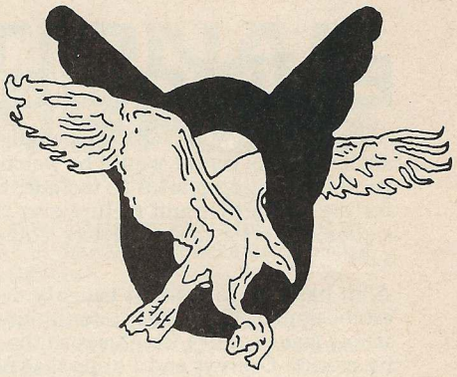
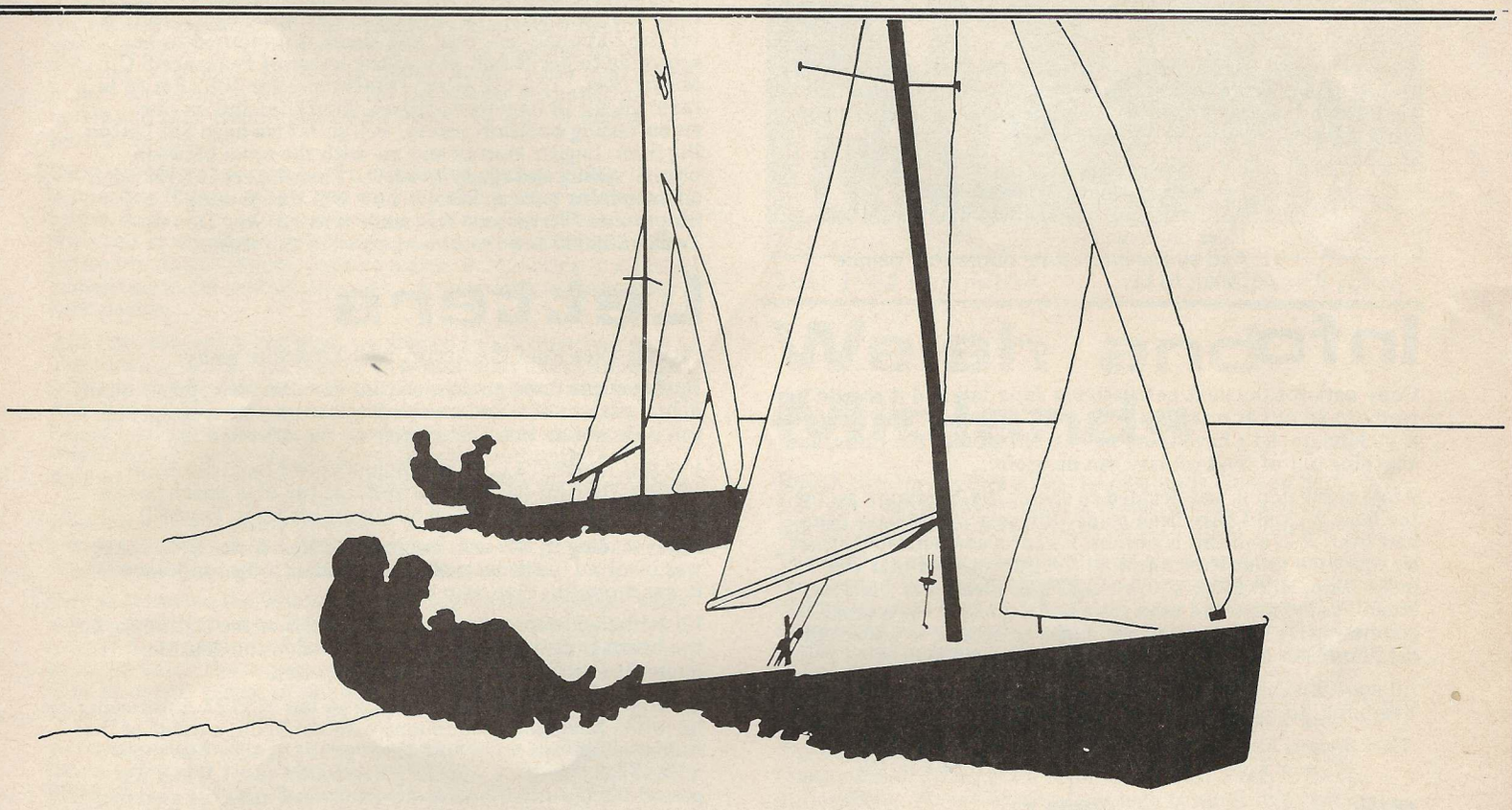
National Osprey Class Newsletter





Inside:-

Tigertalk

Champs 1982

General stuff

Fast-thinking bits

Posers and Posing

If you want a lot of . . .

ASSOCIATIONEWS

Issue:0382

Newsletter News.

Editorial

I hope you like it, it took long enough to do! Comments and advice on this layout would be welcome, as would a load of good B/W action photos to include. How about a competition for the best article and picture over the coming season, and for a good name for the newsletter; could be worth next year's subs . . . .

A lot has been said about naughty deviants, for once I take the establishment viewpoint, I don't mind being beaten by better sailors (much) but I do object to the idea of rapid outclassing by pseudo-Ospreys and I hope that people who move in that direction are smacked.

One newsletter project is to see how the Association spends its money; I think everyone should know where their £12 goes. A lot of it seems to come to me, but the newsletter is the only tangible result of membership for a lot of people. However, try and attach a stigma to non-members at your club, similar to that imposed on the unemployed at the moment. A year's sub is less than 1% of the cost of a new boat, and you can't read a new hull sitting on, well anywhere really, so let's get people in.

I was saddened to hear of the demise of the fleet at Instow, N. Devon, and cheered by the news from Blithfield. I hope that Geoff still does the circuit this year; he's one of the few helms who smiles whatever position he finishes.

Next Time: Early Season Reports.
The best goodies at Picketts Lock,
Nationals and W + M entry details.
Tiger on crewing.
And all the interesting things that people want to say.

Info

Copy date for the next newsletter is June 1st, and it should be ready to go out at or after the S. and N. Champs. The response is picking up; let's have more news from around the clubs, and anything out of the ordinary can be useful.

After discussion it was decided to shelve the Yearbook as, by the time it would have been ready, the year would have been half over! So, and this is serious, I want a concentrated effort by everyone to let Huw know all the information that will make it up, all the lists of owners, F.C.s, measurers, etc., etc. When I sailed mirrors I used to take for granted the annual goodies; with far less boats we ought to be able to collect the data far faster and without mistakes, so please help !!

All contributions for the newsletter, and all enquiries for the Yearbook, to me at the following address:—

Tiger Bridges, 136 Clarendon Park Road, Leicester. 0533 705973.
or at work (best 4.30–5.00) 0533 551234 Ext. 394

Cover Pic

'Tarts over Forty-five' — Fanx to Y & Y for the photo, blatently stolen and put into an altered state to grace our cover.

Credits

Thanks for the help from (in no particular order) Trevor Brown, Karl Garner, Colin Evans, Malcolm Clack, John Rayner, Pam Gough, Oscar Chess, Richard Marshall, Hugh Carter, Bill Owen, Mike Corbin, Huw Pearce, Chris Grundy, Roger Taylor, me, and Team Hawksworth who will have to turn this junk into a together magazine in about five days by the time everything goes wrong!

Dirtdigging

Mr. Ultrabrite has now got a sandyot to play with, to get even with Murray, who is entering the property market. They should be able to afford it, a monthly repayment will come out the same as the four-weekly sets of mustos. Seen lurking on the Guinness Stand was Andy Rotten, large as life, twice as pissed. 'If Tigs had known you were coming he would have been here too.' 'If I knew Tiger was coming I would have stayed in Greece.'Refused to be drawn on anything of his plans, but is now a member of Margaret's Army. On the south coast; Leather Trousers tells me that Adonis Angrave has minced off into the realms of sailboarding as he can expose more of himself to Rachel in public. Homo Creasey trys to bribe me with promises of glory (ha ha). So can I think of someone for him to spend all summer in protest rooms with. The only sucker available:— Don S.S.T. Whyte, still smarting from his dismissal by Basher in odd circs., perhaps Don made public the adventures of Marshall's stag night. Anyway let's see what happens there. Down on the farm James is now recovered from something he caught from a cow, the Couch financial empire is a little unsteady after the payoffs to the licencing authorities for the Nationals last year, and Derek is rumoured to be returning to his distant past as the terror of Penzance S.C. Mirror fleet. Top toy award frontrunner for 1982 has to be a radio yacht. Remember frisbees, stuntkites and on one embarrassing occasion Lasers, well so far we have Bill Letton, Big Stan, Lugger Murray and me with the cross between normal sailing and space invaders. First fixture is Lym open air swimming pool at Easter; how will this develop?
Stop press: Trevor and Phil made it up, so ring Don on Telsall 683070 for a real good crew for the season.

Letters

Strange tales from the Arctic, well Yorkshire really.

Having spent three months waiting for skin to reappear on my digital extremities, and completing a crash coarse in speling, I can now release this literary gem to the Association.

I've just received a copy of the newsletter from my helm (stolen while his back was turned), as the mail coach hasn't got to me with a copy (I'm a support member, honest!)

After reading it, the only comment is that it was Sylvia that was involved in the international incident; Ogston joined in as it was more fun than watching.

I'd scribbled some notes about our antics at the Nationals, but the beermat disintegrated, so I've searched the depths of memory and this is what I think happened.

Saturday — As we tacked just behind Ian in 1122, I noticed his white knuckles as he fought with the helm, a result of the rudder being half up. I told them about it, they just replied with 'Yeah, the back wheel's going round too!' When we passed the upturned hull at the windward mark we assumed that they'd noticed and had stopped for repairs.

Sunday — Chris had his well known go at boat wrecking, just so he got a ride in an ambulance. (Six weeks later he collapsed while playing squash, so he could ride in another one). It's reached the stage where he's thinking of selling his car and getting an ambulance for himself.

Monday & Tuesday — Good sailing but uneventful.

Wednesday — Ian Harrison, crew of 1122, arrives on the beach with a friend, opening comment: 'It is a lay day, isn't it?' Much disappointment and hilarity ensued.

Thursday & Friday — Fairly uneventful, I think! (anyone with information regarding my whereabouts and activities - keep quiet).

Well that's as many words as I can manage to write, so that's my lot, from all at Ogston, See Ya! Karl Garner.

* *

This was handed into our offices by a balding Welsh necromancer —

Dear Editor,

Just read the December Newsletter and was very impressed. You're doing a wonderful job (grovel, grovel). There is one question which has been worrying me and thousands of Osprey sailors all over the country that he owes drinks to. Did Murray ever find the wallet he was looking for?

Signed: His Bank Manager.

1982 Championships

SKANDIA LIFE NATIONAL OSPREY CHAMPIONSHIPS

Arrangements are now well in hand for what we hope will be another enjoyable and successful Championship Week at Filey.

A hard working and enthusiastic Championship Committee has been formed and has been meeting since May 1981, to try and ensure that the event will run as smoothly as possible. As the title above suggests, a principal sponsor of the event has been found in the form of Skandia Life Assurance Company, and the week will officially be called 'The 1982 Skandia Life National Osprey Championships.'

One of the advantages of having obtained substantial principal sponsorship, is that we hope to receive entries well in advance of the actual event, this, of course, helps considerably with catering, social and accommodation arrangements, etc., etc. We understand from our friends at Mounts Bay, that one month before the 1981 Championships they had only received fifteen entries which is obviously a great headache for the organisers. To avoid this we intend to publish entry forms at the earliest opportunity, and while the actual entry fee has not yet been decided, we will accept post-dated cheques up to Tuesday, 27th July, 1982. The theory being "enter now — pay later," let's hope it works. If, for any reason a competitor enters and then cannot attend the event, we will, of course, return the cheque.

Our Committee comprises of a nucleus of championship supporting Osprey sailors and we are making every attempt to return to the type of championship of a number of years ago. With this in mind, we are arranging a full week of social events, barbecues, buffet/discos, cabaret nights, culminating in a formal prizegiving at the end of the week, so remember to bring your best clothes.

After the low entry last year, we started to ask ourselves why. The obvious reason was that most people who didn't enter last year just didn't want to go to the same place two years running. Also, for a lot of people, championship week is the family holiday, and it is not fair on the family if Dad is sailing all seven days of the week. So Filey, in agreement with the Association Committee, have opted to reintroduce the lay day, and Thursday will be rest day. Before you keen sailors start grumbling, it is possible that there will be a race of some description on that day (Malcolm Clack has one or two ideas), but this will not count towards the championship.

Having attracted the whole family to the Championships, what can we give the non sailors to do? Well, we are hoping to arrange a programme of family activities, such as spectator boats to watch the racing, organised beach games for the kids, trips to nearby places of interest, and subsidised entry to Maplins Holiday Camp (Hi de hi!)

Accommodation lists have been sent to fleet captains, if you haven't seen one yet, then collar your F.C., or Malcolm Clack 0904 56342, or Filey Tourist Information Centre 0723 512204. But please remember to book early. Filey is not a big resort, and Championship week is one of the busiest of the season, so accommodation will be at a premium.

What more can we say; we'll pray for bright sunshine, steady breezes, and some of the famous Filey waves — remember 1977. To those who haven't been before, when the sun shines there really is no better place in Britain.

Looking forward to seeing all our friends, old and new, on July 31st, 1982.

MALCOLM CLACK

P.S. The sponsors and organisers will be extremely disappointed with an entry of less than 90 boats. Remember that a successful Championship week depends on the competitors — it's your week, make it one to remember.

EDITORIAL NOTE:

1. There will be some scrutineering, e.g. hulls weighed, sails measured, as last year — details to follow.

2. Anchors will be required, due to the strong tides around Filey Brigg.

3. 10% penalties if you are naughty.

4. Boats can be left after Chalmers Park Open (not so sure about this as the date has been changed, please check with John Rayner).

5. Only in exceptional circumstances will boats be allowed to compete if they have failed to produce measurement certificates.



Your 1982 Committee *Whilst still sober !*

Welsh and Midlands

British Steel welcomes all to the championships on Sept. 11/12. The reservoir at Margam is beside the M.4, and the route will be clearly signposted after you turn off at Junction 38.

The water is about one mile by half a mile and lies close to the coast, giving sea breezes without any windshifts. The clubhouse is no four star hotel and lacks bar facilities, but refreshments and Sunday lunch will be available. There is ample parking space, and room to camp, for free, beside the clubhouse, by arrangement. Saturday evening entertainment will be organised at a nearby venue, and there are plenty of eating places and hotels in Port Talbot, one mile away.

The 1981 open at B.S.C. was very successful with nearly twenty boats, giving good competition and a very friendly atmosphere. We are hoping for a high turnout this year and we promise an exciting and enjoyable weekend. An entry form will be included in the next newsletter. Please direct enquiries to:—

Pam Gough, Greenfields, Mawldam, Nr. Bridgend, S. Wales. 0656 741477.

Scottish and Northerns

Ullswater S.C. is the host for this year's S. and N. Championships, to be held on June 19/20. The club is a long way north, in the middle of the Lake District, and this is hoped to encourage those living up near the Arctic Circle to compete in a Championships. The very beautiful lake is large enough to allow fairly steady winds from most directions. There is ample space for parking and camping on the lakeshore beside the fully equipped clubhouse. For details please write to:—

John Robinson, 26 Thornton Road, Stanwix, Carlisle.

Features.

Top ten at the Mount

Half way down the second litre of wine on Friday afternoon I remembered this bit, but I was in no state to be a responsible journalist and list all the gear used. So instead here are my impressions of the top weapons:—

1. The Powell mobile was carved out of a single piece of mahogany by Mcutcheons in the mid 19th century, and uses a proctor E and hex boom to hang up a set of mustos and a mounti kite. Mainsheet on a traveller, choice of tracks for the jib, and like every good welsh boat a continuous trapeze. Also some flash centreboard.
2. Marshy's latest attempt to win the nationals, built by Creasey from balsa reinforced with Hard And Tough Epoxy, continuous wire, Z spar mast with surgical support rarely seen in Ospreys, and the advanced passenger kicker. Sails by musto and mounti, super hip boyce boom, inboard sheeting and a strop mainsheet.
3. Unclassified material on the Picker is that it's one of the last batch of westerly glass boats, using medium board sheeting, fixed point main, unique sovereign mast, boyce boom and seahorse sails, continuous wire and a super designer rudder blade. But this year . . .
4. Alfie in the super boat, H.P.S. tupperware/air sandwich, uses a boring E with spreader adjustment and more sets of mustos than Mike Murray. Ordinary trapeze system, inboard sheeting and hoop mainsheet, vick centreboard to show how affluent he is.
5. Insoluable has a standard M.B.S.C. layout, glass by westerly, metal by proctors, cloth by musto. All the fittings come from maxi-racers wrecked on the coast, Ken is heavy and Malcolm violent. Think they use a traveller, don't know about jib sheeting.
6. Another one buys a Creasey has the most complex mainsheet system known to Brunel, with a vertically radiused track, to allow Wretched to walk forward without stooping, inboard sheeting, Proctors, some sails by seahorse, some not, and more manky bits of string than a macrame kit without instructions. The only reason it goes so fast is the 25 ft waterline and the fact it only weighs 150 lbs without the ironwood thwart.
7. Ken's boat with last year's damage repaired so you can't see the joins, (unlike Des) uses a Z spar, mustos and a hoop. It's a shame that there aren't more composite 3s about.
8. Derek Cattran, boring proctor/musto rig, H.P.S. second attempt at building a boat to last. Looks like every other Marazion boat except the macho grey gelcoat, and the matching Helm/Crew moustaches.
9. Clever Trevor, the original 'Homo Creasey.' Proctors, Mountis, inboard sheeting traveller, everything anodised black, everything on ball or roller bearing blocks, pullers under the gunwhales to allow shroud tension adjustment under load, an expensive way of being noticed, and of course, the quick releases protest flag.
10. T.T. Misty Star, built by Mike out of leftover bits of houses. Proctor spars, mainly musto sails, inboard sheeting and traveller, lots of well thought out systems, dynac topped spinny, pension book locker.

Right through the fleet there is considerable development, how much includes thought is another matter. The Fab Gear is undoubtedly inboard sheeting, with radical mainsheets and twin lines for spinnakers also in evidence. Regional development of continuous trapezes in Wales and adjustable spreaders in Lym goes on with good and bad examples of both, and spinny pole arrangements are also diverse, mainly divided between drain-pipe and self-stow, I've yet to see an Osprey with a self-launching pole, but I haven't seen the Picker since New Year! Fittings get smaller and more efficient, and systems in general are simpler and more reliable. Rigs are becoming more interesting as people break from tradition and try different mast/sail/sheeting set-ups. All in all the balance between expensive development and non-evolutionary stagnation seems to be maintained, I personally hope that the variations on the theme of hull shapes can be stopped quickly and painlessly, or we go down the road towards the FD/470 tolerance bending scene, which will end in tears, gyration tests and annual hull changes as loopholes are found and exploited to make up for tactical ignorance and boat handling incompetence; let's see what the coming season brings.

* *

Bill Who?

(A profile by the opposition).

Who is this man who courts disaster by insulting Mal and John? A look at the yearbook pinpoints him as Bill Owen from the foothills of the Welsh mountains.

Some say he plays a leading part in the T.V. serial 'Last of the Summer Wine.' I know that not to be the case, but if you confused him with Compo you would be forgiven, in his cap and sailing wellies.

Bill is a well-heeled gentleman, born at the turn of the century. His Mam weened him on Bass in his early days, a tradition which he keeps up even today, only instead of drinking through a teat, he has graduated to a pint pot at the Prince.

He believes in home comforts and 832 is a specially converted Mk. 4 Osprey. This new model is the same as a Mk. 2 but with a cocktail cabinet set in the front hatch, stacked to the brim with Lager and fag machines. Yes, not fags, but a machine for Ken (Bill's trusty crew) is the only guy in the fleet who not only lights up on a three sail reach, but also rolls his own on the trapeze.

Alas, all good things must come to an end, and 832 is to be replaced. Rumour has it that Bill is not taking delivery of 'Race Relations' until Robbo has fitted the latest go fast goody to Bill's specifications; a cooler box!

* *

Pearl diving at Tenby

The'Shopkeepers Regatta' was a series of mid-week handicap races once held around the coast of West Wales. Well known watering holes such as Gelliswick, Pembroke Dock, Neyland, Milford Haven and Angle Bay arranged the racing. A new venue each day and a most enjoyable week it was. A very average Osprey team could easily cover expenses with prize money.

A gang of us from Mumbles did the 1963 (?) event. In the party was 198 "Blue Moon" helmed by Sid Marsh and crewed by his eager teenage son. The lad's name escapes me for the moment but I recollect he was a nasty little bit of handywork prone to the odd boyish tantrum.

The trip was memorable for any number of diversions. The Angle Bay race where the flags, flown from a bushy tree, were visible only fleetingly when the breeze blew the foliage in a certain direction. Charlie Rowley was awarded the race after sailing but one lap in his Osprey "Black Swan". The second boat was three minutes behind having sailed two laps . . . like the rest of us.

But it is the inexplicable antics of Sid Marsh one sunny afternoon that stay fresh in the mind. The race had taken place in the morning. Sid deciding that he needed the practice was reaching at speed up and down the shallows. The rest of us, well-oiled, were lolling about on the beach. There was a strongish breeze and young wassname was on the wire.

All seemed well when suddenly Sid, without any preamble or warning, threw away the helm, leapt onto the after tank and posed there crouching with his hands shading his eyes. He then executed a neat dive over the stern and disappeared into the sea.

Back on the beach we spectators had a problem. Should we watch the uncontrolled Osprey's death plunge or should we mark the spot where Sid had last been sighted.

Features.

PEARL DIVING IN TENBY (Continued . . .)

Nothing much happened for a while and then, in a flurry of spray, the boat and the suspended crew went down and two hundred yards away, the helmsman popped up.

Ignoring the pitiful garglings of the terrified wassname, we continued to give Sid our undivided attention. He had roared to the surface like a Philippino pearl diver who had accidentally stuck his toe in Jaws' ear 'ole. His momentum had carried him clear of the water to his waist and he was seen to be holding something aloft in one hand. From the beach we could not tell what it was he held in the hand we could see, but whatever it was, it was a source of considerable pleasure to the old coot. His delighted shrieks strengthened this observation.

Sid then appeared to eat with great gusto whatever it was he had been holding in his visible hand, stuffing his mouth until he could barely close his lips.

Meanwhile, Phyllis (Mrs. Sid) was screaming that her lovely darling boy was drowning to death under the capsized "Blue Moon" and what were we going to do about it; but saving wassname wasn't half as interesting as watching the antics of his barmy father. So we watched Sid.

Having dined he had commenced to strike out strongly for the wreckage and we eventually also waded in to assist. (Well, that's not quite true, we became involved due to overwhelming curiosity and hefty clouts from wassname's mother's beach brolly).

We arrived at the upturned boat at the same time as the still excited Sid.

"Good Gawd, mun!" he cried. "I coughed, see, and my bloody new false teeth flew out over the side!"

I think the environmentalists have a point; the Atlantic was a lot clearer twenty years ago.

Young wassname survived . . . and brother don't we all know it!

Bill Owen, "832"

Thoughts of Chairman Hugh

The appearance of the Osprey has changed considerably since I first set eyes on one in June of 1961, Boat No. 113 Ramrod; she had transom sheeting, and a snubbing winch mounted on the centre thwart, a real thrill for the trapeze man coming off the wire in a hurry, as I was to find out the following year when I went along to Newquay in Wales as the third member of crew. At that time most people were undecided whether two or three was the ideal crew number. The following year I was again crewing in the same boat at Hayling Island, but this time as a two man crew. People who crew today, and who think they are hard done by, should try wearing the trapeze harness we used at that time. It was nothing more than a 2 inch webbing belt with two webbing straps under the crutch, and the harness was hooked on to the wire with a gate latch arrangement. The following year at Scarborough I missed, but in 1965 at Plymouth I had my own boat No. 501, from Westerlys. This boat was very different from 113. We had done away with the snubbing winch, and had ratchet blocks for the jib, centre sheeting, also a cross-cut spinnaker and no jumpers on the mast.

I sailed this boat in Club, Open Meetings and Championships until 1971. Boats of this vintage are still able to compete successfully, certainly at Club level, and while not in the top half dozen at Championships, certainly not totally outclassed. This, I feel, is due to the Association's sensible approach to modifications to the boats and watchful eye on undesirable developments.

The Mark III was a great step for the Class, and prevented the boat from becoming "old fashioned;" but it did not out-class the Mark II, and many Mark II's have been successfully converted.

The Class must continue to develop, but NOT at the expense of the older boats, for it is still possible for two youngsters to purchase a boat in Sail Nos. 500—800 at a very reasonable price, and enjoy good racing.

I would like to thank your Secretary, Treasurer, Technical Advisers, Publicity Officer and Committee for their work and support. Members please keep the Secretary informed of changes of Boat, Addresses, etc., and keep the Treasurer happy by paying subs in good time.

Good Sailing in 1982 and I hope to see you all at The Nationals at Filey; they always do a great job of organisation.

HUGH CARTER

P.S. Watch the next Newsletter for more historical notes.

Technoflash.

Spinnaker Pole systems analysis

One of the most varied systems on Ospreys is the control of the spinnaker pole. New solutions are produced each year, some being passing fads, unable to stand the rigours of a nasty gybe, and others which become copied throughout the fleet. This article aims to summarise the relative merits of the systems in common use; I apologise to the guy with the Grungethrobber Mk. 4 system incorporating a 16K micro—processor and gimballed laser gyros, but I haven't seen it working yet. If anyone is taking this seriously they must be wondering which of the many systems is best. This is very subjective, so here are my own thoughts.

Pole Types

1. U/D on ring limited to pole centre, boom ring stowage.
   For: Simple, allows end for end gybes, pole can stow at correct height with fixed U/D.
   Against: Difficult to stow pole, trip grips hinder stowage, needs a strong pole.
2. U/D on ring limited to pole centre, self stow elastic.
   For: Stows at correct height with fixed U/D, reliable and fast stowage.
   Against: Single ended gybes, needs careful maintenance and a strong pole.
3. U/D at pole end, boom ring stowage.
   For: Pole under less stress, accurate height control possible.
   Against: Complex shockcord U/D stowage needed, single ended gybes, pole stowage difficult.
4. U/D at pole end, self stow elastic.
   For: Pole under little stress, accurate height control possible.
   Against: Single ended gybes, most complex and inherently unreliable.

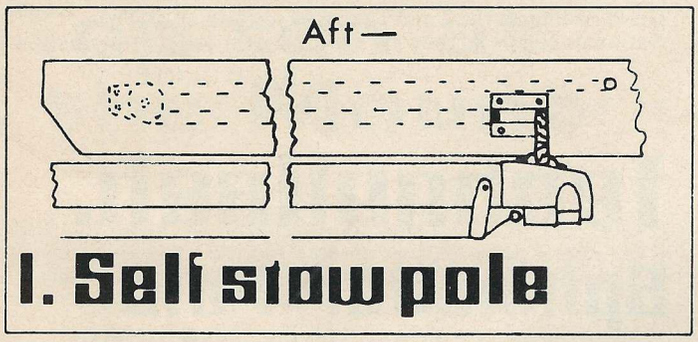
First decide if you need to adjust the pole height. I read Mike Mountifield on this in D.I., 'With a well designed spinnaker one pole height is correct for all reaching and running in all conditions.' This lets you dispense with pulleys that weaken the mast, shockcord that breaks when least desired, cleats that slip, and the worry of whether the pole is set correctly. It also requires less effort to set the pole, as less shockcord is used.

Or you may decide you need an adjustable system with two or three settings, or infinitely variable. Tony Blachford used an adjustable system during his reign of terror, and one imagines that Tony Powell is too scared to change it. It is noted that Johnny used a fixed system on Marshmallow, forsaking it for a Z spar tweaker arrangement (not out of choice). No improvement has been noticed, but perhaps Mal is just getting slower.

Having decided on the U/D, which stowage system should you use? If you have a ring U/D, then the ring on the boom is best for ease of gybing, unless you have a particularly competent crew, when the advantages of quick reliable stowage outweigh the disadvantage of the single ended gybe, where the kite flies free during the gybe. With end point attachment the disadvantages of elastic stowage apply whichever stowage system is used. There are several variations on the two main stowage types.

1. Boom ring stowage. Most popular is lengths of plastic drainpipe rivetted to the sides of the boom. An alternative is the use of high pressure hose, or aluminium strip bent in a ring.

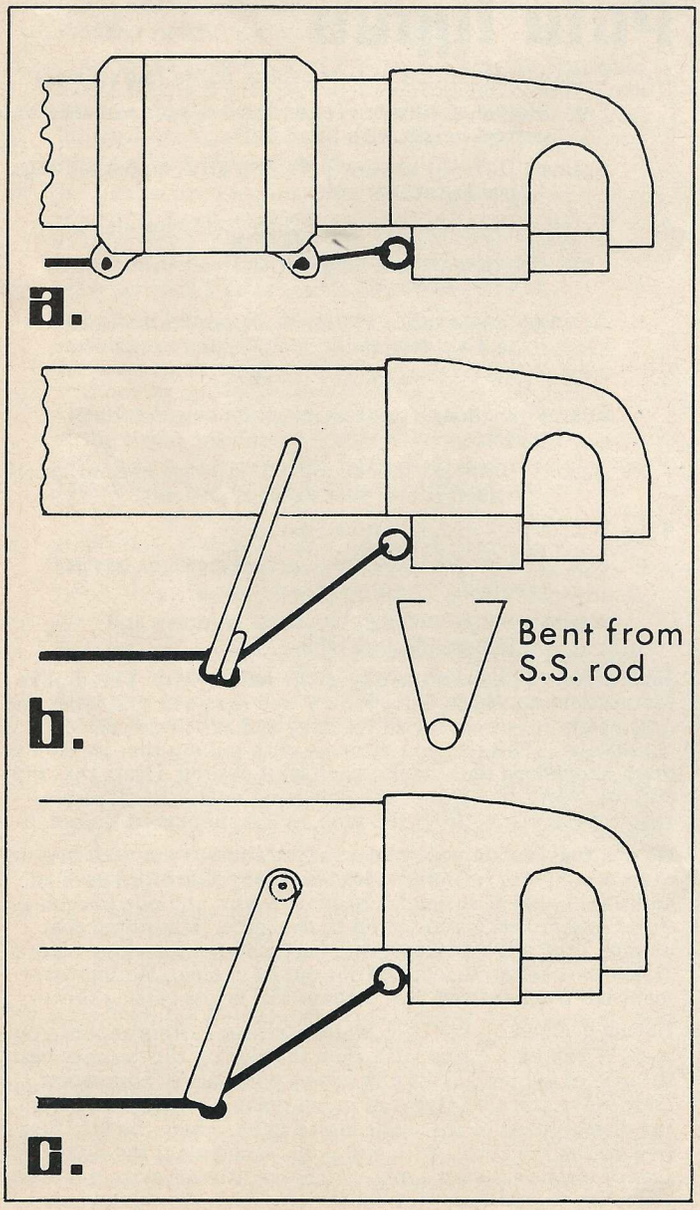
The most popular self stow arrangement uses a single sheave on the boom with the elastic doubled inside the boom as shown.

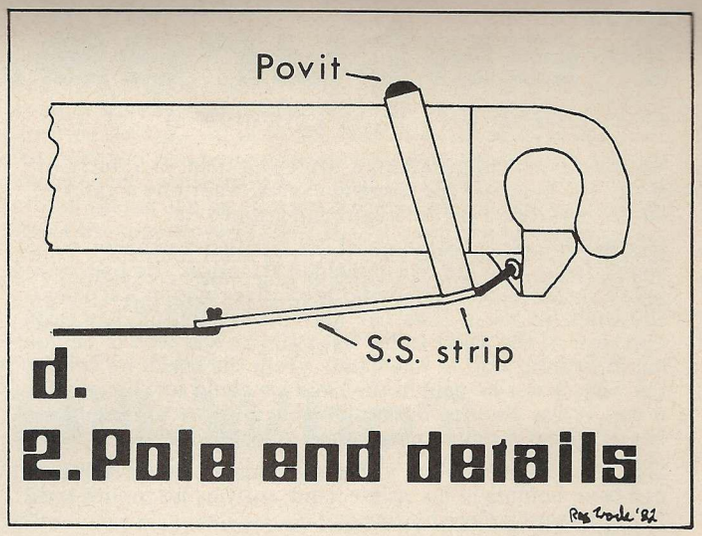


1. Self stow pole

The elastic must be able to double its length at full stretch. Pulley should be positioned to pull pole slightly behind the mast to prevent jib catching when tacking. Pulley must be smooth and run freely to minimise wear on the elastic. An alternative (which we use) is to have the elastic outside the boom where you can watch it fraying.

Pole end fittings are generally similar in concept and operation, I feel the plastic type are inferior, as the friction between fitting and sheet is greater than with the metal equivalent. I recommend trip-grips of some kind to speed hoists and drops. Variations are illustrated; all appear equally effective and it is worthwhile getting the crew to fit them as they are for its benefit.





2. Pole end details

Reg Toole '82

Pole End Types

a. Plastic slip ring. Easier to use than actuation line and excellent for release of inboard end of pole, poor for outboard end use.

b. Sea sure trip grip. Single handed use in all conditions, very advantageous and positive.

c. Home made version of above, uses stainless steel strip pop rivetted to pole, similar in operation, cheaper too.

d. Alternative design for proctor pole ends, again similar to b. and c.

I realise that there are at least two more systems that have been used successfully. Firstly, the auto-launch system; where a line attached to the inboard end of the pole leads through a pulley on the mast where the pole eye used to be, and then to a cleat near the mastgate. This is combined with an elastic self stow system. To operate, the crew clips the guy on then pulls the line to launch the pole, cleating it when fully out. In heavy weather you need bullworker biceps and the effective pole length is reduced. The final alternative is the twin pole system, subject to innumerable variations, all hideously complex, heavy, unreliable and expensive, not to be recommended.

OSCAR CHESS

Controlling your Wind: Some hints

In light and medium airs we are all after Power, in heavy winds we want the opposite.

Before deciding on exactly how to reduce power, we firstly need to know when.

Let's take a beat; watching those magical tell-tales on the genoa luff, with the crew and helm fully hiked out, and most importantly with the boat absolutely flat, the windward tell-tale should just be lifting for a correct balance of power and control.

Important Note 1 — If the leeward tell-tale lifts continuously other than in a shift with the crew fully hiked out, the rig wants powering up.

Important Note 2 — When the windward tell-tale lifts excessively, i.e. the boat has to be luffed to stop it heeling, (it will probably also be fighting you like an untamed shark not appreciating being hooked!) this is the time to de-power the rig.

On a reach when it is howling, particularly with the kite up, de-powering becomes even more necessary; you've no doubt had that feeling of wishing the leeward mark was 10 degrees further to leeward so you could sail fast and free and make it. You can, and sail 10 degrees higher! Read on.

To reduce power we need to open up the leeches of the sails, particularly at the top of the rig (moments and all that). This lets the excess air escape comfortably through the slot and the remainder acts as forward drive.

1. The simplest and most effective way of reducing power by

opening the leeches is to ease the genoa halyard; I suggest up to three inches from light or medium wind position on the halyard puller or highfield lever.

2. Always sail with less centreboard when its blowing. Centre of effort moves back as wind increases, centreboard must follow, particularly with a sea running.

3. Cunningham fully tensioned.

4. Ease Traveller a few inches to leeward.

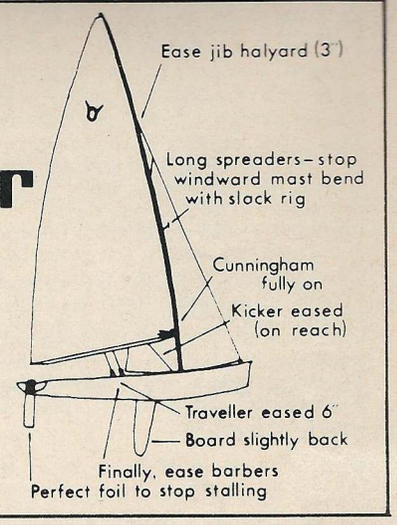
5. Ease barber haulers or move fairleads back as a last resort when it gets really silly.

6. On a reach ease kicker; be careful not to ease it beyond the point where the boat becomes unstable on a run (top of the sail forms an aerofoil swinging the top of the mast from side to side followed by a spectacular chinese gybe).

Any comments on this article are warmly welcomed.

RICHARD MARSHALL

Heavy Weather Osprey rig.



* *

Racing; Results and Reports

Bloody Mary Pursuit Race

While most of the world is snowbound in early January, Chess still expects me to go sailing with him. This is what happened.

After our experiences at Burnham over the last four winters, we decided that one race is better than two and this event is held nearer London (Hot-Pot, Boat Show, etc) and on a cosy res. rather than in the arctic wastes of Essex. Complex travel arrangements were made to get team Picker and the Marshall combine to Q.M., and despite Willistours of most of Surrey, I got there to find Wretched and Osc rigging up. The first start was 13.00; we went at 14.21, the finish was 16.02.

With just the two of us, we played America's Cup games before starting the race proper. Wretched won the start, and from then on we were never more than 50 yds. apart. The snow fell steadily, and the wind was a fairly steady 3—4. Mistake one was following a back marker meatball towards a wrong mark, we had difficulties with snow on glasses, but that error was just stupid, although we couldn't let Wretched and Nick make fools of themselves on their own. We swapped positions a couple of times, but the visibility got worse, and it was hard to concentrate properly with lots of other boats to avoid and overtake. Downwind was difficult as the guy was frozen solid and kept leaping out of the reaching cleat, and the pole ends had to be pushed shut as the springs had iced up. The other problem, apart from 1195, was that the continuous trapeze froze when I was out on one tack, and wouldn't return properly, while the middle elastic was like a steel rod across the boat.

We worked our way up the fleet, and were ahead of Wretched near the end of the last beat, but he went right and we wrong on the last shift, giving him a two length lead onto the last leg, which he held to the finish, just failing to take the leading Moth, and we were next across the line. We agreed with them that we might both be in single figures. There weren't any big 505's out but those that did sail never posed any more than a vague threat.

We found we were 7th and 8th overall, but the bottles of vodka only went down to 6th. Wretched bullshitted a lot about prizes and the square root of entries, etc., while we were glad he didn't take the moth. There was a wide spread of classes in the prizes, and I think we did very well to get both boats in the first ten. 125 entries, 94 starters, 46 finished, with a Mirror last, having raced the whole three hours. Snow drifts round the furler and reaching cleats, 10 minutes under the shower to thaw my harness enough to get it off, every knot and shackle had to be soaked in a pint glass full of hot water when we de-rigged. The second obvious question we asked was where the hell was Mister H. Pearce? and the twenty Datchet Ospreys he had promised! Osc, Nicky and I went down the Hot-Pot and then down the pub in the evening to tell Jayne how brave we were, and they went to the Show on Sunday, but that's another story; roll on Lymington Regatta at Easter.

Burnham Icicle Meeting

"Pitman smashed by Bill Letton at Icicle '82."

That awe inspiring firefly demon of the early '60's strikes again, this time showing lesser mortals how to take on gods and win. Yes, Osprey plus Bill Letton beats Pitman and International canoe (last year's icicle champion). 64 boats beat Dave Pitman, only 40 beat out man Bill.

If only the practice race had counted the Osprey would be held in highest regard, with Richard and Nick 4th out of 70 starters, Rob and Jan 16th, Bill 47th, and the Unsworth machine 52nd.

Unfortunately Sunday did not reach Saturday's expectations. The Icicle for those who don't know it, is really all about starting; if you don't get clean away, it's follow my leader stuff, and very difficult to pass. None of our team started well, and with winds light and fluky, we didn't have a prayer. Richard and Nick who did well in the practice race also had another problem after arguing with a mooring chain before the start, a centreboard which looked as if Jaws had been feeding off it.

Overall: Merlin-Rocket G. Pike, 505 N. Wilmott, Fireball C. Robinson.

Ospreys: 41 1183 Bill Letton.
70 1195 Richard Marshall
72 905 Robert Shaw
73 723 Dave Unsworth

Report by
RICHARD MARSHALL.

* *

Frostbiting 1981

DATCHET WATER NEW YEAR'S DAY RACE

This is only notable because Wretched was beaten by a Pacer, and won a pink elephant (really, Jenny told me).

B.S.C. FROSTBITE SERIES

Held October until Christmas, 1. 1166 Lugger Murray, 2. 1198 Darth Vader, 3. 1199 Colin Winder Evans. Also First and Last Race (1st Jan) general handicap, 2. 1198, 4. 1166, 7. 1159 Harold Killer Williams, special handicap, 8. 1145 Ali Mackay crewed by El Chesso.

LYMINGTON TOWN FROSTBITE SERIES

Held October until Christmas. Fast handicap, 2. 760 Mike Cleveland and Big Stan, 4. 1138 Peter Stubley, 5. 007 Hunt the Shunt.

Nathan Silver Salver

Alf Hawksworth reports straight from the top of his inverted Proctor E.
(Sorry I haven't got a beer-soaked denim jacket, so my boring E will have to do!)

This is yet another of the season's major pursuit races, to which entries are by invitation only. Our representatives on March 7th were Richard Marshall and Alf Hawksworth.

With some 150 entries from far and wide, boasting 50 or so National, European and World Champions, it was a well dressed up preview on T.V. the day before, but no actual cover on the great day! Perhaps the weather put them off; it was bitterly cold, blowing force 4 with gusts up to 30 knots, almost a follow-on from last year but not from quite the same direction. Whoever set the course was obviously not going to be sailing with three gybes on the first three legs and two more to complete the round.

The Ospreys started on their own some 68 minutes behind the first boat and we got the better of the start; after three legs we had opened up almost a short leg lead on Richard, and then the third gybe was our downfall; it must have been quite spectacular with me taking a dive over the side and ending up totally inverted. We then proceeded to split our centreboard in two places but this held together sufficiently for us to get back to base. You could see the grin broadening on Richard's face as he went by, but then he went and blotted his copybook by retiring some three quarters of the way through the race, complaining that he was tired and cold. Tut, tut; these newly-weds will have to get fit to stay both courses and learn to pace themselves.

Results-wise, the Wilmot twins in their 505 just won from a 420 (last year's winner) with Peter Colclough also in a 505 third. Only about 20 finished.

* *

1981 Wilkinson Sword series

Another bit missed out of the last newsletter, this series consists of the two area championships, and three nominated opens, counting best three results. It involves lots of devious planning as to which opens have to be attempted, and many miles of travelling, and produces a winner with qualities of perseverance and determination as well as sailing ability. The story last year was based round the battle between Oscar Chess and Alfie Hawksworth, with no-one else taking it that seriously.

First off was the S. and N. Champs. at Ogston, won by Alfie with Oscar second and Trevor third.

Next came the Filey Chalmers Park Open, which Alfie missed due to a late change, (which the newsletter certainly didn't know about). Mike Mooney won from Roger Edwardson, with G. Weekes third.

The third event was the Panmorra Cup Open at Mounts Bay, which Alfie travelled 300 miles each way to attend, to make up for missing Filey, shocking Oscar who assumed that as he hadn't bothered to go up North, so Alfie wouldn't go down to Marazion. However, in one of the shortest opens ever, Oscar laid down two firsts, Alfie was second and Geoff Dean third, and the score was equal.

At the W. and M. at Datchet Alfie turned on the works, and unaffected by the noise of the jets, lucky man, took the meeting from John Marsh, and Richard Marshall, with Oscar trailing fourth.

This gave Alfie 1, 1, 2 and Oscar 1, 2, 4 with both having a DNS as their discard. This meant that even if Oscar won the last event, Alfie had only to come third to hold on to the overall prize. The Jack in the Basket Open at Lymington was blown off, so the worthy winner of the Wilkinson Sword for 1981 was Alfie Hawksworth and crews Dave Major or Paul Green from Blithfield S.C. sailing 1184 'Nifty Shifter.'

This season the nominated events are Poole Open, S. and N. at Ullswater, Filey Open, W. and M. at B.S.C., and Lymington Open. Hopefully more people will compete this year, with the different events chosen. It is hoped that the nominated events will change each year to allow different clubs to hold events counting towards this rather attractive trophy, and that an improved response from skippers will be forthcoming.

* *

Club News

Ogston S C

The Club enjoyed a good season, which included the Scottish and Northerns (which someone said they wrote about, but I can't remember who or even what went on - Hic, sorry).

Fleet honours went to Dennis West and yours truly in Kindly Light, with Ian Madeley and Ian Harrison in Smoke on the water and Mick Wrighton and Chris Addey in Horizon Too as runners-up.

We have twelve boats at the Club, and at least three will be going to the Nationals, and this year's F.C. is probably going to be Ian Madeley in 1122.

Karl Garner.

Sheppey Y C

We have doubled the fleet this year, to two boats, and it is hoped that more can be persuaded to join. The Open on Aug. 14/15 may be televised, come along if you want to be a star. 10 FDs, 20 505s and 20 Ospreys are hoped for, which should make a spectacular sight, as the courses will be out in the Thames Estuary, if conditions allow, giving extensive reaching legs. We will be holding the Island Race on Sept. 12, and we will almost certainly be holding the Nationals in 1985.

Roger Taylor.

Lymington Town S C

Nothing . . . . . (promised, but not arrived).

Poole Y C

The winter series started in October and ended at Christmas. Although the turnout was not as good as expected, good sailing was enjoyed on several of the fine Autumn Sunday mornings. The series was won by Malcolm Palmer and Andy Macgregor in 1175 'Abel 2.'

News includes Keith Walker selling 959 'Shape of Things to Come,' to his crew Maurice Heregan. Keith has taken delivery of 1155 'Brown Bomber' from David Field of N. Devon. Mike Gillet who founded 136 last season is redecking it and fitting out for the current season. All this activity should get fleet turnout averages of 10 or 11 boats.

All Osprey owners should by now have noted the first Wilkinson Sword event is Poole Open on May 22/23, when Mr. O. Chess will try and make it three in a row. Alfie please note that the date has been changed from that in the December newsletter.

With a gap in the calendar for southerners in July, we have class racing for Ospreys in our regatta on July 10/11; Please come.

Trevor Brown.

1982 SUBSCRIPTIONS

Your subscription of £12.00 per boat (i.e. £6.00 each helm and crew) is now due — please pay promptly on the enclosed form. If you cannot afford £6.00 then unfortunately dinghy sailing in any class is way beyond your means. If you feel that you do not get £6.00 worth of goods in return (i.e. Newsletters and Yearbook) then again you had better change class because these items alone will never equal subscriptions paid.

The bulk of the Association's meagre subscription income (only 40 paid up members by mid-February) goes on publicity - for example half a page in Yachts & Yachting costs over £100.00. When you include all the other expenses of stationery, postage, entry fees, Newsletters, Yearbook when published, small adverts, exhibition costs, etc., it is easy to see we are going to have to dig into our rapidly diminishing reserves in the coming year.

The Committee members, shown in the photo on Page 3, travelled a total of 3,350 miles to attend the last meeting at Bristol. Fortunately members always pay their own travelling and meal expenses otherwise the Class would have been bankrupt long ago. Committee members spend a great deal of their own time and money managing the affairs of the Class and their own individual expenses in a year far outweigh the sum of £6.00 you are being asked to pay.

Before you trot out all the usual excuses for not paying, think on — being able to race the Osprey at Club and National level is a privilege worth far more than £6.00 — now please pay up !

JOHN RAYNER

- *

ULLSWATER YACHT CLUB
OSPREY SCOTTISH & NORTHERN AREA CHAMPIONSHIPS
19th — 20th JUNE, 1982

This is a four race series to be sailed for the following trophies in addition to the Championship Trophy:—

1300 hrs.	Saturday 19th June	"Pan Ha" Trophy
1530 hrs.	Saturday 19th June	"High & Dry" Trophy
1030 hrs.	Sunday 20th June	"Tay Bridge" Trophy
1330 hrs.	Sunday 20th June	"Queensborough" Trophy

Registration and signing on in the Club House 1030 hrs. — 1130 hrs. which may be followed by a briefing at 1200 hrs. on the front lawn.

Scoring will be by the R.Y.A. Low Points System.

Prizes will be awarded for the Championship on the basis of one prize for every six boats entered by the closing date.

Camping is available on the Club site, but please contact our Bosun before pitching.

Entrants are invited to use all our Club facilities, including the Bar, and food will be available at meal times from our Bosun's wife.

. . . .

OSPREY SCOTTISH & NORTHERN AREA CHAMPIONSHIP

Entrants name — Entrants club

Address

Crew's name — Tel. No.

Sail No.

I agree to be bound by the I.R.Y.U. and R.Y.A. rules and also the Sailing Instructions and Rules of Ullswater Yacht Club.

I confirm that I have adequate Third Party Insurance Cover for this event and will be able to produce on demand valid measurement and insurance certificates.

I confirm that I am a member of the Osprey Class Association and that the boat is registered with the Association.

CLOSING DATE FOR ENTRIES: Sunday — 6th June, 1982.

Signature: . . . . Date: . . . .

Entry Fee — £5.00 per boat

Cheques to be made payable to "Ullswater Yacht Club" to:—

John Robinson,
Hon. Sailing Secretary,
Ullswater Yacht Club,
Howtown,
Pooley Bridge, Cumbria.

Tel No. Pooley Bridge 333
Home No. Carlisle 39807

ASSOCIATION INFORMATION

NEWSPRINT

1. Trophies. Please could the trophy winners from last year's nationals return their goodies to Hugh Carter by the end of June. This is to allow Hugh, a professional jeweller, to value them for insurance, and catch up on the engraving; some of the trophies are several years out of date. It appears that the trophies for the S + N champs are steadily decreasing in number. Could the holders of these please inform John Rayner and he can deal with them. The W + M pots are apparently in better order, but there is the Martin Trophy for first crew which is gracing someone's mantlepiece, either Big Mal or Brent Strickland. As the old Travellers Trophy competition has been eclipsed by the Wilkinson Sword, it has been decided that the Land, Sea and Air trophy be awarded for second in the Wilkinson Sword competition.

2. Rules. The rules have been printed in an entirely new format, although the content remains exactly the same. The rules for glass and composite hulls are now 2A to 6A, those for wood are 2B to 6B. Copies of the rules are available from the Secretary.

New rules for 1982 are as follows:—

5A.2.7 and 5B.2.16 regarding centreboard cases. "A wide longitudinal capping may be fastened to the upper edge of the centreboard case. A capping so fitted shall not extend forward of the fore end, aft of the aft end, or more than 100mm from the centre line of the centreboard case."

5A.3.7 and 5B.3.7 "A horizontal strut may be fitted athwartships between the foredeck carlins at deck level. The strut shall be of metal or wood. The decks may be extended aft to the strut if fitted. No part of the strut and or its fixings, including bolts, flanges, brackets, etc., shall be less than 3370 from the aft face of the transom. The strut shall be continuous across the aft end of the mast gate slot. The aft end of the mast gate slot shall not be less than 3395 from the aft fore of the transom. The slot may be extended forward to the fore bulkhead."

13.2.1 "Loose footed sails are not permitted."

13.1.1 Omit:— "shall be of woven material" to allow the use of "Film" sails.

3. Your Committee are concerned about some new boats built during the last year or so, which do not entirely comply with the plans and specifications as detailed by the RYA. Steps will be taken to ensure that all Osprey Measurers are aware of their obligations in this direction and anyone contemplating a new boat should ensure that their Builder adheres rigidly to the plans and specifications. If anyone is in doubt about a constructional detail please contact the Osprey Association for clarification. Dispensations for boats which have not been built according to the plans and within the spirit of the rules will not normally be recommended by the Osprey Association.

New Rules for 1983. Proposed by the Committee for the 1982 A.G.M.

"The point of intersection, of lines projected from the fore-side of the stem band and the underside of the keel band shall be not more than 5270mm or less than 5230mm from the aft face of the transom measured along the underside of the keel band."

If your boat does not come within this measurement please contact Mike Corbin, telephone Lymington (0590) 75398.

4. For the benefit of anyone who is building a new boat, the certification procedure is as follows:—

The Builder shall pay the Building fee, currently £40 + VAT, to the R.Y.A., who will then issue a building fee receipt and sail number.

The owner shall have the boat measured by an RYA approved National Osprey Class Measurer who will complete and sign the measurement form. The owner then sends to the RYA the measurement form, building fee

ASSOCIATION INFORMATION

receipt (obtained from the Builder) and registration fee, which is £8 for a non RYA member; £6 for an Affiliated Personal member and £4 for a full Personal member of the RYA. The RYA will then issue a registration and measurement certificate. Please note that the registration certificate is only valid provided:—

(a) there is no change of ownership;
(b) there is no change of boat name; and
(c) the owner remains a member of either the RYA or an RYA affiliated club.

The measurement Certificate is only valid provided:—

(i) the registration certificate is valid;
(ii) any repair to the hull, alteration, replacement of or to the spars, sail or equipment comply with current class rules, being re-measured if necessary;
(iii) sail and buoyancy endorsements are correct; and
(iv) the measurement certificate carries a current endorsement as to the owners membership of the National Osprey Class Association.

5. Builders. Our three known builders at the moment are:—

High Performance Sailboats. Contact Roger Hull. Wareham (09295) 6222 days, 09295 3939 evenings. Roger says he will now build boats to individual order, no waiting for a new glass hull now, he's waiting on the phone.

Martin Creasey Boatbuilders. Contact Martin, Poole 02013 70495 evenings for high-tech. W.E.S.T. boats, three in the top ten at the nationals.

Guy Winder Boats. Contact Guy, Bradford (0274) 583223 days, 586642 evenings. New to the class, Guy has long been a builder of top merlin-rockets and one of his boats forms the class exhibit at the Dinghy Exhibition this year.

6. The next Committee Meeting will be held at Filey on the Tuesday of the Nationals after the race, at a venue to be announced.

SECRETARIES REPORT

A new season is here, and have you finished all the jobs on the boat you promised yourself to do before sailing again? Well, I haven't either! The idea of enclosing a membership card with the last newsletter has been successful. It has eased my job, and improved the records. So far we have 40 full members, 1 junior and 12 support. Which is halfway to last year's total membership.

Tiger is hoping to produce 4 newsletters each year. To do this we require more Osprey owners to become members of the Association. Also we hope to publish a yearbook, but again this depends on increasing the membership and/or selling the Association hull.

A word about open meetings. Due to the demise of the fleet at N. Devon, the Woolworth Paddle event for this year has been cancelled. Both Sheppey and Datchet are going to hold joint events with 505s. Sheppey's is scheduled for mid August and is a result of the Ospreys trouncing the 505s in the round Sheppey race last September. They think they can gain some respectability by taking us on. The Datchet date is 16/17 October and I am thinking of inviting the FDs too. The full open list is published elsewhere.

Congratulations to Blithfield Ospreys, with 10 boats they have achieved regular turnouts of 8 which has been rewarded with fleet status by the club. This is something which other Osprey groups should take note of.

If you have more than one Osprey in your club please make a list of owners, addresses, etc., and let me have a copy. Also if you sell your boat let me know to whom it has gone, and get the new owner to join the Association.

Finally, let's all make a big effort to turn up at the Nationals this year. We have not had 100 boats at the Nationals for some years now, so let's try this time at Filey.

Huw Pearce.

Association Secretary is:—
Huw Pearce, 0734 775211
Ty Croeso,
Northway, Woofehill, Wokingham,
Berkshire, RG11 9PQ.

FLEETS AND CLUB CONTACTS

This includes contacts known to the Association. If no address is given, refer to the list of Officers on the back cover.
Clubs with fleet status are marked *

*	Mounts Bay S.C.	Malcolm Woolcock.
	Royal Western Y.C.	Andrew Holland, 0752 20529 46, Thornehill Way, Mannamead, Plymouth, Devon.
*	Poole Y.C.	Trevor Brown.
*	Lymington Town SC	Chris Grundy, Springhill Cottage, Shirley Holmes, Lymington, Hants.
	Locks S.C.	S.C.
*	Mengham Rythe S.C.	Peter Tart, Havant 475954 80 Southbrook Road, Longston, Havant, Hants.
*	Sussex Motor Y.C.	Les Wall
	Minnis Bay S.C.	
	Sheppey Y.C.	Roger Taylor, Sheppey Y.C., Marine Parade, Sheppey, Kent.
*	Creeksea S.C.	Robert Shaw
	Stone S.C.	S.C.
*	Gt. Yarmouth & Gorleston S.C.	John Stenbrowicz, 0603 897839 77 Angela Road, Horsford, Norwich, Norfolk.
	Hornsea S.C.	Norman Broxham, 04012 3589 Broadlands, Ashcourt Drive, Hornsea, N. Humberside.
	Royal Yorks. S.C.	Mike Mooney, 0482 52068 654 Anlaby Road, Hull, Humberside
*	Filey S.C.	John Rayner
	Tees S.C.	John Hood, 0642 580845 Hartburn, Stockton on Tees,
	South Gare Marine C	Jon Denley, 139 Broadway East, Redcar, Cleveland.
	Royal Tay Y.C.	Ian Stephens, 116 Seagate, Dundee, Scotland.
	St. Andrews S.C.	John Walters, Lyndhurst, St. Andrews Road, Upper Largo, Nr. Leven, Fife.
	Dysart S.C.	Alistair Mckay, 81a Loughborough Road, Kirkaldy, Fife.
*	Morecambe & Heysham S.C.	Wally Gardiner, Ulverston 53982 6 Poplar Grove, Ulverston, Cumbria
	Roa Island Boating C.	Paul Roberts, 28 Cheltenham St., Barrow-in-Furness, Cumbria.
	Saundersfoot S.C.	Tony Phillips, Brynderi, High St., Saundersfoot, Dyfed.
	River Towy S.C.	Tony Powell, Bwthryn-y-Coed, Ferryside, Dyfed.
*	Mumbles Y.C.	David Charles, 0792 403200 46 Wentworth Crescent, Mayals, Swansea.
*	B.S.C. S.C.	Pam Gough, 0656 741477 Greenfields, Mowldom, Nr. Bridgend, Mid. Glam.
	Portishead Y & S.C.	Phil Isles, 0272 770866 39 Upper Sandhurst Rd., Brislington, Bristol.
	N. Devon Y.C.	Geoff Dean.
*	Blithfield S.C.	John Page, 05432 24281 47 Long Bridge Road, Lichfield, Staffs.
*	Ogston S.C.	Ian Madeley, 283 Abbeydale Road South, Dore, Sheffield.
*	Stewartby Water S.C.	Roger Mant.
*	Datchet Water S.C.	Huw Pearce.
	Rutland S.C.	Lionel Matthews, Dingley 306 7 Home Close, Dingley, Market Harborough, Leics.
*	Guernsey S.C.	Andrew Dorey, Belmont, Hogue de Premier Road, Castel, Guernsey, CI.

It would be of great help if errors or omissions in this list could be pointed out to either Huw or Tiger, in the interests of an accurate Yearbook! Please notify us of any changes that occur.

ASSOCIATION INFORMATION

1982 FIXTURES

April	10-12	Royal Lymington Regatta.
	17/18	
	24/25	
May	1/2	
	8/9	
	15/16	
	22/23	* Poole Open
	29/30	Gorleston Open
June	5/6	
	12	Datchet 12 hr. race.
	12/13	
	19/20	* ULLSWATER SCOTTISH & NORTHERNS
	26/27	Mumbles Open/Sussex Open
July	3/4	
	4	Ullswater Long Distance race.
	10/11	* Filey Open/Poole Regatta
	10-16	Royal Tay Week
	17/18	Lymington Round The Island Race
	24/25	Lymington Regatta
July 31/Aug. 6		FILEY NATIONAL CHAMPIONSHIPS
Aug.	7/8	
	8-13	Shoreham Week
	14	Sussex Regatta
	14/15	Sheppey Ospreys V 505s V FDs
	21/22	Burnham Open
	21-28	Burnham Week
	28-29	
Sept.	4/5	
	11/12	* B.S.C. WELSH AND MIDLANDS
	12	Sheppey Round the Island Race
	18/19	Mounts Bay Open
	25/26	
Oct.	2/3	* Lymington Open
	9/10	Stewartby Open
	16/17	Datchet Ospreys V 505s V FDs.

* Indicates a Wilkinson Sword event.

Please check before travelling, also note that there are some changes from the list in the December issue. Please notify any mistakes, changes, other events or clashes to the secretary.

ADVANCE CHAMPIONSHIPS

1983	Shoreham July 30 — Aug. 5
1984	Poole
1985	Sheppey
1986	Mumbles
1987	Mounts Bay
1983	S + N Blithfield
	W + M Poole

BOATS FOR SALE

567	G	2	1 suit sails, trolley, cover,	£350
			or hull only	£150
			Les Wall, 01 651 1401	
????	C	3	The Association hull, built by Westerly, decked by Creasey, ready for you to fit out and rig.	£850
			Mike Corbin 0234 75398	

OFFICERS AND COMMITTEE 1982

Chairman:	Hugh Carter, 059 069 2493 100 High St., Milford on Sea, Hants.	1169
Secretary:	Huw Pearce, 073 477 5211 Ty Croeso, Northway, Woofehill, Wokingham, Berks.	1077
Treasurer:	Dave Hill, 0656 59304 Pandy Farm, Merthyr Mawr, Bridgend, Mid. Glam.	1065
R.Y.A. Centreboard Committee Rep.	Mike Corbin, 0590 75398 Merry Oakes, Sway Rd., Pennington, Lymington, Hants.	1165
Publicity Officer:	Roger Mant, 0234 741382 121 Cotton End Rd., Wilstead, Beds.	
Newsletter Editor:	J. (Tiger) Bridges, 0533 705973 136 Clarendon Park Rd., Leicester.	
Committee Members:	Chris Addy, 0742 375784 4 Almond Drive, Sheffield.	
	Alan Bevan, 0792 67283 70 Queens Rd., Mumbles, West Glam.	1018
	Trevor Brown, 0202 699876 6 Greenhayes, Broadstone, Dorset.	1187
	Oscar Chess, 0329 231938 9 Red Barn Lane, Fareham, Hants.	1161
	Geoff Dean, 023 383 6934 7 Yeo Drive, Appledore, Devon.	1181
	John Rayner, 0937 842860 19 Clifford Rd., Boston Spa, Yorks.	1007
	Robert Shaw, 0245 420889 69 Back Rd., Writtle, Essex.	167/905
	Les Wall, 01 651 1401 228 Markfield, Forestdale, Croydon, Surrey.	900
	Malcolm Woolcock, 0736 710393 Acacia, Fore St., Marazion, Cornwall	1172