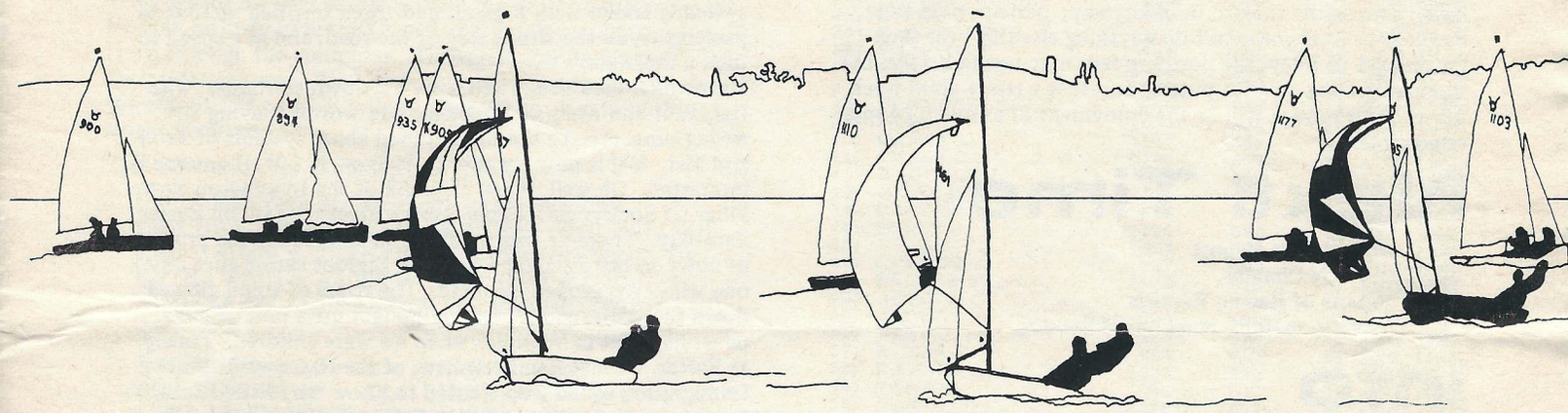
National Osprey Class Newsletter



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If you want a lot of . . .

General stuff

ASSOCIATIONEWS

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Editorial

Well I hope this gets there in time; as usual its late, untogether devoid of cultural import; never mind, it uses longer words than the Sin, Excess, and the Daily Nail, and more important, is free from pinko pansyboy contamination from treason laced subversives like the Grauniad and the B.B.C. Quite enough of that, except to say that if anyone in the Fleet is involved in the fleet, I sincerely hope they come back safe and sound, Poole Bay was cold and manky enough for me; it must be much worse in the South Atlantic, especially if they wont let you retire.

The dinghy exhibition is reported elsewhere, suffice to say it was a goody. I'd like to say thanks to Huw for his work there and over the period of his secretaryship; I wish him luck and hope that he can still attend a few of the meetings around the country. So logically I'd better welcome our new Secretary; of the highest Osprey family background, team groupie to the rising star of the fleet, intelligent, attractive, and an accomplished typist as well — Jayne Corbin is now at the helm, at least until the Nationals. I am well pleased with her decision to step into the breach and I think the lass should be wooed to retain the post after Filey.

After the fracas of the last meetings, I no longer feel able to tell the waiting world how to be a success on the wire, and I haven't made the time to do it anyway; perhaps next time. So, keep at it; if you don't do anything else this year then try and get to Filey, the northern lads may not talk a lot, but they are getting on with putting together a really good week for us, their reward will be the enjoyment of as many people as possible.

Next Time

Nationals Report
S + N Champs.
Lots of Racing Reports
and hopefully much more besides.

Info

Copy date for the next issue is about September 1st, and it should go out at the Steel Company at the W + M Champs. Please keep the contributions coming, especially those race reports, and the dirty bits from around the clubs. Reply if you have been got at, or get a pre-emptive strike in against someone else.
The yearbook I so blithely offered to compile last year looks like becoming a reality for 1983; the next issue will contain demands for information which will be met under threat of having Mumbles youth coming to live next door to you — you have been warned!

All contributions and correspondence regarding newsletters to

J. Tiger Bridges,
136 Clarendon Park Road,
Leicester.
0533 123455 X 394 (Work - best between 4.30—5.00 pm)
0533 705973 (home, after 6.00 p.m.

Cover Pic

'A Day at Datchet' Picture by Martin Nunn, Huw's crew, who spent the W + M Champs. last year whizzing about in an inflatable, taking piccies from the water works towers.

Credits

Thanks for practical help to Nicky Willis, Roger Taylor, Pam Gough, Chris Grundy, not Trevor Brown, Roger Lilley, Ian Madeley, Hugh Carter, and of course, cuddly toy Corbin.

Dirtdigging

We'll start this time on a good note; just had my chips and put a Grateful Dead tape on; feeling very magnanimous - not a word I use in the context of this column - Hooray for Huge the Magnificent, Association Chairpodge of this parish, for lending boat and crew to one of the Iazett brothers, (I think) for Poole Open where they were seen to do very well. Trev said the only problem was that J.C. leapt out of the boat and started searching for the plate if the boat heeled more than 15 degrees, and at the beginning of each gust. The boat he is building for the unfortunately named Keith Willis of Lymington, is nearly ready, it weighs disgustingly little, and a competition exists through Lym of finding mistakes in the building. J.C. thinks of building one for himself, and if you went round with enough money, you might just get one too.

Also in Poole, apologies to Trev and Monica for arriving at 0245 Saturday, forcing them to flush the loo with a bucket, beating Trevor and Phil again, and departing so abruptly. By which hangs a tale:— What sort of a man would work away all week, go home for Friday tea and split for sailing with only a peck on the cheek? An Edwardson is the answer; no wonder the Family Jakeways left me to sit in the front when he gave me a lift home, surrounded by Geordie curses and the horror filled eyes of oncoming drivers confronted by a wife, crazed, bloodshot dwarf in charge of straining car and swinging trailer with a ghoul and three terrified victims as passengers, on the wrong side of the road, and at a speed to melt a radar gun's workings.
Meanwhile, back at L.T. S C. the hoedown continues, with Del, Paul and Stan all forgetting the words, playing the wrong tune, etc., to the finely tuned abuse systems of Troll and Maj. Maj is now a waiter in Sydney, N.S.W. if anyone is interested. Oh well, forget it, think of the Lymington Town Pillar Of Society S.C. noble Osprey Fleet Captain on Easter Saturday. There he was wrestling all comers for the privilege of entry to the disco, and the club Bigfoot eating alive any— one who even groped his mate. The rivers of vomit flowed down the stairs, and somebody bought me a pint of Pils - never like that in Mumbles when we were children. Finally at Easter, we met Ben Berkshaw, of the National Authority Immigration squad who wanted to know why little Richard's boat documents were still in Alfie's name. Good thing Darth Vader wasn't there, or the rep. of the August Body would have been thrown into the path of the ferry.
At the Brains Trussed held after Easter, to teach Jayne to spell Association properly, and develop a healthy disgust of Marshall — well the first part succeeded — we mused on computing and Ospreys, what we needed was a mini, like an Apple or a Pet. "That's Okay, I've got Nicky," "pardon, what did you say?"
Pam and Mike (yes, it's get at Lugger time) have bought a semi derelict house to renovate, sweet isn't it, until someone who shall be looked into (that's a clue Mike!) told me it was, so the next couple of years could be spent in repairs rather than marriage. Stacey, who gets quite enough gip later on, now has the problem of disposing of Wheatabixie, hull only, and they are wearing him down to one evening's drinks and sitting next to Nickie (spelt that way to avoid confusion with Willis, although that's hardly likely), and Phil of the Lasers may end up with it, instead of making Matchbox cars. Phil Rastus, wedded to Julia Stacey (its very complicated in Mumbles like that) on a promise of a baby to allow him to continue sailing, bought a boat last Autumn, and guess what happened during the winter — The entire cast of Mumbles Youth wish to disassociate themselves from Ennals Point, and will laugh a lot at any poser in an Ennals Point Lifeboat Crew sweater; more tasteless than a Royal Morning Sickness Mug, or a tin of Agentinian Corned Nun.

Stoppo Presso: Greg Goodrun of Creeksea S.C. is offering guided tours of Filey Bay, in the historic 937 Eynon Star, at very reasonable rates. Any fit young tars doing nothing as yet over the Champs. week who want to race, should ring Brentwood 213599, to discuss terms; worried loved ones can ring Yoghurt Shaw for references.

Features.

Handicap Scheme

Those of you who were at Datchet Water SC last year for the Welsh & Midlands will have encountered the new Osprey Handicap system which is derived from the system used by the Dart Fleet for the past few years. The idea is that each helmsman has his own handicap (and I'm not referring to his crew) and at the end of an open meeting various calculations are made using computer timesharing company COMSHARE's Sigma 9 Mainframe Computers, and the helmsman who has reduced his handicap most wins the handicap prize.

A helmsman's handicap is arrived at from his performance in previous open meetings and is rated between 1 and 999. Prior to Datchet Welsh & Midlands, I entered all the major open meetings for the year before (except the Scottish & Northerns because nobody gave the Class Secretary the results) and ran them through the computer. The results for Stewartby WSC Open Meeting were also entered, giving a handicap table for the end of 1981 which follows after the explanation of the maths involved.

The calculation for handicap is as follows:

1. If old handicap is greater than average handicap
   NEW HANDICAP = OLD HANDICAP − ((OLD HANDICAP − (1000 x OVERALL POSITION/NUMBER OF ENTRANTS)) x ((1000 − (SUM OLD HANDICAPS/NUMBER OF ENTRANTS WITH HANDICAPS))/1000)) + 0.5
2. If old handicap is less than average handicap
   NEW HANDICAP = OLD HANDICAP + (((1000 x OVERALL POSITION/NUMBER OF ENTRANTS) − OLD HANDICAP) x (SUM OLD HANDICAPS/NUMBER OF ENTRANTS WITH HANDICAPS)/5000) + 0.5

The 0.5 at the end is because the computer reads 4.9 as 4 not 5 and the handicap is in whole numbers.

The number of entrants with handicaps excludes the helmsmen who are sailing their first computed open meeting and don't yet have handicaps. When a new helmsman enters the list he is given a handicap of the average of other competitors in the open meeting he has entered. This handicap figure is processed through the above calculations and a new handicap is arrived at. Obviously for his very first open meeting a new helmsman cannot be eligible for the handicap prize.

The major advantage of a handicap system is that to win a prize you don't have to be at the top of the fleet. This encourages those less competitive helms to travel to opens, indeed in the Dart Fleet there is more interest in the handicap prizes than in the major series prizes. Should any club want to present a handicap prize, they can notify the Class Secretary, who will try to accommodate them. Otherwise handicaps will only be entered after the open meeting.

The association might like to present a prize for the helm with the best handicap which could be presented at the Nationals? I look forward to receiving any comments on this article which should be sent to Jayne, your Class Secretary.

NICK WILLIS

HANDICAP POSITIONS
AFTER S.W.S.C. OPEN MEETING
OCTOBER 1981

	HELMSMAN	BOAT NO	HANDICAP	LAST RACED
1)	CHESS O.	1161	50	18 OCT 1981
2)	MARSH J.	1198	51	27 SEP 1981
3)	HAWKSWORTH A.	1184	89	27 SEP 1981
4)	POWELL T.	1085	94	27 SEP 1981
5)	MARSHALL R.	1195	106	18 OCT 1981
6)	BROWN T.	1187	130	27 SEP 1981
7)	MACKEY A.	1145	160	27 SEP 1981
8)	EDWARDSON R.	1103	166	18 OCT 1981
9)	MURRAY M.	1166	223	27 SEP 1981
10)	HOLDING N.	1120	247	27 SEP 1981
11)	DEAN G.	1181	270	27 SEP 1981
12)	SHAW R.	905	292	18 OCT 1981
13)	MANN P.	1110	299	18 OCT 1981
14)	MOONEY M.	1178	305	18 OCT 1981
15)	PEARCE H.	1077	338	27 SEP 1981
16)	DOVEY P.	1081	340	18 OCT 1981
17)	WOOLCOCK M.	1172	364	21 AUG 1981
18)	ROBERTSON K.	1170	387	21 AUG 1981
19)	CATTRAN D.	1188	398	21 AUG 1981
20)	CARTER H.	1169	399	27 SEP 1981
21)	DAVIES R.	919	417	27 SEP 1981
22)	CORBIN M.	1165	422	21 AUG 1981
23)	HAYHURST J.	1194	425	18 OCT 1981
24)	LORRIMAN R.	1163	434	18 OCT 1981
25)	STUBBS G.A.	1153	444	21 AUG 1981
26)	REES P.	1006	451	12 OCT 1980
27)	POWELL F.	1182	455	27 SEP 1981
28)	STUBLEY P.	1138	456	21 AUG 1981
29)	NOYE N.	922	478	21 AUG 1981
30)	GEORGE R.	1168	484	27 SEP 1981
31)	LITTLER B.	963	523	21 AUG 1981
32)	ALEXANDER R.	640	523	07 JUN 1981
33)	EVANS R.	809	529	18 OCT 1981
34)	BALDERSON J.	1101	539	18 OCT 1981
35)	SHAPTON P.	745	550	12 OCT 1980
36)	FENSOME D.	1031	553	18 OCT 1981
37)	OLIVER A.	680	557	21 AUG 1981
38)	CHAMBERLAIN D.	808	558	18 OCT 1981
39)	PAGE J.	1066	562	18 OCT 1981
40)	OAKES A.	1177	563	18 OCT 1981
41)	EVANS C.	1199	568	21 AUG 1981
42)	HADDOCK J.	834	569	21 AUG 1981
43)	JONES D.	676	572	18 OCT 1981
44)	CARDEN Neil	686	574	27 SEP 1981
45)	SOLLY A.	1176	592	27 SEP 1981
46)	WILSON F.	1004	593	21 AUG 1981
47)	CURNOW J.	1111	603	21 AUG 1981
48)	PALMER M.	1175	610	21 AUG 1981
49)	ADCOCK G.	1141	622	18 OCT 1981
50)	BROOKS R.	935	623	18 OCT 1981
51)	WEST D.	938	625	21 AUG 1981
52)	WILLIS K.	894	631	27 SEP 1981
53)	RAYNER J.	1007	635	18 OCT 1981
54)	TART P.	731	648	21 AUG 1981
55)	CHAPMAN C.	1059	671	21 AUG 1981
56)	MADELEY I.	1122	674	27 SEP 1981
57)	JOHNSON P.	1024	694	21 AUG 1981
58)	FREEMAN I.	3629	700	12 OCT 1980
59)	WALKER K.A.	959	701	07 JUN 1981
60)	JONES M.E.	713	708	21 AUG 1981
61)	GARDINER W.	1114	716	21 AUG 1981
62)	BADGER P.	890	728	21 AUG 1981
63)	GRUNDY C.	1139	731	27 SEP 1981
64)	SIMPSON S.	1056	750	12 OCT 1980
65)	WILBRAHAM G.	669	750	12 OCT 1980
66)	GIBBONS K.	1015	750	21 AUG 1981
67)	OWEN W.	832	757	27 SEP 1981
68)	BEVAN A.	1018	764	27 SEP 1981
69)	KIRCHIN T.	768	782	18 OCT 1981
70)	LAMBERT G.	1119	784	21 AUG 1981
71)	BURDEN J.P.	908	791	07 JUN 1981
72)	FRITH P.	3947	795	21 AUG 1981
73)	WALL L.	900	811	27 SEP 1981
74)	SHELTON C.	947	821	07 JUN 1981
75)	HOWE P.	918	821	27 SEP 1981
76)	WRIGHTSON M.	824	828	21 AUG 1981
77)	HORTON R.	719	833	31 MAY 1981
78)	CREBO S.	1075	852	21 AUG 1981
79)	NORRIS D.	903	856	18 OCT 1981
80)	LILLEY R.	868	867	27 SEP 1981
81)	GREETHAM P.	881	880	07 JUN 1981
82)	GOODRUN G.	937	897	27 SEP 1981
83)	WILLIS N.	242	898	21 AUG 1981
84)	PUGH-BEVAN D.	1083	900	12 OCT 1980
85)	MATTHEWS L.J.	1115	910	07 JUN 1981
86)	HUNTER J.	1164	910	27 SEP 1981
87)	MANT G.	1112	913	18 OCT 1981
88)	ISLES P.	771	943	21 AUG 1981
89)	GILBODY M.	1140	948	27 SEP 1981
90)	RUSSELL-SMITH A.	1137	970	07 JUN 1981
91)	LANE G.	3768	972	31 MAY 1981
92)	PEPIN S. (Ms)	697	977	21 AUG 1981
93)	TROTMAN F.	205	987	27 SEP 1981
94)	WOOLARD M.	155	988	21 AUG 1981
95)	BRYANT B.	1076	998	21 AUG 1981
96)	HOLT P.J.	1102	998	07 JUN 1981
97)	MARTIN M.	629	998	27 SEP 1981

Picketts Lock 1982

The Dinghy Exhibition was, as usual, supported by our Association. It is a unique event allowing beginners to see what the scene is all about, helping those in the sport to choose a change of class, gathering every trick piece of gear into the same place to allow comparison and to let the enthusiasts meet after the winter to discuss the coming season over a beer, or several. In addition to the stands for 80 class associations, there are lectures, demonstrations and advice on most aspects of dinghy sailing, and representatives from the R.Y.A., the lifeboats, the yachting press and professional builders, etc.

Our stand benefited from the energies of Mant the Mouth, doing his last major task as publicity officer; he seemed to be on the stand, and sober, for most of the weekend. Huw turned a corner of the stand into an association office, while the real stars of the weekend, Merlin and Light and Bitter, formed the surround for the stand.

The Shaw-mobile showed the world how a 23 year old boat can be maintained in a competitive condition, beautifully finished, and with the layout completely updated. All Rob and Jan's hard work showing that you don't need a brand new weapon to enjoy sailing, and the slogan 'I'm 23 and still going strong' applied to the boat, if not to certain members of the stand crew collapsed under it.

Colin Evans' boat, which was much admired at Marazion (probably the last time it hit the water, eh Colin!) had been resprayed for the occasion, and as a state of the art racer, looked as good as any other exhibit, advanced interior design, including the huge hoop, continuous trapeze and the neat touches built in by Guy Winder. These included the one piece foredeck extending aft to cover the mastgate frame, the chunky centreboard case arrangement with maximum width capping, and the neat use throughout the boat of contrasting coloured wood, especially in mounting blocks and in the gunwhales.

The high point of the weekend for the association came during the annual gathering of Mumbles natives and exiles (on the floor in the bar), when one Christopher Stacey Esq. lurched to the stand instead of the bar, and as Rog Eds. had no draught Lowenbrau to offer, Stace bought the Association hull instead, providing an excuse for the next several hours' celebrations. Yes, two miracles in one day; the association ends its embarrassing career as a boat owner, and Stace decides to take sailing seriously again. Provisionally named Contrast, the boat is being fitted out behind Chris's flat, and we look forward to seeing him drinking the yard of ale and throwing up at Filey just like 1977.

As for the opposition, there were examples of furniture building and drip dry mobile exercise machines on the expected stands, a sailmaker, paint and glue people in the D.I.Y. section, showing the amateurs how to do it properly, and there were sailboards and radio yachts. The most striking boat there was Illusion, the 1/8 scale 12 metre, in which the helm sits as in a racing car, steering with his feet. All the controls are led to the cockpit, the largest and most accessible being the handle of the bilge pump . . . .

Everyone I talked to on the various stands I visited to rip off newsletters and yearbooks (for ideas), seemed to be more confident than in the last couple of years, perhaps the sail—board drain is slackening, perhaps people are content not to buy new boats, but to sail older ones, but the atmosphere was definitely more buoyant.

Radio Yachting

As the response for this issue has been underwhelming again, I'm going to drone on about my new toy, in response to the interest shown at Mumbles, Lym and Poole.

There are a number of recognised development and one design classes of R.C. Yacht, from 36" one design Mickey Finns, to 8' 60lb A class monsters. By far the most common is the RM, a development class of 50" length and 800 sq.ins. sail area monohulls. They look rather like Tempests, but with higher aspect ratio rigs and foils. Both sails are set on booms, allowing one channel to control both sails on one winch, with the other channel used for rudder control. The main criteria seems to be ballast ratio, 10lb of lead with an all up weight of 14lb. The radio gear is a black art to me, some folk have individual sheeting, keel trim tabs, and backstay and kicker adjustment.

Racing is very similar to full size; a maximum of about 10 boats per race because of the possibility of radio interference, with a schedule used if more boats are sailing, to allow each boat to sail about 80% of the races. The rules differ in some points; overlap rules start at 4 lengths from the mark and 360 degree penalties are more common than 720's. Starting takes place with a 60 second countdown on a cassette recorder, and is just as hairy as full size. Marks have vertical lines painted on them to show them spinning if you hit them, and courses are triangle and sausage, with 50-100 yd legs (more and its hard to see the sail trim properly), and last about 15-20 minutes.

The people vary at least as much as in the Osprey fleet, from full size sailors, or ¾ size sailors like me, other types of modeller, and complete beginners. There is less of a social scene than in dinghy sailing, although it is not all 'Pipe and Slippers' and the racing is taken just as seriously.

The advantages are cost, top level boats and all the gear will hurt about £300 (compare that to a F.D. and all the goodies Nigel), portability, there is no other racing class I could carry on a Motorcycle, and you can work on the fully rigged boat indoors.

Against this there is the absence of fear, the feeling that it is halfway to playing space invaders, and the difficulty of playing with 3mm adjustments on outhauls, etc. Also it is not as easy to step backwards and squash an osprey, unless your name is Willis, of course (gratuitous insult).

Anyway, if that hasn't sent you all to sleep, then I'll bring my boat to a few of the meetings this year, and anyone who wants to can have a go, it's better than a stuntkite!

Event Info

Sheppey Challenge

This is a friendly meeting against the 505s and Dutchmen, with lots of prizes for class and handicap racing, and the Sheppey Challenge Cup for the overall winner. The club will be open all the previous week, to welcome early arrivals, and there is plenty of boat space there. Family entertainment and local accommodation are easily available, in addition to the club accommodation, and lists and maps will be sent to competitors on receipt of entry. The race across the Thames estuary to Thorpe Bay S.C. will finish with a visit to their club bar. The weekend's proceedings will be televised by T.V.S., and it is possible that results from the meeting will be combined with the similar weekend planned for Datchet later in the year.

Programme:—

Saturday: H.W. 0710
Race 1: 11.00 Olympic
Race 2: 15.00 Long distance pursuit to Thorpe Bay.
Evening Social Event.

Sunday: H.W. 0829
Race 3: 11.00 Handicap race up West Swale river
Race 4: 15.00 Olympic (Start earlier if possible)

Enquiries to Roger Taylor, Linden Cottage, Boarley Lane, Sandling, Maidstone, Kent.

Welsh and Midlands

British Steel welcomes all to the Championships to be held on September 11/12. The reservoir at Margam will be well signposted from junction 38 on the M.4. 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 hotels and eating places in Port Talbot, one mile away.

All boats must be insured for a minimum of £100,000 third party. It is a helmsman's competition, declarations will be required after each race, and all racing instructions will be provided on arrival.

Programme:—

Saturday		Sunday		
Race 1	13.00	Race	3	10.00
Race 2	15.00	Race	4	13.00

Evening Social Event.

Enquiries to Pam Gough, 0656 741477

Royal Sov. Offshore

Yet another long distance pursuit on 4th July; this one is halfway to France and back, round the Royal Sovereign light tower. Open to all 2 man boats over 4m long and starting at 10.00 from Eastbourne S.C., overall prizes and class prize for fleets of over five boats. Party and disco on previous evening. Details from Sailing Sec., Eastbourne S.C., The Redoubt, Royal Parade, Eastbourne, East Sussex.

Sounds quite interesting, especially as there is nothing else on in the south that weekend, worth thinking about anyway.

SHEPPEY CHALLENGE ENTRY FORM

Boat Name: Boat No.

..... Colour of Hull:

Helm Name and Address: .....

..... Home Club:

....

..... Accommodation required (Club bunks and floor space).

Crew Name: .....

.....

Cheques etc., for £4.00 to 'Sheppey Yacht Club'
Please return entry form and payment as soon as possible to Roger Taylor, Linden Cottages, Boarley Lane, Sandling, Maidstone, Kent.

WELSH & MIDLAND ENTRY FORM

Boat Name: Boat No.

..... Colour of Hull:

Helm Name and Address: .....

..... Home Club:

....

.....

.....

Crew Name:

.....

Cheques, etc., for £3.50 to 'British Steel Corporation Sailing Club.'
Please return entry form and payment as soon as possible to Pam Gough, Greenfields, Mawldam, Nr. Bridgend, S. Wales.

Racing; Results and Reports

R.L.Y.C. Easter Regatta

Eleven Ospreys were on the water for this year's Easter meeting (hosted by the Royal), representing Mumbles, Lymington Town, Grafham Water and Castaways.

Saturday's races saw the first three places occupied by Osc, Basher and Uncle Corbin, with the former two exchanging 1st and 2nd places.

Sunday saw Uncle Corbin and Simon Robbins out racing Misty Star (unbelievably unsuccessfully), and Osc and Tige managed to win both races leaving Basher and Hunt the Shunt to fight it out for 2nd and 3rd places (one all!)

Uncle Corbin returned on Monday to cross the line first in both races, despite having to restart in the afternoon, but did a silly in the morning by going the wrong side of a mark.

This gave the morning race to guess who, with Basher 2nd and M. Gray (the name evades me) in 3rd. Guess who also came 2nd in the afternoon to win the meeting by 3 points, and Basher came 3rd to give him overall 2nd with 6¾ points. Rob Hunt finished 3rd overall which gave him a better excuse (than we had) to leave the prizegiving inebriated!

A good time was had by all (I think) with excellent weather, barely discernable beats and a couple of great . . . er . . . evenings, Sunday night being a notable bun-fight with Del, Paul and Stan the man providing (dare I say it) music, and Mumbles assisting wonderfully with some great heckling!

Finally, thanks must go to the Royal for yet another successful and enjoyable Easter meeting, though Stan would prefer it if they could arrange for the entire Laser fleet to be port when he was on starboard and not vice versa!

Chris Grundy

Poole Open

Held on May 22/23, 19 boats sailing three races in more wind than ummm, the worst day at Shoreham.

Saturday afternoon after an extended cruise out of the harbour, the race was held in the open waters of Poole Bay, shades of olympic trials this, and a good prospect for the nationals in '84. Off went Marshall, chased by Capt. Corbs, Osc, and Rog Eds. Meanwhile, the rest of the fleet was being decimated with lots of rig damage, and one detachable mast gate; screw it back on with big screws next time! The unusual sight of the three bottoms concerned with Movie Star all waving in the air, team Picker trawling with spinnaker, and Rog and Jake left with just their kite headboard, (saves pulling it down I suppose), Marshall just minces further into the distance.

Sunday, equally bad, starting with breaking Trevor's toilet, yes it was that bad! Racing in the harbour this time, Marshall wins again, Trevor overtakes Osc on three sail reach, (The Pilot Inn, Mumbles was rocked on its foundations at this disaster), Corbin picks Osc off later on, great despondency abounds in Team Picker.

Sunday afternoon Marshall retires after starting in 946 (Roll over Beethoven) to see what it's like to sail an Osprey again, Nicky crews for Rob Shaw. The two swordfighters cover closely, but the decades of experience win through in the end, giving Mike second and Osc third overall.

Noted for future reference, John Famous Name Claridge, Int. Moth has been of some repute, sailed Hugh Carter's boat to just outside the prizes, also the enormo tide in the harbour mouth. Bad luck story prize to Ian Madeley, who offers Jonah Bridges (lay my hands on it and it is a disaster) a lift from the far northlands, only to have the Shark throw its entrails all over the road on the way down, took Tige til 0245 to get to Poole, took Ian and boat til 1000 to get back to Sheffield.

Overall:
1. Richard and Nicky
2. Mike and Simon
3. Oscar and Tiger
4. J.C. and Trevor
5. Trevor (clever) and Phil

Club News

Ogston S C

As newly elected Fleet Captain of Ogston Sailing Club Ospreys, I find the fleet in some disaray, although we have a scheduled ten boats. The current turnout is somewhat low, although following a fleet meeting the other evening we may have a better showing. Since Maurice Whiteman retired, Jim Dunderdale got married, Mike Walters went offshore, Alan Birch sold out, Tim Beighton seemingly became bored, Noel Miller overstretched his back, Mick Wrightson working like a man possessed; the rest of us 938 (Poet) and 1122 (John's Flyer) are having an upwind job of proving Ospreys to be the greatest. However, 1090 has now been taken over by the son of one of our more senior members and from early performances, we are due for some stiff competition, which is very welcome. 882 has recently been purchased by a staunch Rugby Man with his wife, a top class hockey umpire. Together it becomes a whole new ball game, but until the respective games are over there is no sign.

The resident Constabulary force having arrested 804 after a certain Mr. Swallow absconded to sail 505's, is sometimes a lively contender. Unfortunately, the said officer seems to spend more time sailing in police regattas than on our pond, but when he does, he carries a little black book instead of a red handkerchief, plus a gorgeous blonde - whatever next?

855 used to be a regular competitor, but family, house and job seem to be getting the better of the situation, plus a round trip of sixty miles which, with petrol at today's prices, is hardly surprising.

Representation at local regattas is kept up by 938 and 1122 and with Filey the Nationals venue this year, hopefully we can drag a few more.

It was proposed to have another Osprey Open here this year, but due to a few crossed lines, the chance was lost. This will not happen next year as I have already made strong representations to the committee and will continue this action. An event such as this helps to build enthusiasm within the club and this is badly missed at the moment.

For those who do not know, Ogston is the home of some considerable sailors, not least of which is Dr. Loveday. Although I have preached long and hard at him, he seems convinced 505's and FD's are here to stay - can't think why - In fact, I even tried the front of a 505 this year on his prescription, but decided bath tubs will never catch on, the taps are shaped in such a way as to discourage crews from entering the boat.

P.S. It is now some ten years since this scribe began this crazy passtime and in that time I have travelled a great many miles and met a lot very friendly, dedicated sailors. My annual trip to the Nationals, seven to date, has become something of a religion. It has, however, been interesting to visit all the venues, as, on the face of it, many are not really appealing holiday resorts, but on closer examination all have their own beauty spots which are well worth visiting providing 'Lay Days' are in, which incidentally, did not go down well last year.

The return to Filey this year with a Lay Day (thank you John), could be interesting. Mary Jane's much used picture certainly captures the last visit; I still have uncollected film rights to collect from Yorkshire Television, even though it was a bit part; perhaps the words were not quite right.
It was not long after that scene that my crew rescued the crew of the upturned safety boat in heavy surf, by swimming out in the surf with lifebuoy before the inshore boat arrived, a fact not very well documented. Our own ignomy being to be towed unceremoniously the two miles back to the club behind a sleek jag along the beach. With broken mast and boom, we spent the following two days rebuilding. My crew's complaint in the first two days being that on a star-board tack, he was lifted bodily off the side deck and through the gap between boom and boat usually reserved later for prowling press launches before calling it a day.
It is possibly a result of this my hair turned grey, but the following year at Mumbles, Smoke on the Water did reach the pages of Y and Y, if only to keep the press happy, although I feel our press agent was not terribly impressed, still one day we may do it again — my present crew is convinced.
To ramble on, it would appear various jottings have emitted from the quills of would-be poets and idiots, circulating on the aforementioned pond. One would also suppose they will not be the last. However, from one of the 'Tykes' who has yet to pen suitable appendices to rumoured stories of the great white haired explorer, I foil my comments for the local (and not so) tribe of Ospreyites.

i) At Penzance last year a certain front end monkey on 938 is not to be believed. Our practice race capsize drill was performed for the benefit of my crew to examine the base of our beloved platform. He, like me, is well versed in Hydraulic Engineering, and to settle an argument on the subject of Reynolds theory of roughness, which had been raging for some time, we decided a cessation of racing was in order and a physical test of who could stand on the bottom longest was necessary. My experiences at Filey in 1976 gave me considerable advantage, but in the end there was no real answer, and we decided that Reynolds was wrong and certainly far less attractive than the alcoholic beverages waiting in the club house, also the showers would be warm. Oscar and Co. could fight it out without us.

ii) Lay Days — my present convicted crew has his own views of the meaning of these, in fact, so do I, but act as we might no way could we convince any one other than members with wives and lovers present of their value. Thank you John R for some return to sanity.

iii) Press Launches — When faced with particularly vindictive press men, resort to fierce facial expressions and mouth statements such as 'Oh go away,' or 'Have you a Hamlet' and busy oneself with such activities as smoothing deformities on the plate. Better still would be lessons from our beloved Alfie who, untroubled from the noise of rattling rigging and chanting from troubled helms in times of stress, can read unspoken mouthings from afar.

If the foregoing would seem verbose, it should at least provide a few moments light reading for the stalwarts of our beloved fleet and probably more subject matter for the Ogston Poet Laureate.

The Great White Haired Explorer.
Biggles.
(Ian Madeley, F.C.)

Lymington Town S C

Tiger has informed me that this newsletter ought to be out around somewhere between the S + N Champs, and the Sussex Open.

Looking a month ahead, we hope to see plenty of you at our Lymington Regatta on July 24/25, and again at the Jayne in the Basket Open on October 2/3. Hopefully it wont be blown off again this year; real courses are better than making do with screaming out to the mouth of the river and back again, (though not everyone made it out to the mouth of the river, did they Hugh?!)

Anyway, we'll see you at all the Nationals, as about six Lymington boats hope to get there for what should be a great week. Yahoo!

Chris Grundy, F.C.

Sussex Motor S C

Sussex sailors have been paying particular attention to the tide tables recently, not through any sudden improvement in their tactical abilities, rather hoping against low tides on weekends. These mean a stint of hard work on the slipway after racing finishes, but it's hoped to have it in top condition for the Nationals next year. It was decided, after protest, that the missing planks gave the home sailors an unfair advantage over visitors, who fell and broke the odd leg if they didn't have the benefit of local knowledge. As one saunters down the slipway, late again for the start, there's a feeling of being at home; we've used good old British Rail sleepers again. Results for the 1981 season were as follows:

Kohler Cup; 1182, Frank Powell, Early Bird; 1176, Adrian Solly, Early Bowl; 1120, Nick Houlding, The Wilson Cup; 900, Les Wall.

We look forward to welcoming as many visitors as possible to our Open Meeting on June 26/27.

Roger Lilley

ASSOCIATION INFORMATION

NEWSPRINT

1. MEASURERS

It seems that we are in the process of adopting a new R.Y.A. scheme, so it is not possible at present to put together a complete list of measurers, but, at present, there are two categories of measurer; R.Y.A. Osprey Class Official Measurers, and Club Measurers of R.Y.A. Affiliated Clubs, who are authorised to measure Ospreys.

The two people in the first category are:

E.S. May, 214 Abbotbury Road, Weymouth, Dorset.
E. Robinson, 47 Station Road, Southminster, Essex.

The lovely Jayne is going to have sorted out the administration by the next newsletter, but if you need assistance in finding a measurer, contact your F.C. or Jayne.

Also, if anyone is interested in becoming a R.Y.A. approved measurer, under the new system, could they please contact Jayne, who will tell them how to go about it.

2. NEW FACES

Gorleston:— Mark Duffield, 17, Hall Quay, Gt. Yarmouth, Norfolk.

Sheppey (Roger Taylor's home address): Linden Cottages, Boarley Lane, Sandling, Maidstone, Kent.

Publicity Officer:— Derek Carmichael, Trevilling, Blandford Road, Corfe Mullen, Wimborne, Dorset.

3. A.G.M.

To be held at Filey, date, time and venue in your sailing instructions. Please make an effort to attend; it is everyone's association, let's hear it from the grassroots!

Your attention is drawn to a fairly relevant bit in the year—book:— which is too long and boring to print in full, but says, clubs that adopt the class shall nominate names for the committee in writing to the Sec. at least 7 days before A.G.M. Committee members elected at A.G.M. hold office until end of next A.G.M. It also says that if you want to alter the constitution you must tell the Sec. in writing at least 28 days before the A.G.M. I can't find anything related to changing the measurement rules, suppose you start under Any Other Business at the A.G.M. and it goes from there, but Jayne should have done this bit anyway.

ASSOCIATION INFORMATION

4. COMPETITIONS FOR R.Y.A. LONDON DINGY EXHIBITION

In order to give photographers plenty of time to take memorable pictures during this summer's sailing, the RYA London Dinghy Exhibition Committee have already agreed details for next year's Photographic Competition.

There will be two sections — one for black and white prints, (maximum size 10" x 8") and one for colour prints (minimum 5" x 7" maximum 10" x 8"). First prize in each category will be £25 and there will be further prizes depending on the number of entries. The theme this year gives great scope: It is simply, 'Dinghy Sailing.'

A new competition is for a cartoon on the subject of dinghy sailing — great room for humour here. This will also be in two categories: one for those under 16 on 1st January, 1983 and one for the over 16's. First prize in each category will also be £25.

Closing date for both competitions is Monday, 21st February 1983 and the best entries will be displayed at the 1983 RYA London Dinghy Exhibition. It must be stressed that both competitions are open only to **amateur** photographers and cartoonists.

Full details available from Peter Waring, Royal Yachting Association, Victoria Way, Woking, Surrey, GU21 1EQ. Telephone: Woking (04862) 5022.

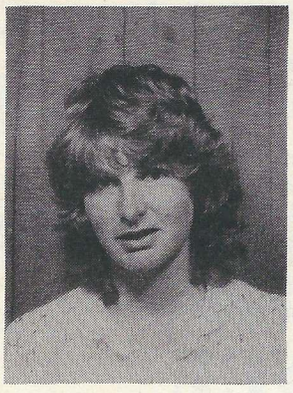
5. Y + Y

Anyone involved with Y + Y, as all F.C's should be, should note that the man to speak to is Keith Young, who can be got on 0702 582245.

SECRETARIES REPORT

Hello everyone, this is your new Class Secretary speaking.

After quite a few years' standing on the sidelines, I've finally made it to the top! I was very pleased to be asked to take on this job, provisionally just until the Nationals when somebody might come up with a better idea. If they don't, I shall be delighted to carry on (I think)!



I was surprised and sorry to hear of Huw's resignation and would like to wish him well and thank him for being so helpful and handing over the crates of paperwork so promptly.

I have been answering lots of enquiries - there is plenty of interest around. At present we have 69 Full members, 15 Support and one Junior. I can think of quite a few more who will need to fork-out before the Nationals (take note, you Lymingtonians and Young Mumblites) so beware, I am on the prowl. I hear there are now 14 Ospreys at Blithfield; it's nice to hear of enthusiastic new fleets. And while we're 'up-North,' another word on the Scottish & Northern trophies. I understand some of these have been mislaid in the past few years. Please inform John Rayner if you know who's got them. As asked in the last newsletter, please could all pot-holders return their wares to Hugh Carter by the end of June. Hopefully we can then sort out all the engraving and take stock of exactly which trophies we have left.

If anyone knows of boats for sale, boats changing hands, new boats arriving, etc., etc., please let me know — I am endeavouring to re-do the list for Tiger's Yearbook and I want it as up to date as possible. Spaces in the list and remarks like 'owner not known' are most annoying. Especially spaces amongst the most recent sail numbers. Where are Ospreys 1185 and 1186? 1189 — 1193? And 1200 - 1204? 1205 is the most recent number I know of at present. If anyone can help me with any information I would be very grateful. This is the reason I circulated a form to Fleet Captains asking for lists of boats and owners, etc. It has been very helpful so far — thank you all very much.

I shall try to attend lots of Open Meetings this year (wherever Nick goes . . .!) and will try to get a corner of the 'Entries' table and sell Subs, Stickers, etc., before the racing. Please come up and say hello — I'd like to get to know as many people as possible. Any suggestions or ideas will be welcomed, and enquiries dealt with as far as I am able. I don't guarantee to be able to answer all of your queries, but I should be able to head you in the right direction.

I would just like to thank everyone who has given me a helping hand so far (names too numerous to mention) and to ask you all to be patient with me — I'm going to need a lot more help from everyone! And please keep those friendly telephone calls coming — they're much appreciated.

Finally, I'd like to wish you all Happy Osprey Sailing in 1982 and I look forward to meeting everyone at Filey. It promises to be a great week.

Jayne Corbin

All enquiries, correspondence, etc., except Newsletter contributions, to:—

Jayne Corbin
24 Ainsdale Road, Ealing, London, W5 1JX.
Telephone: 01 997 1555 (after 6.00 p.m.)

HUW PEARCE

It was with great regret that I received Huw Pearce's resignation as Class Secretary, (he must have spent a fortune on phone calls to give me the bad news, as each time he rang I had just gone out, where to I am not able to reveal).

I am sure that the Committee and Association members will join with me in thanking Huw for all the time and effort he so willingly gave the Association, and I hope we shall see him around the Open Meetings. Thank you Huw.

Huw's resignation left me in desperate straights with six months before the A.G.M., as I am hopeless with pen and pencil and even worse at keeping records. Desperate times need Desperate measures, so my plan was hatched and I made a personal visit to Corbin Towers to see "Father Corbin" and suggested that daughter, Jayne, would make an excellent class secretary, "Father Corbin" agreed to speak to Jayne.

I have no idea what was said or what threats were made but when I saw Jayne at Lymington for the Easter Meeting she begged to be offered the Post of Association Secretary; after due deliberation it was agreed that she would take on the post immediately as a stand-in and be put up for election at the next A.G.M. Thank you Jayne.

Hugh Carter

ASSOCIATION GOODIES

The following items are available from Jayne, to enable everyone in the Association to look even smarter than Tiger, to decorate your boat/car/tractor/radio control model helicopter, and to support the Association at the same time.

Boat Badges (2" dia, gold & blue)	£1.00
Lapel Badges (1", gold insignia)	£1.00
Ties (insignia, gold on blue)	£3.00
Ties (boat profile, white on blue)	£3.00
Pennant (12" long, gold insignia on blue)	£1.00
Tee-shirts (touch of class), gold on white	£1.50
Car bumper badges (3" dia. gold & blue, inc. fastenings)	£3.00
Stickers (3" dia. bird through insignia)	each 35p
	per 3 £1.00

Please remember:
1. Specify exactly what you want.
2. Cheques etc. to 'National Osprey Association'
3. Add 50p per order for P + P.
4. Don't forget your name and address!

OFFICERS AND COMMITTEE 1982

Chairman:	Hugh Carter, 059 069 2493 100 High St., Milford on Sea, Hants.	1169
Secretary:	Jayne Corbin, 01-997 1555 24 Ainsdale Road, Ealing, London, W5 1JX.	
Treasurer:	Dave Hill, 0656 59304 Pandy Farm, Merthyr Mawr, Bridgend, Mid. Glam.	1065
R.Y.A. Centreboard	Mike Corbin, 0590 75398	1165
Committee Rep.	Merry Oakes, Sway Rd., Pennington, Lymington, Hants.	
Publicity Officer:	Derek Carmichael, Trevilling, Blandford Road, Corfe Mullen, Wimborne, Dorset.	
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, Kent.	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

BOATS FOR SALE

436 W 2	Plycraft, Needles, Saunders main and jib, brand new Seahorse kite. William Reddrop, Lymington 73072	£500
458 W 2	Good spars, all racing gear, trailer, trolley, cover, certificate. 05255 3738	£495
463 W 3	Excellent condition, Mustos, trailer, certificate. Nuneaton 385829	£560
517 W 2	Monty Python, Andrew Dorey, Belmont, Hogue du Premier Rd., Castel, Guernsey.	
567 G 2	1 suit sails, trolley, cover; or hull only with centreboard and rudder. Les Wall, 01 651 1401	£350 £150
639 W 2	2 suits sails, trailer, trolley, cover. Horndean 592680	£475
649 G 2	Voom Voom, trailer. 0202 486666	£525
663 W 2	Westerly, centre chute, good condition, Proctors, Seahorse, trailer, trolley. 02372 77010	£725
670 G 2	Proctors, old main and jib, new Banks, 2 kites, trailer, cover. Steve Watson, 061 427 2412	£400
697 W 3	Very good condition, Needles, Mustos, cover. Lymington 73679	Offers
705 G 2	Trailer, certificate. 0903 502188	£495
728 G 2	Trolley, Gorseinon 896578	£450 (Offers)
744 G 2	Twos Company, trailer. 0202 486666	£285
761 W 2	Westerly, centre chute, racing rigged, Proctors, Combi trailer, over and under covers. Terry Kirchen, Tring 2166.	£785
791 W 2	Westerly, unused, stored under cover 2 years, trailer, trolley. Crowthorne 2175	£700
840 G 2	Proctor, Mountis, trailer, trolley. Portsmouth 732730	£640
841 C 2	Westerly, very good condition, Needle, 2 suits, trailer, trolley. Havant 484678	Offers
850 G 2	Gmach, very good condition, Proctor, Rockalls, Trailer, trolley. Tim Bell, Cockfield Gn. 828843	£645
870 2	Westerly, chute, trailer, new cover. Robert Shaw, Danbury 4069	£770
884 C 2	Lovely condition, 2 masts, Mountis/Rockalls, superb trailer, trolley, cover. 07016 4487	£890
895 G 2	Gmach, little used, Proctor, Mountis, trailer, trolley. 0642 580845	£495
959 W 3	Westerly, Musto main and jib, Mounti kite, trailer, trolley, cover. Keith Walker 0202 876409	£975
1024 C 2	Hull recently repainted, Proctors, 2 suits sails, new Combi trailer, cover. Maidenhead 38070	£1000
1031 W 3	Westerly, super condition. Proctors, Mustos, trolley, cover. Luton 882460	£1150
1061 G 3	Westerly, Proctors, combi trailer, cover. 0792 816721	£850
1069 W 3	Outstanding condition, new mast/sails, trailer, trolley, cover, must sell to buy car. Norwich 811795	£1075
1070 W 3	All latest gear, 3 suits sails, trailer, trolley, cover, certificate. 0642 722179	Offers
1082 G 3	Westerly, Mountis, combi trailer, cover. Davies, Cheltenham 22665	£995
1107 G 3	Westerly, good condition, all racing gear, new Proctor, Combi trailer. Ashford (Middx) 41663	£990
1110 G 3	Proctors, 2 suits sails, combi trailer; or with one suit and no combi Ian Beardmore Hitchin 812150	£980 £600
1147 W 3	Good condition, 2 kites, trailer, trolley, new cover. Chorley Wood 2837	Offers
1165 W 3	Movie Star, all varnished, excellent condition, more details from Mike Corbin, Lymington 73598	£2000
???? W 3	Unregistered sister hull to Movie Star and Fashion ready to fit out. Duncan Macrae, 23 Rookcliffe Way, Milton on Sea, Lymington, Hants.	£1300

Robert Shaw has interested, prospective buyers of boats around £400. If you are trying to sell yours, ring him on 0245 420889, he may help your old boat get to Creeksea.

Musto Kite, one year old, cross cut. £65
Saunders tri radial kite, used 12 times £50
Both from Peter Stubley, Milford on Sea, 2647.

685 W 2	Good condition, trailer, trolley. John Davis 01 548 2051	£450

ADVANCE CHAMPIONSHIPS

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