick in third.

Peter and Roger secured the overall season trophy with Phil and Ian taking second place from Ron and Janet.

As usual we sent a strong contingent to the Nationals and local hero (I'm building him up for next year) Peter Dovey, finished 13th overall, Roger Edwardson and Mike Jakeways were close behind in 14th place.

Many thanks to those who attended our open meeting (see separate report) and if you were unable to come this year why not try in 1982. We are very friendly and after all, as Mike Mooney says, it is a great opportunity to wash the salt off your sails.

See you all next season.

### Blithfield Sailing Club

Autumn at Blithfield has been a period of establishment for the Ospreys with our numbers remaining at 9 boats. A pleasing feature, however, has been that 8 of the 9 have qualified for the Autumn Points Series with several boats being ever present and a good season's racing has been enjoyed with the Series to be decided on the last day of the season.

I would again extend a warm welcome to any unattached Osprey or would-be Osprey sailors to Blithfield; you will find a super Club with a great atmosphere.

Our very best wishes for a Happy New Year to Osprey people everywhere and we look forward to seeing more of you in the near future.

John Page, 1066

## TWO TIMING

As one whose record at Open Meetings does not bear close examination, I will confine my comments as to how its done at the Nationals. Championship sailing is rather different and the emphasis is on boat speed. Tactics and gamesmanship are of lesser importance. So how to get boat speed?

I think the fundamental point is that you must be willing and able to tune your boat during a championship race. I usually spend the first half of the week tuning the boat and then concentrate on sailing it only when it is set up right for the prevailing conditions. Be warned, this process is a bit like teaching your wife to drive, so don't be surprised if your crew asks for a divorce.

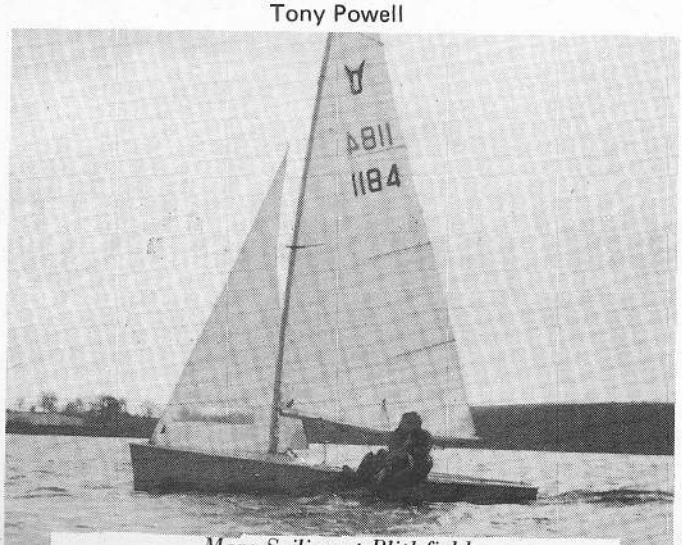
Championship races are mostly spent beating to windward so it pays to concentrate on this aspect. You cannot do this on your own. You can go out and tune up against a friendly rival but if you think that I can trust Marshy . . .! The best time to do this is during the Practice Race. Winning this race is not helpful. Not only is it supposed to be unlucky but it is difficult to tune your boat from the front.

It is useful to observe the affect of pulling different bits of string on shore, provided that it is not blowing half a gale. As you should be trying to balance your crew weight against the power you generate from the sails, you will find that mast bend is a crucial factor. In a blow, you should be prepared to break your mast if necessary so that you don't have to bust a gut hanging over the side like a ruddy Laser sailor. (alright for the crew, that's what he's paid for). Some of you may have noticed that my mast bends quite a lot and the spreaders are allowed to rake aft. I also allow the mast to bend a little in light weather. This is to reduce Back–winding caused by inboard sheeting and that is a subject that I would rather leave to boffins like Oscar to explain.

The other important factor is jib halyard tension and the 'slot.' This is too complicated to explain here, (I don't understand it either). But I suggest you try the jib halyard tensioner in various positions. The adjustment on the muscle box is crucial to within ¼" or less. There are a lot of other controls which you should experiment with to get speed and pointing ability. (One is no good without the other). The most important of these is the Genoa sheeting angle and tension. The trouble with inboard sheeting is that the boat will stall unless you have it exactly right. The leech should be slightly open but trial and error is best. You should open the slot wider as wind strength increases. The easiest way is to slacken the Genoa halyard slightly. This will also increase mast bend. Other controls to play with are the Cunningham, mast ram and boom outhaul. Sheet tension for the main and Genoa are also important. Don't forget to ease both when the wind drops.

I apologise to those of you who know all this already – start doing it then. For those who need help with tuning, nobble the best helmsman within reach and get him to look at your boat. But be careful not to ask too many people as you are liable to get different advice from each!

Tony Powell




*More Sailing at Blithfield*
*(When you get fed up of us perhaps someone would send us some photo's!)*
*Alf & Paul*

## PUBLICITY REPORT

Not much to be said, except that the photo-file is improving with good B/W shots from the Nationals, and from Martin Nunn of Datchet. We could still do with good action shots taken in a breeze, both colour and B/W, for which we will pay!

Advertising has been kept to a minimum this year due to the economy, but there is a splendid article in the November 'Dinghy' on the development of the class, produced by the Datchet crowd.

Picketts Lock isn't too far away, hopefully we'll have Robert Shaw's wood Mk 2, and a newish Mk 3 on the stand this time. We are hoping to have showings of the videos of the Nationals, and Stewartby Open.

To those who sent reports to Y and Y, many thanks, (to those that didn't, a soggy wet sock down the trousers. T); it keeps the Osprey class in the public eye. That's all for now. Merry Christmas and a happy 1982.

Roger Mant.

## SECRETARY'S REPORT

A new glass boat from H.P.S. is going to Lagos in the near future, and apparently there are 4 wood boats about to be built. Anyone considering a new boat should remember that the Association's composite hull is available, and an all wood hull, which is a sister to 'Movie Star' and 'Fashion' has recently come on the market.

Picketts Lock is coming round again, March 20/21, if you intend coming then please let Roger Mant or me know, as we could do with help on the stand, even just for an hour or so. It's really simple, even I can do it!

I will have moved house by the time this is out, my new address is below, but I don't know the 'phone number yet. I will put something in 'Pitstop' in Y and Y as soon as possible.

A reminder that subs are due on Jan. 1st. We are trying the cards as a method of simplifying things. Please fill one in and send it to me now, while you think about it. The policy that the boat joins is to continue, crews and groupies are to be encouraged to become support members; you could even give your slave a really good Christmas pressi! Remember your certificate is invalid and you cannot race your boat until you have a membership receipt stuck to your certificate, and this year we are going to enforce this more rigourously, especially at the Nationals.

Please ensure that your club returns the race card to me as soon as possible; it would be nice to have a season without any clashes at all, although perhaps that's just wishful thinking!

John Rayner wants to know what is required for entertainment at the Nationals; get in touch with him if you have any good, legal, ideas. The preparation for the Nationals is going well, with a major sponsor in the net. John has promised an article in the next newsletter which may include an entry form in addition to info. on Filey.

Just a thought – has anyone a complete set of newsletters, or knows how many have been published, as I don't think the Association has or knows. (I am interested in this too, please have a look round. T).

**My new address is:–**

**Ty Croeso,**
**Northway,**
**Woofehill,**
**Wokingham,**
**Berkshire, RG11 9PQ.**

Try Directory Enquiries for the 'phone; it should be in before Christmas, and watch Y and Y.

Happy Christmas to all.

Huw Pearce.

* * * * * * * * *

### Supplement By Tiger . . . . .

I've just been given the job of compiling the Yearbook (if we have one). Please could everyone let Huw or I know as much information as possible on topics like boat owners, F.C.s, clubs sailing with or without fleet status, and who has won what since the last yearbook, back in 1979.

* * * * * * * * *

## ADVANCE FIXTURES 1982

| | | |
|---|---|---|
| Jan. | 2/3 | Burnham Icicle. R.C.Y.C. |
| | 9 | Bloody Mary. Queen Mary S.C. |
| March | 20/21 | Dinghy Exhibition. Picketts Lock. |
| April | 10/12 | Royal Lymington Easter Regatta (3 days) |
| | 17/18 | |
| | 24/25 | |
| May | 1/2 | |
| | 8/9 | |
| | 15/16 | |
| | 22/23 | |
| | 29/30 | Poole Open |
| June | 5/6 | |
| | 12/13 | Datchet 12 hr. race. |
| | 19/20 | Ullswater SCOTTISH & NORTHERNS |
| | 26/27 | Sussex Open. |
| July | 3/4 | North Devon Open. Ullswater Long Distance race. |
| | 10/11 | |
| | 17/18 | Filey Open |
| | 24/25 | |
| July 31/Aug. 6 | | FILEY NATIONAL CHAMPIONSHIPS |
| Aug. | 7/8 | |
| | 14/15 | |
| | 21/22 | |
| | 28/30 | Burnham Open (3 days) |
| Aug. 28/Sept.4 | | Burnham Week |
| Sept. | 4/5 | |
| | 11/12 | British Steel WELSH & MIDLANDS |
| | 18/19 | Mounts Bay Open |
| | 24/25 | |
| Oct. | 2/3 | Lymington Open |
| | 9/10 | Stewartby Open |

This is only a very sketchy programme as yet, if F.C.s could fill in and return the enclosed card as soon as possible, it would make life very much easier, if any mistakes have been made above, we'd like to know too, and I bet Alfie would too!


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Post Code.....


## OSPREYS FOR SALE

| | | |
|---|---|---|
| 223 | Banks sails, Plycraft hull, Proctors, chute Contact Robert Shaw, Tel: Danbury 4069 | £330 |
| 463 | Wood Mk 3, certificate, Mustos, trailer, excellent condition. Tel: Nuneaton 385829 | £560 |
| 639 | Wood Mk 2, 2 suits sails, trolley, trailer. cover. Tel: Horndean 592680 | £475 |
| 670 | GRP Mk 2, Proctor spars, old main & Genoa, new Banks, 2 spinnakers, road trailer, cover. Contact: Steve Watson Tel: 061-427-2412 | £450 |
| 728 | GRP, trolley. Tel: Gorseinon 896578 | £450 (offers) |
| 841 | Westerly composite, Needlespar, 2 suits, trolley, trailer, v.g.c. Tel: Havant 484678 | Offers |
| 870 | Westerly, new cover, chute, trailer. Contact Robert Shaw, Tel: Danbury 4069 | £770 |
| 1061 | Westerly GRP, Proctor spars, combi trailer. Tel: 0792 816721 | £950 |
| 1069 | Wood Mk 3, outstanding condition, new sails/mast, trailer, trolley, cover. Must sell to buy car. Tel: Norwich 811795 | £1075 |
| 1110 | GRP Mk 3, combi, Proctors, Mustos, new cover. Tel: Luton 423431 | £925 |
| 1155 | Stiff competitive Westerly GRP Mk 3, Boat Show boat 1978, 2 suits sails, centreboard, rudders, trolley, trailer, v.g.c. Delivery possible. Tel: Ilfracombe 62067 | £1250 |
| 1165 | 'Movie Star,' Wood Mk 3, all varnished, excellent condition. More details from Mike Corbin. Tel: Lymington 73598. | £2000 |
| 1188 | GRP Mk 3, High Performance Sailcraft, Proctors, Mustos, good racing record. Tel: Penzance 710098 | £1400 (offers) |
| 617 | Cert, Proctors, Seahorse, trolley, cover. W. Glass, Maldon (Essex) 782833 | £450 |
| 870 | Cert, Proctors, Mountis, bow chute, new cover, trailer and trolley. Recently refitted. B. Davidson, Southend on Sea 204178 | £850 |
| 565 | Mk 3 composite, Boyce, Mountis, cover. B. Lettian, 01-348-5968 or 0621-783539 | £450 |
| | Combi trailer and Proctor E. Contact Robert Shaw, Danbury 4069 | |
| | Unregistered wood Mk 3 ready to fit out. Sister boat to 1165 'Movie Star' and 1169 'In Answer to Fashion.' Contact Duncan Macrae, 23 Rookcliffe Way, Milford-on-Sea, Lymington, Hants. | £1300 |
| | Unregistered composite hull, Mk 3, ready to fit out. Contact Mike Corbin. Tel: Lymington 73598. | £975 |

## NEW BOATS AVAILABLE FROM –

High Performance Sailboats. Contact Roger Hull. Tel: Wareham (09295) 6222 (days); 3939 (evenings).

Martin Creasey Boatbuilders. Contact Martin Creasey. Tel: Poole 70495 (evenings)

Guy Winder Boats. Contact Guy Winder. Tel: Bradford 583223 (days); 586642 (evenings).


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