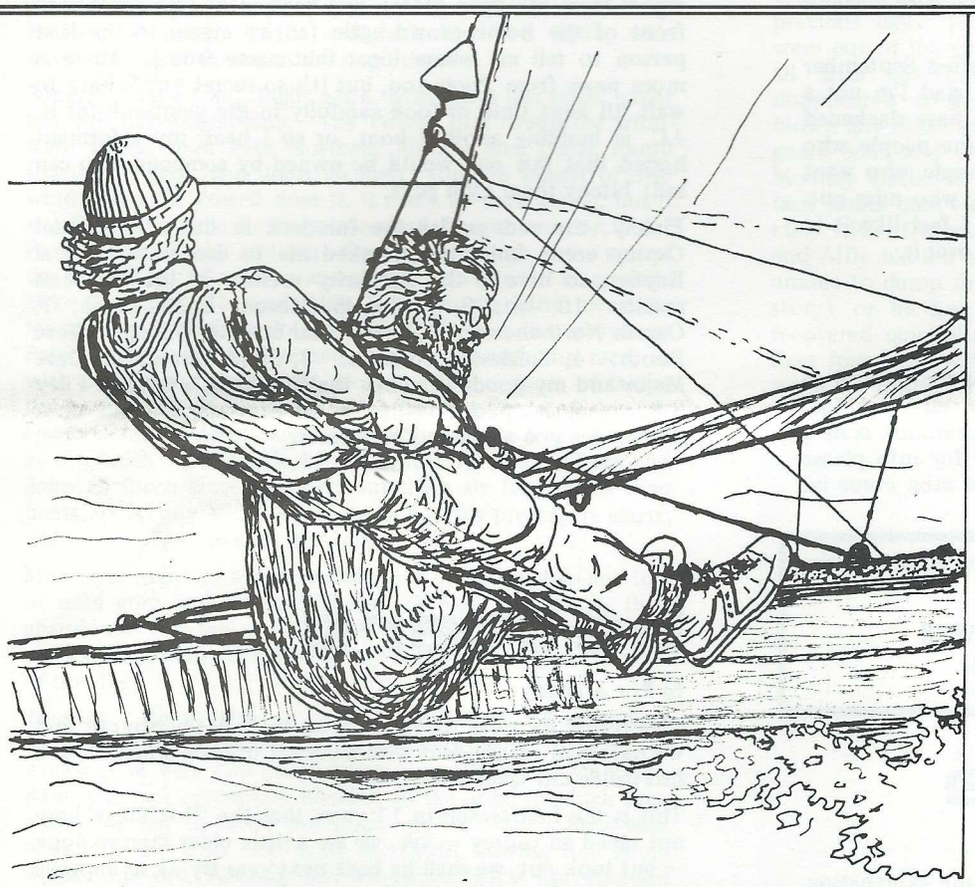
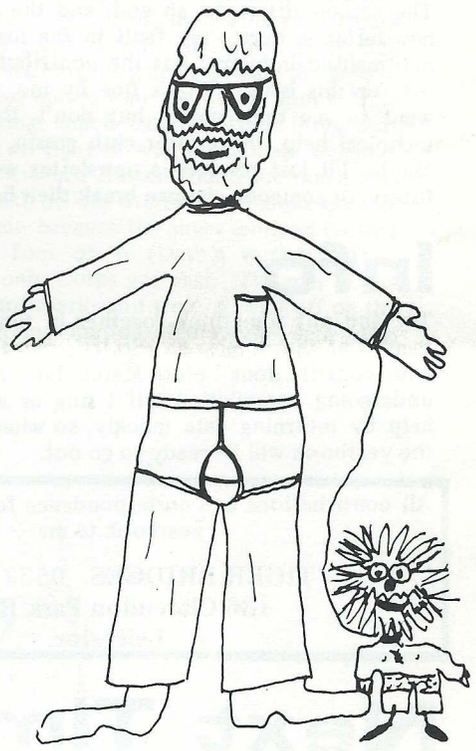
National Osprey Class Newsletter





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1982

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Editorial

It's difficult to write a report of an open you've won, but that pales into insignificance compared to writing down how we won the nationals. Filey was an odd championships, and perhaps not a vintage year for osprey sailing, low entries, miserable weather, etc. Even so, those that were there, and didn't do silly things on start lines, had three races, covering the spectrum of conditions that might be expected in a championship week. The racing was very close, and among the 'what if's' is the fact that with one more race the situation would have changed dramatically with the introduction of a discard. I can't remember counting all the races at any nationals I've attended in any class, although the S+N's at Brid were similar; puts the priorities on staying out of trouble all the time. The star class keelboat always sails a full series without a discard, hard men!

The season draws to an end, and the so-called September newsletter is here; my fault in the main; glad I'm not a nationalised industry, but the contributions have slackened off for this issue. That's fine by me, it's the people who want to see their names but don't, the people who want technical help, those after club gossip, etc., who miss out. Maybe I'll just produce a newsletter when I feel like it in future, or someone else can break their heart over it.

Info

Try and put something together in time for the faithful to receive at the dinghy Ex. So let's see if you can swamp me with contributions before March 1st. The yearbook is now undergoing compilation; if I ring or write for info please help by returning data quickly, so when the subs. come in, the yearbook will be ready to go out.

All contributions and correspondence for newsletters or the yearbook to me:—

TIGER BRIDGES. 0533 705973
136 Clarendon Park Road,
Leicester.

Next Time

W + M Report
Swordplay
The Tiger/Oscar osprey nicknames list, and the explanation of those unlikely to take physical offence.
Reports of all the Midwinter Madness
Boat Show
and hopefully, lots more.

Cover Pic

Two views of Les Freres Pickers, Troll and Martin Nunn originally.

Credits

Thanks to the following good people for assistance and contributions; Dennis West, John Rayner, Dave Norris, Jayne Nearlywillis, Bill Owen, Greg Goodrum, Roger Lilley and probable others now offended by me forgetting them.

Dirtdigging

Not much here this time, most of the nationals stories covered elsewhere, so start with a go at Pam; too busy staring into Mike's eyes (no, not wallet, that's what Mike stares into) to write us a report for the W+M at B.S.C. Well, using the tricks learnt through surviving both state education and competitive laser sailing, the event was won by the new light air killer Darth Vader, with Big Mal, from us, with Powell, Alfie and Wretched Martian making up the top five. Until Pam gives me the report, and placings, I won't be able to do a report on the Wilkinson Sword Series, which is a shame 'cos the people in both first and second places are really great guys. The same criticism goes to the new Class Chairbeing, the Lizard King of Poole, for not sending a report from the open there; just because he was smashed in front of the home crowd again (an ice cream to the first person to tell me where I got that name from). There is more news from Poole too, but it's so secret you'll have to wait 'til next time or look carefully in the yearbook for it. J.C. is building another boat, or so I hear; my informant hoped that this one would be owned by someone who can sail; bitchy these Lym guys.

Finally, the reds under the foredeck in the underground Osprey crews union, have asked me to denounce General Rayner, so here is the solidarity version of the nationals results: 10, Jan; 9, Gordon the Moron; 8, Mal Clack; 7, Gareth Northencrew; 6, Nicky 'Icanbreakit' Willis; 5, Steve Booth; 4, Sunkissed Angrave; 3, Suave Simes; 2, Dave Major and my goodself. Now that's done it, a team of Filey S.P.H. (special patrol helms) is already breaking the door down. See you all when I'm released.

Letters

In For A Penny !

This is just to prove that there is no truth in the rumour that we have had an accident with a bucket of resin and are stuck fast inside our Quartet!

This is the first season in 14 years that the 'Houldings' have not raced an osprey — yes, we are a little older than we look — but look out, we shall be back next year trying to improve on our last Shoreham result!

Look forward to seeing you all dressed in our T-shirts at the Nationals!

Nick and Mark

Dear Tiger,

This is a small, unofficial contribution to the newsletter from Ogston, before our (not very) Fleet Captain uses up all the available space again.

Please place in the 'FOR SALE' columns, the following:

FOR SALE THE AUTOGRAPHS OF THE STARS

Dennis West is prepared to sell his unique collection of one pound notes complete with almost legible signatures of all our beloved heros — there's OSGARTH CHEESE, TINY BRITCHES, AWFUL HAWKSWORTH and MIKE COALBIN to mention but a few — at a never to be repeated price of £2 each.

Also seventeen more on which the original names have been crossed out and "JOHN LANG 853" substituted — Offers?

1982 Championships

SKANDIA LIFE NATIONAL OSPREY CHAMPIONSHIPS

The Racing

Saturday. As an intro to the week, the Practice Race gave a taste of what was to come. The gate boat was rolled in the surf which was running at about three feet, (worst of the week), which filled the engine with water and demolished the flag gantry. Not much wind, but the sluggish swell was trying both upwind and with the kite up — once you lost the rhythm it was hard to get the boat going again. Northerns Mike Mooney 1178, and Peter Northen 935, took top places from Richard Marshall 1195, Trevor Brown 1187, and John Marsh 1198. Tony Powell 1085, and Oscar Chess 1161, had some thinking to do after coming 8th and 9th, stuffed by Richard Plowright 1146, and Jack Hayhurst 1194, who seemed more at ease with the conditions.

Sunday. Race One. Light again, with much less swell, easier but still nerve-shredding. The Powell first round the windward mark, then Pete Northen, Marshy and Oscar round together. Tony and John go high, Tony in search of new wind, John "If Powell does it, it can't be that wrong, but it was." By the gybe Northen is leading, Oscar comes up under Powell, and Marshy still 4th. Oscar got through at the end of the second set of reaches and slowly pulled out. Meanwhile Mike Corbin 1165, and Alfie Hawksworth 1184, overtake Marsh and Powell, and Corbs begins to put the screws on Peter. The wind had veered steadily through the race, so with a long and short beat providing few chances of taking the lead, Northen concentrates on holding Corbs off, leaving Oscar to cover loosely and increase the lead to seven minutes at the finish. Behind Corbs, Alfie, Rob Hunt 936, Tony and John all finish close together, but there are less signals than boats, and Tony and John are both out, for premature starts, not the best way to start the week.

Monday. Light to medium wind, not much sea, lots and lots of cold grey fog. Postponement 'til early afternoon, then abandoned for the day. Golf, windstarting, boozing and working on boats seemed the way most people spent the rest of the day.

Tuesday. Race Two. A proper sailing day, 3-4 northerly, warm sunshine, sparkling waves just big enough to be worth working, so nice you could forget you weren't in Mumbles. After the race committee decided on the order in which they really wanted to hoist the flags, off we went. First beat biased to the port side with the south flowing tide being weaker inshore. Nearing the windward mark was Richard Russell 888, ahead and to leeward of Oscar, with Alfie and The Powell close behind, all on port. Richard Russell applies a textbook lee bow attack on Oscar, unable to tack off as both boats were already on the layline. After rounding, the Lym team were struck by fate in the shape of a plastic bag on the rudder, costing them 18 places before they got it off, do they really sail on Lym river with a fixed rudder?? Towards the end of the reach there was Tony, Oscar, Alfie and someone else in a line, Tony just too far back to overlap Oscar, who drop-gybed inside the other two, and climbed up a little way before rehoisting on top of Alfie. Oscar held the lead to the finish, with Alfie only 50 yards behind after almost 4 hours. John and Tony were next, Mike Mooney 5th and Hunt the Shunt dropped from 6 to 11 after accepting a penalty. The wind held steady in direction through the race but slowly dropped from 3-4 to just 3, which meant that the tidal influence became more important and the only way to go up the beat was to tack onto starboard quickly, sail back to the gybe mark through the reaching boats, hopefully to windward of them, then go for the windward mark putting hitches in to stay just below the layline. Anyone trying the other side of the beat was comprehensively stuffed, while on the runs going right out into the strong tide before gybing back to the leeward mark paid most.

Wednesday. Same wind as Tuesday, same fog as Monday. No racing. Those who had already used their discards didn't seem worried, surely the weather would improve, and two races on Thursday and the one on Friday would give a full programme. Oscar and Alfie were just grateful for a good start to the week, not realising that the series was already over halfway completed.

Thursday morning saw Monday's race being held, with Wednesday's planned for the afternoon. Force 6 on the course area, two mile run out full of upside down boats setting the scene. It was a little foggy, but not as bad as the previous days. The heavy mob dominated as soon as they were out of the gate, Corbs, Alfie, Shunt, Marshall, Marshy, all with the heat on full, then the windward mark disappeared as the fog came down. By then, Tony had blown any chances of retaining his title by hitting the gate or guard boat, and other big names were swimming about, Mike Mooney flattened tacking, much carnage when three port tack boats didn't see two right of way boats until too late, etc. Alfie, Corbs and Richard Russell found the mark first and Alfie blasted off until he was overpowered and capsized, unable to dump the main because the sheet jammed (Alfie's story) or he had his foot on it (Dave's version). They recovered quickly and only Corbs got past. The rest of the fleet found the windward mark, and were getting off on the reach, or whimpering in anticipation of the gybe, depending



We are doing something wrong, during the practice race.

on temperament. Oscar climbed back into the top bunch with a really rabid reach after not seeing the mark until far too late. Corbs and Alfie were already invisible as Marshall had a real wobbly, before planing off again, Marshy tacked round, Mooney upside down this time, Oscar and Trevor round in some semblance of order. John shot off to leeward as soon as he had hoisted, overtaking both Oscar and Pete Northen and rounding the leeward mark with Marshall. By now there was about ten boat lengths visibility, and still force 6. All the leaders stayed in the middle of the course to make it easier to find the finish, with Corbs staying close to Alfie all the time. The shorten course signal helped, and the guns as Mike and Alfie finished gave the direction for the next group of Marshall, Marshy, Oscar and Trevor, with Shunt, Richard Russell and Pete Northen behind. 27 finished out of 41 starters, and it took a couple of hours before everyone was accounted for. The afternoon race was abandoned, with few unhappy at the decision, and the rest of the day was filled with wild eyed stories, and screaming from some of the crews. It was like the battle of Jutland must have been, nasty things happening all round you, and knowing there was a lot more you couldn't see.

Jack Hayhurst on top of Geoff Stubbs, Blithfield Team Racing.

BLITHFIELD SAILING CLUB

HOST CLUB

SCOTTISH & NORTHERN CHAMPIONSHIPS

1983

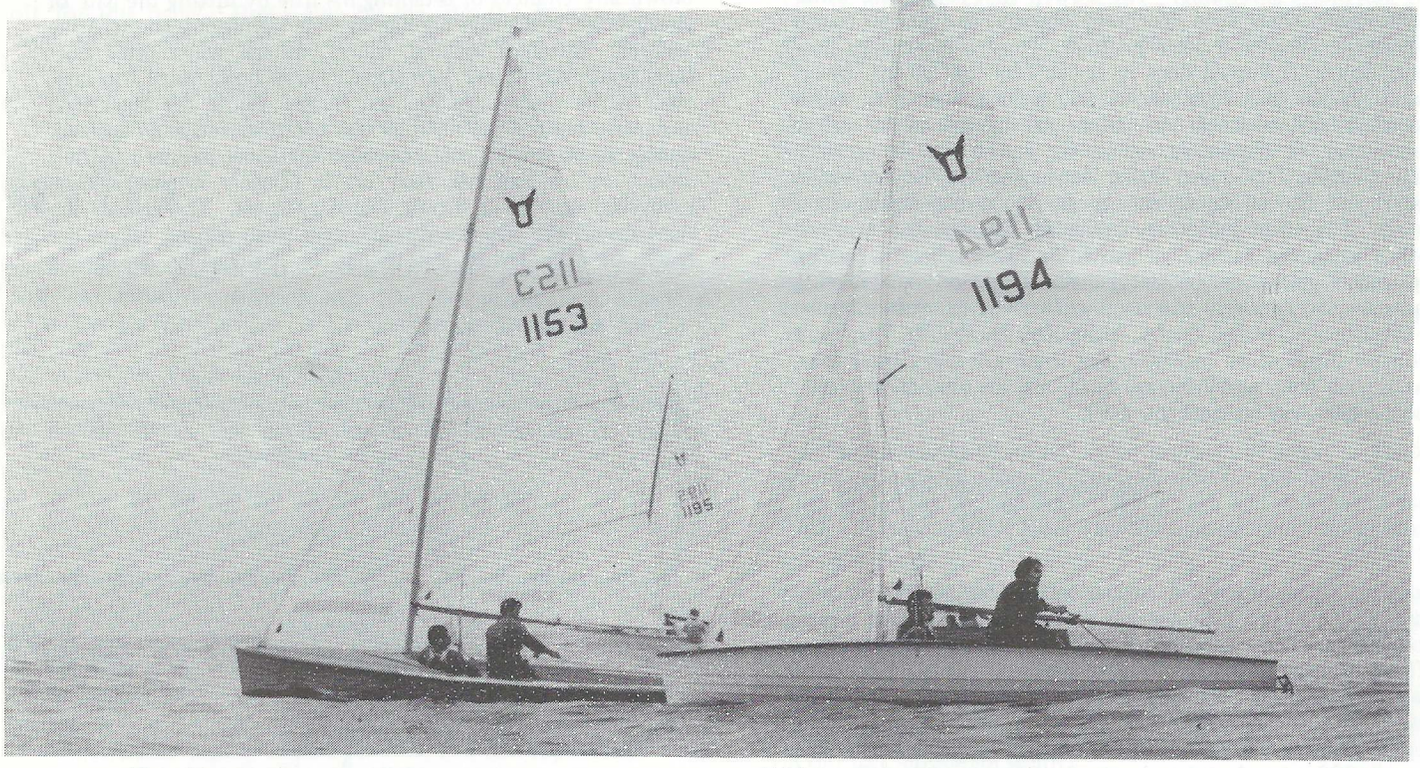
25th/26th JUNE

We extend a welcome to all Osprey sailors for the above event.

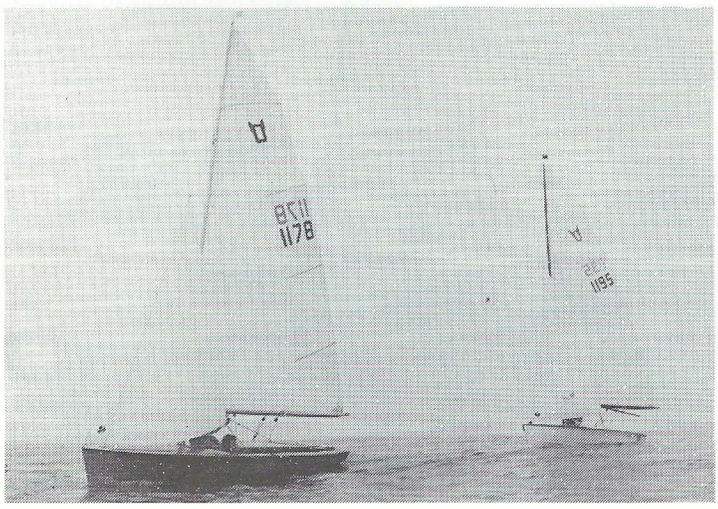
- Sailing on some 180 acres of unobstructed open water. No shallows or weeds and easy launching.
- Centrally situated with easy access from motorways M1 and M6.
- A well appointed Club house with licensed bar, galley, lounge, showers and free parking alongside launch area. Childrens play area.
- Ample accommodation available nearby including camping.
- Saturday social.

WHAT MORE DO YOU WANT ?

LET'S SEE YOU THERE



Mike Mooney in front of Richard Marshall



Friday was windy and foggy. Those with one smelly result hoped for a race, those with two packed their boats, and at 2 p.m. they were right and everyone in wetsuits was wrong, as the abandonment flag went up for the third time in the week.

Alfie and Oscar were the only two in it, Alfie and Dave had a really consistent week, and almost made it, but even the fifth in the heavy race couldn't stop Oscar and Tiger after two firsts at the start of the week. Captain Corbs and Simes were stuffed by a 14th in the second race but still finished third, with Trevor and Phil's sound 6,8,6 giving him 4th. The rising stars of the week were Rob Hunt and Steve Booth who carried a penalty and still finished in front of Richard and Nicky, their third on Thursday pulling them up after a 12,10 in the light stuff. Pete and Gareth's first season in Ospreys gave them food for thought with 2,15,9 showing great promise. Mike Mooney and the faithful Clack, unlucky in both the heavy and light races was 8th, with another new face, Richard Russell with Gordon coming 9th. Finally, Rob and Jan Shaw make up the 10 despite a 21st in the big winds.

The Boats

Once again the wine got the better of the boat review, being thrown into the sea didn't help either. Here is a rather incomplete survey of the top boats culled from what's left of my memory.

1161. Westerly foam sandwich, new style mastgate, westerly plate, scimitar rudder blade, Sovereign mast, Boyce boom, Seahorse C.Y.T. sails, ripstop crosscut spinnaker, very flat and narrow. Jib on the tank tops, main either fixed strop or centrepoint. Continuous trapeze.

1184. H.P.S. foam sandwich, new mastgate, Vick plate, Proctor E and Hex, Musto sails, one kite triradial, one crosscut. Jib inboard, main hoop. Adjustable spreaders.

1165. Home finished wood shell. Proctor Gamma, Hex, Hoods, crosscut kite, inboard jib, traveller main, adjustable spreaders.

1187. Creasey West hull. Proctor E, Hex, Mountifield sails, triradial or crosscut kites. Jib inboard, main traveller. Shroud tension adjustable while sailing.

936. Westerly conversion, Milanes and White foils, Proctor E, Hoods, triradial kite.

1195. Creasey West hull, glass reinforced foils, Proctor E, Hex, Seahorse sails, triradial, inboard jib, vertically radiused traveller.

935. Westerly conversion, Proctor E, Mountifield sails, main hoop, very simple layout.

1178. Wooden hull, scimitar rudder blade, Proctor E, Leadersails, simple layout, jib tacked to stemband.

888. Westerly wood Mk 2.

905. Westerly wood Mk 2. Proctor E, Mustos.

New boats at Filey included 1203, Keith Willis, with a hull by John Claridge, using a Mylar main and mast strut. Two other wood boats, 1205 and 1206 were there, one of which was home completed from a Creasey shell, with a curved foredeck carlin similar to Colin Evans Winder boat, the other being home built, both finished to a very high standard, belonging to Ray Brookes and Keith Gibbons. Not many technical innovations really, this year; the emphasis seemed to be on sails, with the Musto myth disappearing in the face of an influx of other makes, and a great debate on spinnaker cuts, lots of new crosscut kites on boats previously in the tri-radial camp. The strop/hoop battle is still on, but the useful handle for helms is giving way to rope systems of varying complexity. Nice to see development of this nature, with the forefoot feud over the atmosphere felt much better, let's hope it stays that way.



Champion, Secretary, Editor.

The People

This is really what the Championship was all about. Despite the low entries, bad weather, uninspired racing and Dennis's Caravan Site, there are many smiles on the photos of the week, and I was amazed at the ability of all the competitors to enjoy themselves.

This was especially true of the 'Dirty Dozen' from Lymington, led by the professionals Huge, and Cap'n Corbs, with their band of followers. They certainly accrued the greatest number of prizes during the week, and celebrated the most enthusiastically at the end. The northern contingent, although fewer in number than hoped for, considering the nationals were in wildest Yorkshire, made up another strong group, led by the prodigal Ken, Maureen and John; good to see them back - Ken has achieved the enviable position of running a pub, which is soon to be altered inside so he can move his girth from bar to bar! He got me a pint of tequila sunrise at the prizegiving, so he must be one of the good guys.

Sadly little support from Wales, only the Professionals and Clare and Neil, but good turnouts from other parts of the country showing that there is still enthusiasm in depth in the class. Both Blithfield and Hornsea are places not instantly recognised as osprey strongholds, but these are the newest and most active fleets in the north, and they deserve support at their meetings. The Railway Inn made a useful warm up to each evening's entertainment, and ospreyers gathered there after sampling every chippie in town.

Mike Corbin was undoubted star of the sailboard scene, enthralling hundreds of holidaymakers as he demonstrated

Arts Section

Yet another fragrant leaf from the

OGGY BOOK OF NURSERY RHYMES
& CAUTIONARY TALES

— dedicated to the Ians Harrison and Madeley - 1122, Smoke on the Water, with apologies to Thomas Hood - whose Osprey was sunk, I believe, by Bismark in 1941.

I remember, I remember, the season that is past
And the races that I should have won, and those when I was last,
I remember when it blew a bit and more than hopes were wrecked,
And those endless, windless, glassy days, on which we all reflect.

But best of all, that happy time when ev'rything was right,
The boat well tuned, the wind was fresh, the sun shone warm and bright,
(An extra line's inserted here - albeit rather slyly,
just where that was I can't recall — but it wasn't bloody Filey).

— A perfect start — we're in the clear — and gained on every tack,
First round the mark, up went the kite, and filled with that sweet crack,
And down the run we flew away - why Blachford wunta caught us,
Like Cleopatra's royal barge, we "blazed upon the waters,"

And all our tacks were timely, and all the shifts were kind,
No matter how they luffed and puffed, we left them far behind.
And now the wind was dropping, but we were almost in
And one last gust came swirling down and we planed home to win!

We'd beat 'em all! Yes, fair and square!
— No fluke that they could whine of,
A famous victory at last!
— But we forgot to sign off.

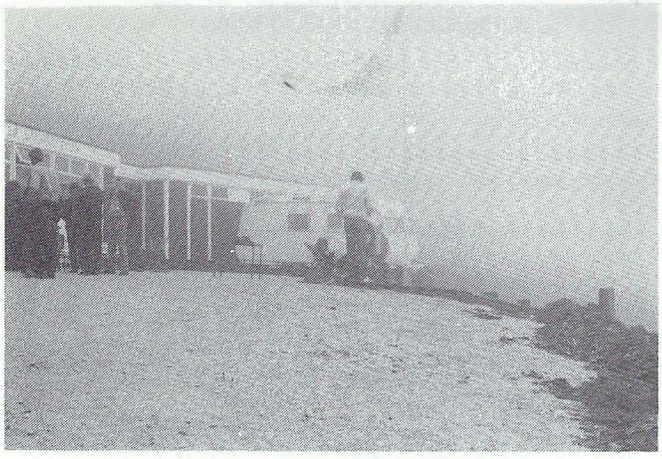
Best wishes to all,
Dennis West (Kindly Light, 938)



Gorleston team with borrowed Jan Shaw



Ogston on Safari



The Fog . . . . .



Mike Corbin wins the tummy nurturing contest, Big Mal commended on his headshine.

the slowest, most uncomfortable and wettest way to drift directly downwind. Other heroes of this odd, but popular, way of spending foggy afternoons were Nicky Jakeways who can do it, Oscar, Nicky Willis, and our Jayne who try hard and lots of Lymington youth, who swam around, noisily pretending to enjoy it. Thankee to Chris Addy, let down by his helm; he bought the only coin in the slot laser in existence, and allowed the sane members of the fleet to have goes in it. Much better than video games! Hooray for John Prosser, who turned us into T.V. stars despite our initial reluctance, and to the rest of Filey S.C. for hosting us.

Two encounters worth dragging out concerned the class secretary and the ex-champions daughter, both ladies treated their suitors with admirable distain, the guilty parties know who they are, but their embarrassment will be spared if they make up my winter tequila supply. Even I fell for a caravan this year, must be getting old, I don't envy those camping, like Team Airbourne with children and dogs in the mud, or the Hornsea contingent in the marquee; great contrast to those queening it in seafront hotels.

Fate decreed that Dennis West should win the lottery, which is as it should be as he is a regular contributor to the newsletter. Fate also says that people who leebow the Picker have bad things happen to them, I hope Gordon learns his lesson. The rubbish was a problem for everyone, some tidal quirk meant that all the garbage of the north east coast was off Filey, not just weed, but diverse plastic artifacts to sail into, and smaller ones to bounce off. Using the sea as a dustbin really makes me sick.

Foggy Filey

We sailed up to Pete Northen at the start of the heavy race and they said that they wished they were back in the Enterprise, also that day, Malcolm Clack sneers at Big Malc Smith as he and Darth Vader begin to tack round the gybe mark; as the Marshmobile hurtles off on the second reach they smile patronisingly at the Mike Mooney Formation Swimming Team.

Pete Northen came to grief one morning towing a replacement gate boat to the club; car and trailer parted company, and the non-powered part of the outfit came to rest in a garage forecourt after taking out a bollard and the dory bow on the way. Don't know what happened since, hope Pete avoided the Yorkshire constabulary. Moral is that other folks trailers should be checked carefully before you use them.

Best way to finish this off is with a tale of real osprey friendship, that of Brian Littler and Rob Shaw. Lover in Law had a three foot hole punched in one side in the surf after the practice race, and it looked as if Brian's week was over after one race. Robert saw the damage, and worked until well after midnight by the club floodlights to effect a repair for the rest of the week. In fact, the job was so well done that Brian is leaving it until the end of the season before the boat is to be repaired by Westerlys. I think that really is the kind of attitude that the class should encourage.



Alfie looks at Jack Hayhurst's boat, Paul Green, crewing for Jack looks on.





Left t worshi





John



Wish I was in Tenby



ight: Phil, newest Committee member, Trevor, Chairman, Steve Booth of Lymington and Rob Hunt, Jamie and the Top Man.



Never, ever, like this at Stewartby



l Richard discuss Alfie, and Di spies for 1184.

The Results

Sail No.	Helm	Club	P	Race Results 1	2	3	Net Points	Overall Position
1161	Oscar Chess	Mumbles	9	1	1	5	6½	1
1184	Alfie Hawksworth	Blithfield	15	4	2	2	8	2
1165	Mike Corbin	Lymington Town	14	3	14	1	17¾	3
1187	Trevor Brown	Poole	4	6	8	6	20	4
936	Robert Hunt	Lyminton Town	13	5	11*	7	23	5
1195	Richard Marshall	Mumbles	3	12	10	3	25	6
935	Peter Northen	Hornsea	2	2	15	9	26	7
1178	Mike Mooney	Filey	1	11	5	11	27	8
888	Richard Russell	Lymington Town	R	20	11	8	39	9
905	Robert Shaw	Creeksea	10	8	12	21	41	10
1194	Jack Hayhurst	Blithfield	6	9	17	23	49	11
1169	Hugh Carter	Lymington Town	N	16	19	15	50	12
1022	Gordon Weekes	Hornsea	12	12*	16	25	53	13
1168	Robin George	Portishead	29	21	13	19	53	14
1139	Chris Grundy	Lymington Town	27	17	24	16	57	15
1198	John Marsh	Mumbles	5	D	3	4	58	16
834	Jim Haddock	Filey	18	14	25	24	63	17
1203	Keith Willis	Lymington Town	28	19	20	26	65	18
1153	Geoff Stubbs	Blithfield	11	10	18	R	68	19
1110	Phil Mann	Stewartby Water	R	29	26	13	68	20
963	Brian Littler	Sussex	D	24	7	R	71	21
938	Dennis West	Ogston	R	18	8	N	72	22
1103	Roger Edwardson	Stewartby Water	23	27	33	12	72	23
1206	Ray Brookes	Hornsea	R	26	30	17	73	24
1141	Glen Adcock	Stewartby Water	16	R	21	10	77	25
1081	Peter Dovey	Stewartby Water	N	23	38	20	81	26
1070	John Saur	Dorman Long	30	34	27	22	83	27
1074	Ray Drayton	Filey	19	38*	33*	14	85	28
1167	Norman Willgress	Gorleston	R	13	32	N	91	29
1177	Arthur Oakes	Stewartby Water	24	38	35	18	91	30
760	Roger Blake	Gorleston	22	32	22	R	94	31
1085	Tony Powell	Mumbles	8	D	4	R	95	32
1007	John Rayner	Filey	21	25	31	R	96	33
832	Ken Carroll	Morecambe	25	15	R	R	100	34
740	Paul Roberts	Roa Island	31	28	34	R	102	35
892	John Littlewood	Filey	32	39	40	27	106	36
1163	Ron Lorriman	Filey	26	31	29	N	106	37
686	Claire & Neil	Mumbles	21	37	36	R	113	38
1146	Richard Plowright	Filey	7	22	N	N	114	39
937	Greg Goodrum	Creeksea	33	R	23	N	115	40
853	John Lang	Filey	17	36	39	R	115	41
1122	Ian Madeley	Ogston	34	35*	R	R	120	42
943	Stephen Sharp	Hornsea	N	35	42	N	123	43
1144	Hector Watts	Filey	N	46	37	R	123	44
1205	Keith Gibbons	Blithfield	R	R	41	R	127	45
1000	Cliff Jones	Blithfield	35	R	43	R	129	46

R — Retired
D — Disqualified
N — Non-starter
* — 10% Penalty accepted.

First Lady Helm	686	Claire Smith	Mumbles
First Lady Crew	905	Jeanette Shaw	Creeksea
Novice Trophy	936	Robert Hunt	Lymington Town
Evergreen Trophy	888	Richard Russell	Lymington Town
Creeksea Challenge Cup	888	Richard Russell	Lymington Town
Team Trophy	1165	Mike Corbin	Lymington Town
	936	Robert Hunt	Old Fogies
	1169	Hugh Carter	

CLUB ENTRIES

Mumbles	5	1, 6, 16, 32, 38.
Blithfield	5	2, 11, 19, 45, 46.
Lymington Town	6	3, 5, 9, 12, 15, 18.
Poole	1	4.
Hornsea	4	7, 13, 24, 43.
Filey	9	8, 17, 28, 33, 36, 37, 39, 41, 44.
Creeksea	2	10, 40.
Portishead	1	14.
Stewartby Water	5	20, 23, 25, 26, 30.
Sussex	1	21.
Ogston	2	22, 42.
Dorman Long	1	27.
Gorleston	2	29, 31.
Morecambe	1	34.
Roa Island	1	35.

Racing; Results and Reports

Scottish and Northens, Ullswater S.C.

Ullswater Yacht Club kindly played host to 18 visiting Ospreys and a single home based boat for the annual Scottish & Northern Championship over the weekend 19th/20th June.

Cold, damp and windless weather covered the area for the entire weekend and it was only because of the Race Officer's astute timing that the full 4 Race programme was completed.

A new-comer to the Class - Peter Northen from Hornsea - displaced all the established light weather experts to win the event counting two firsts on Saturday and a third on Sunday. Only four boats finished within the time limit in Saturday's first race and Northen lapped no less than 13 boats by the time he had reached the finishing line.

Mike Mooney and Alf Hawksworth were within inches of the finish when the shortened course signal sounded.

Sunday's faint breezes filled the occasional spinnaker but with Northen unbeatable by lunchtime, it was left to Oscar Chess with a consistent two seconds and a third to claim second place overall. With a win each on Sunday for Richard Marshall and Jack Hayhurst, they earned third and fourth places respectively.

Despite the prevailing gloom in the dinghy world and lack of a home based fleet, the entry was very creditable. The emergence of new names (Peter Northen is no new-comer to dinghy racing, he has campaigned Enterprises and Fireballs for a number of years with conspicuous successes) and a couple of Scottish boats are good pointers for the future.

Even though the weather was disappointing, all members thoroughly enjoyed the hospitality and facilities of the Ullswater Yacht Club and look forward to a future visit.

John Rayner

Pos'n	Boat	Helm	Club	1	2	3	4	Total
1	935	Peter Northen	Hornsea	1	1	3	6	4½
2	1161	Oscar Chess	Mumbles	2	4	2	3	7
3	1195	Richard Marshall	Mumbles	R	2	1	7	9¾
4	1194	Jack Hayhurst	Blithfield	3	7	11	1	10¾
5	1184	Alfie Hawksworth	Blithfield	R	3	6	5	14
6	905	Robert Shaw	Creeksea	R	6	5	4	15
7	1165	Mike Corbin	Lymington	4	5	9	9	18
8	1178	Mike Mooney	Filey	R	13	10	2	25
9	834	Jim Haddock	Filey	R	12	8	8	28
10	489	P. Denley	South Garr	R	8	14	11	33
11	1114	Wally Gardiner	Morecambe	R	11	4	N	34
12	832	Ken Carroll	Morecambe	R	9	7	N	35
13	938	Dennis West	Ogston	R	14	13	10	37
14	880	John Walters	St. Andrews	R	10	16	13	39
15	1141	Glen Adcock	Stewartby	R	17	12	12	41
16	1122	Ian Madeley	Ogston	R	16	17	R	48
17	1103	Roger Edwardson	Stewartby	R	D	15	R	49
18	965	S. Thompson	Ullswater	R	18	18	N	55
19	1023	Brian Rowbotham	Tees	R	15	N	N	55
20	642	Ian Stevens	Royal Tay	N	N	N	N	80

Jack In the Basket

Lymington Town S.C's annual meeting was held, as usual, on the first weekend of October. On Saturday it was pouring with rain as everyone assembled in the dinghy park - and it carried on raining all day and all evening. The wind was light and after a few problems laying the course (the buoys kept being swept through Hurst with the tide!) the race got under-way with about 25 starters. Richard and Nick led to the first mark, then were overtaken on the run by Alfie and Paul, who remained in front to win the race, with Oscar and Tiger 2nd, Richard and Nick 3rd.

On the Sunday there was no wind to start with - all the Ospreys came out towed by the launches, and tied up on the stern of our Committee Boat. After about half an hour the wind came up, the course was laid, and the race began. Oscar and Tiger won, John and Mal were second, Rob and Steve 3rd. Unfortunately there was a scuffle around the wing mark - 2 protest flags and 2 retirements resulted.

The Sunday afternoon race was full of tension and thrills as positions changed rapidly - on the last beat Rob and Oscar were fighting it out neck and neck, and Rob just pipped Oscar to the line, Alfie making 3rd not far behind.

Overall Results:

1. 1161 Easy Picker, Oscar Chess and Tiger, Mumbles Y.C.
2. 936 Zeus, Rob Hunt and Steven Booth, Lymington Town S.C.
3. 1184 Nifty Shifter, Alfie Hawksworth and Paul Green, Blithfield S.C.
4. 1195 Another One Bites the Dust, Richard Marshall and Nick Willis, Mumbles Y.C.
5. 1198 Blue Moon, John Marsh and Malcolm Smith, Mumbles Y.C.
6. 1178 Psycho, Mike Mooney and Malcolm Clack, Filey S.C.

Oscar Sneaks Home

On Saturday, 3rd July, "British Steel" forsook the calm oily waters of their beloved pond having succumbed to the blandishments of the true wind and the wild polluted Atlantic rollers off nearby Porthcawl.

The very stretch of water that the developing young Oscar Chess viewed from his tenement window on rising at four a.m. every morning to sell the matches upon which his fortune was founded.

The 1982 "Porthcawl Offshore Dinghy Race" was a combined effort organised by the Royal National Lifeboat Institution, British Steel Corporation Sailing Club and the Porthcawl Harbour and Boating Club. All proceeds were donated to the R.N.L.I.

A mixed bag of thirty rated dinghies signed on, the eight Ospreys providing the largest class entry.

Rigging took place on the beach in front of the famous fun fair and proved a popular alternative to the Donkey Derby for the 'stick-of-rock-and-kiss-me-quick" brigade.

Masts were stepped and the crews watched the donkeys and giggled nervously in the rising westerly.

Boats were launched through the surf in a force four to five breeze and the donkeys watched the crews, awash in the previous day's force eight waves, and laughed uproariously.

The first leg was a dead run on a quartering sea. The fleet immediately thinned out . . . the hard way.

An hour or so later saw Osprey 1161 "Easy Pickings" take line honours from Osprey 1166 "Super Nova" and Osprey 1170 "Race Relations." These positions were maintained on corrected time with Osprey 1145 "Smuggler" placed sixth after going walkees when in the lead.

There were ten finishers, twenty retirements, a deal of broken gear, many high pitched voices and not a few white faces.

The event was voted a complete success, the R.N.L.I. received a substantial boost to their funds whilst their inshore lifeboat added considerably to its tally of rescues.

The Mayor of Porthcawl presented the prizes and expressed a wish that the race became an annual event.



How tasteless

A great deal is written on sails, masts, booms, gear, etc., of leading boats but little attention is paid to the pre-race preparation of CREWS. For the record the Osprey teams 'hyped up' for this one off as follows:—

Chess/Bridges . . . donkey ride, sand kicking and animal 'territory marking.'

Murray/Gough . . . nervous twittering, soul searching and double chips in paper.

Owen/Jones . . . Bass 'n' Bensons, Stella and roll-yer-own, yawning.

Mackay/Evans . . . KANDY FLOSS (honest)

Evans/Morgan . . . Eyeshadow and cream buns, large dark rum and aniseeds.

Carden/Smith . . . hand holding, sighing and mooning about.

Ruddle/Ruddle . . . calm in spite of the fact that it was their first sail on the sea in an Osprey, well done!

Davies/Troll . . . Video games/chasing teenage cwmmers

You can all draw your own conclusions.

Finally, thank you Robbo! may you live for ever to continue producing your maritime miracles for the uplifting of we lesser mortals.

"1170"

Burnham Week Open

20 boats, including visitors from Filey and Gorleston, entered the meeting held on August 21/22.

Competitors were greeted by a blustery force 4-5 for the first race which was led away by Terry Greaves sailing 1163, followed by Mike Mooney in 1178 and local helm Mike Stubbs in 1183. On the long run back to the river Team Shaw in 905, and Dave Unsworth, 805, caught up with the leaders. Robert took the lead for a short while, but Mike Mooney was first to the finish, followed by Rob, Dave Unsworth and Mike Stubbs.

Race 2 on Sunday was started in a lively force 5-7 with Mike Mooney leading from the start followed by Terry Greaves, and Greg Goodrum in 937. On a rather hairy run back from Canewdon (I think, T) the crews of 1163 and 805 were seen developing some new method of oyster dredging. At one point 5 boats were in various states of inversion, with one glass Mk 2 totally sinking apart from about 2 ft of the back tank. On the line the order was 1178, 905, 937 and Bill Letton in 565, but Mike Mooney was out for a premature start, giving Rob Shaw first place.

Sunday, Race 3. Another race in the same conditions was too much for some, but even so 13 boats started. Greg Goodrum led on a beating start, followed by 1178, 1163 and 805. 1178 took the lead on the second leg, with 1163 and 937 following. On the run back 937 dipped the boom and capsized with 905 and 805 closing rapidly. The finishing order was 1178, 905 and 805, to give Mike Mooney and Malcolm Clack the weekend points trophy.

1. Mike Mooney/Malcolm Clack 1178 1½ pts.
2. Rob Shaw/Jan Shaw 905 2¾ pts.
3. Dave Unsworth/C. Bruce 805 6 pts.

Greg Goodrum

Pig In The Middle

The photograph appeared in the local press accompanied by the following caption:

"An unusual award is presented at the Steel Company of Wales Sailing Club annual dinner. Mr. W. Owen receives a pigs head mounted on a rudder blade from fellow club member Mr. E. Richards, who was defeated by him in the National Osprey Championships."

The presentation was the result of a bet made in the after proceedings of the Saundersfoot Open. The original wager had been the loser's wisdom teeth mounted on his rudder blade, but this was cancelled when it was realised that one party already had false teeth.

All this is probably not of the slightest interest to anyone but what may be more compelling is that the photo appeared alongside an advert by a local food store:—

Best Quality Currants (12ozs) 1/9
Surprise Beans 1/8
4lb Tin Assorted Biscuits - Wonderful Value 9/11
(Returnable tin 2/-)

The year? 1966.

Cheers! Bill Owen, now '1170'

Club News

Sussex Motor S C

The Club didn't do very well with its attendance at the nationals this year, but to a large extent this was due to the boys making a big effort to increase the fleet numbers last year which has resulted in several little additions this year! They show all the right attributes for making good osprey sailors, keen to grab anything that moves and with the occasional tendency to throw up after the usual excesses! Once through the nappy stage, we'll be working hard to develop this bed of potential.

Fired with enthusiasm after our open meeting (report ?? T) Colin Popple is doing the decent thing and selling his 505 to return to osprey sailing with a brand new Martin Creasey boat which should be in the water by the end of the season. Nick and Mark Houlding have taken a years sabbatical to fit out their gin palace. However, we understand that once the cocktail cabinet is installed in the osprey, they will be completely at home again ready for next season.

Our local benefactors (otherwise known as the insurance company) have provided several new masts and sails, so we are getting well equipped to defend local pride in next year's nationals.

R. Lilley

Blithfield S C

1982 has been a good year for the Ospreys at Blithfield. Since achieving Fleet status earlier in the year our numbers have increased to 12 but of more significance is the high rate of turnout each week.

Racing throughout the fleet has been keen all year but even more so in the current season and at the time of going to press, 1st, 2nd and 3rd places still look like being decided on discards. Of particular interest is the marked improvement in performance of the middle order sailors resulting in close racing every week.

1983 will, of course, be a significant year when we host the Scottish & Northern Championships in June (see further details elsewhere in this issue) and we are looking forward to seeing old friends and new for this our first Open meeting. We have the water, the facilities and the expertise to put on a great weekend of racing and socialising so, get this date down in your diary now and watch this space for further details.

From Blithfield Sailing Club, a Happy Christmas and a prosperous New Year to Osprey Sailors everywhere.

ASSOCIATION INFORMATION

NEWSPRINT

1. A.G.M. Tuesday, 3rd August, 1982, Filey S.C. The full minutes are enclosed, the main points as follows. Membership up to 90 full, 17 support, 2 junior. People in the Class are being lax in informing the association about changes of boat, addresses, etc., and the R.Y.A. are just as bad. The stem rake feud came to an end and the new rule comes into force early next year. Shoreham hope to organise cheapo accommodation for the nationals next year, sleeping bag space, tents in gardens, etc., thanks in advance to any Sussex members who help out.

2. NEW COMMITTEE. Elected at the A.G.M; the full line-up is on the back page. Huge Carter steps down from the top seat after three years as there are more free drinks involved as headman of L.T.S.C. than the Osprey association. Smooth young Trevor Brown takes over as chairman, and the rest of the officers continue. Some new committee members elected, all details on the back. Remember that these suckers are there for you to annoy, contact them if you have any problems.

3. COMMITTEE MEETING. Wednesday, 4th August. Debate about promotion etc., reports from around the country on turnouts, lots of ospreys not being sailed in some areas, small keen growing fleets in others. Lost the piece of paper for this, but provisional decision to add a southern championship to the calendar and make the W.S. series up to four out of six.

4. R.Y.A. PRIZES. Not for sailing, competition for logo for word National as used with the National Classes, e.g. Frod is a common word, but Frod in white curly letters inside a blue oval is a trademark and they are looking for something on those lines. Write for details to Ken Kershaw (yes, him) at the R.Y.A., Victoria Way, Woking, Surrey.

5. Next Committee meeting will be held at Graham Mant's home on February 12th starting at 11.00 a.m.

6. REMEMBER your subs are due on Jan. 1st. Let's all be prompt this year; as the R.Y.A. now insist that all boats engaged in any form of racing have a certificate, the committee have introduced a new class of membership for those who only race at home, for £6.00 you get a valid certificate, and are no longer cheating, receive the benefits of association membership and have the option of paying the other £6.00 if you decide to race in open events. This is intended to draw more members into the association and I hope you note that the subs have not increased this year, so go now and make with the chequebook.

NATIONALS 1983

Shoreham Open
(Wilkinson Sword event)
July 23/24

Shoreham Sailing Week
July 25/29

Shoreham Regatta
July 30

Practice Race
Sunday, 31st July

Points Races
Monday 1st Aug. to
Friday 5th Aug.

Use these dates to plan your summer holidays! Come to the open and leave your boat ready for the nationals and avoid the practice race rush, or have a few extra days on the south coast before the nationals start.

We have lots of ideas for prizes throughout the fleet, details in the next newsletter.

SECRETARIES REPORT

HI EVERYONE

I must start by thanking you all for your vote of confidence in me at the Nationals (doesn't it seem a long time ago now!) I am enjoying myself very much being right in the thick of things, and everyone is being very helpful.

I am grateful for this column now — I can make announcements and requests and be reasonably sure that everyone will read them!

My repeated request is that everyone should please let me know when they buy a new boat or sell one. It makes it so much easier to keep my records up to date if people tell me.

Also, a message for Fleet Captains at Clubs where an Open Meeting is held — please could you see to a report for Yachts & Yachting, and, if possible, telephone results through to the Telegraph. Everyone likes to see their name in print, and from a publicity point of view, this is important.

I have been Secretary for a Season's Open Meetings now, and feel much better equipped to handle next Season. The only problem is still the trophies and engraving, etc. We have now (as far as I know) only one trophy missing — that is the Steel Company of Wales Bowl for the winner of the first race in the Welsh & Midland Championships. John Marsh won it this year, and unfortunately we could not present it to him at the time. If anyone knows where it is, please contact me, and if possible hand it to John or myself at the earliest convenience.

Fixtures for next year are coming together nicely; I understand that some Fleet Captains and Club Reps have to wait for Committee Meetings, etc., before they can be sure of a date: that's fine, there's no immediate rush, I'm just trying to get things in order early to avoid any clashes. If Clubs have any handicap races or regattas which could be improved by a big turnout of Ospreys, please let me know and I will put them down in the Calendar for next year — as long as they don't clash with any Open Meetings! (But that's what I'm trying to avoid!!) Fixtures so far are elsewhere in this newsletter.

The Dinghy Exhibition is to be held next year at Crystal Palace over the weekend of March 12th & 13th, 1983. I am sure we will need boats and volunteers, etc., and if you would like to help please contact me nearer the date.

I have had lots of enquiries recently for information on the Osprey and have been dealing with them as promptly as possible. There seems to be a lot of interest around.

As I write this I still have Stewartby, Datchet then the Committee Meeting on November 13th to look forward to. Then nothing until the Dinghy Exhibition in March. What will we do with ourselves with no Open Meetings at weekends?!

I'd just like to close by saying thank you to everyone who has helped me so far. I can't mention everyone but would like to thank Graham Mant and Family for offering us his dining room for our Committee Meeting, and John Rayner and David Hill, who are always ready and willing to help as soon as I ask.

I have learnt this year to be completely unbiased as far as results go, so: WELL DONE OSCAR AND TIGER!!

That's all folks.

Jayne Corbin.

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

Jayne Corbin, 01 767 0917
5, St. Hilda's Close, College Gardens,
Wandsworth, London, SW17 7UL.

ASSOCIATION INFORMATION

CHAIRMANS MESSAGE

The installation of a new Class Association Chairman is a comparatively rare event and it was, therefore, with a sense of honour that I accepted the position after being elected at the 1982 A.G.M.

My association with the class goes back over twenty years to July 1962 when, with my parents, we collected our new boat (No. 302) from the Plycraft works at Clevedon, Somerset.

During the subsequent years I crewed for my father who, during this period, thought of and organised the first Scottish and Northern Championships and served on the National Committee.

My sailing at this time took place at Lytham in Lancashire and I always remember being highly impressed by the manner in which Alfie won the Scottish and Northerns held there in 1968.

In 1976 I headed southwards to Poole, Dorset, still with the trusty old Plycraft boat which in the preceding years had seen less and less activity. Having joined the Poole Yacht Club, it was good to get back into class racing again. In 1980 the original boat was finally replaced by a new Creasey hull with Phil and myself entering our first National Championships that year and much to our surprise, finishing in fifth place.

Having outlined my Osprey heritage above, it would be worthwhile looking at the standing of the Osprey class in the world at large nowadays. Undoubtedly one of the greatest assets within the Osprey class is the very fine atmosphere which exists between Osprey sailors and, perhaps, because of this, there are not the new faces appearing in the class in the numbers one would like to see.

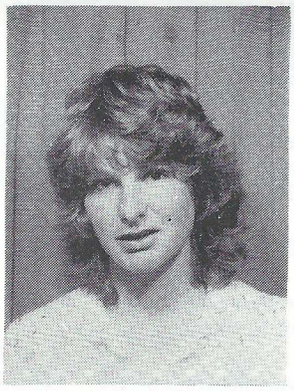
Needless to say, the success of any class lies in the exposure and promotion of the class at local club level. If a more concerted effort can be made in this direction, I am sure we would see a revitalized class in a few years time.

The number of new boats annually being built is a handful and with the cost of wooden hulls now being very expensive more attention must be given to promoting the glassfibre hulls. In the forthcoming period your committee will certainly be spending a considerable amount of its time resolving difficult matters relating to the production of glass-fibre hulls. Once these problems are overcome, I hope to see a substantial upturn in the number of new glassfibre boats being built.

The National Committee now comprises of several new faces representing Clubs in many areas of the country which have not had membership previously. The enthusiasm of committee members and the considerable efforts they make in attending committee meetings deserve the fullest support from the Osprey sailors everywhere. Let your views be known either through your fleet captain/committee representative or through 'Tiger' — our indefatigable newsletter editor. Think Osprey and let's make more people think so as well by recruiting them into the Class Association.

As a final footnote, Osprey sailors continue to represent themselves well at various events throughout the year - the most recent being their success at the Osprey v. 505 challenge held at Datchet. I'm sure we all congratulate John, Tony and Richard plus their crews on their fine achievement.

Trevor Brown



Jayne Corbin

OFFICERS AND COMMITTEE 1983

Chairman:	Trevor Brown, 0202 699876 1187 6, Greenhayes, Broadstone, Dorset.
Secretary:	Jayne Corbin, 01 767 0917 5 St. Hilda's Close, College Gardens, Wandsworth, London, SW17 7UL.
Treasurer:	David Hill, 0656 59304 1065 Pandy Farm, Merthyr Mawr, Bridgend, Mid. Glamorgan.
RYA Centreboard Committee Rep:	Mike Corbin, 0590 75398 1165 'Merry Oaks,' Sway Road, Lymington, Hants.
Publicity Officer:	Derek Carmichael 0202 699661 1040 Trevelling, Blandford Road, Corfe Mullen, Wimborne, Dorset.
Newsletter Editor:	Tiger Bridges, 0533 705973 136 Clarendon Park Road, Leicester.
Blithfield:	Cliff Jones, 0283 840447 1000 Copperbeech Cottage, Bagots Street, Abbots Bromley, Nr. Rugeley, Staffs.
Creeksea:	Robert Shaw Chelmsford 420889 70/167/905 69 Back Road, Writtle, Essex.
Filey:	John Rayner Boston Spa 842860 1007 19 Clifford Road, Boston Spa, Wetherby, W. Yorks.
Gt. Yarmouth & Gorleston:	John Stembrovicz Norwich 897839 77 Angela Road, Horsford, Norwich, Norfolk.
Hornsea:	Ray Brooks 04012 2270 1206 7 Sawley Close, Hornsea, E. Yorks.
Lymington:	Hugh Carter Milford 2483 1169 100 High Street, Milford on Sea, Lymington, Hants.
Mengham Rythe:	Oscar Chess Havant 482599 1161 23 Hillmead Gardens, Bedhampton, Hants.
Mumbles:	Alan Beven 0792 67283 1018 70 Queens Road, Mumbles, Swansea.
Ogston:	Ian Madeley Sheffield 366873 1122 Brookside, 283 Abbeydale Road, South Dore, Sheffield, S17 3LB.
Poole:	Phil Angrave
Stewartby:	Roger Mant 0234 741382 121 Cotton End Road, Wilstead, Beds.
Sussex:	Nick Houlding Fareham 289196 1120 313 Fareham Road, Gosport, Hants.

BOATS FOR SALE

156	W	2	Needle, trapeze, covers, trailer. Saffron Walden 23636	£250
247	W	2	Wolverhampton 788228	£750
264	W	2	Mustos, new mast, trolley, complete, Bodmin 850809	v.g.c. £475
276	W	2	New Proctors, 2 suits sails, bow shute, elvstroms, trapeze, cover, trailer, survey, could deliver. Whitby 0947 602439 or 600811	Offers £645
400	W	3	Seahorse, cover, trolley, trailer, cert. Bideford 6164	£395
436	W	2	Plycraft, Needles, Sanders sails, new seahorse kite. William Reddrop, Lymington 73072	£500
458	W	2	Sound, dry, all gear, cover, trailer, cert. Toddington (Beds) 3738	£495
510	W	2	Proctors, sails, cover, trailer. Knox, Willow Cottage, Short Drive, Gosberton Clough, Spalding, Lincs.	£325
566	G	2	Chute, cover, harness, can deliver. 0397 7670	Offers £300
650	G	2	I.Y.E. rudder, proctors, combi, v.g.c. Swindon 873099	£450
660	W	2	Westerly, mustos, cert. good cond. Saltash 2405	£300
685	W	2	Westerly, good cond., trolley, trailer. John Davies 01 548 2051	£450
742	W	2	Fully equipped, new sails, trailer. 07016 2199	£475
752	W	2	Excellent cond., 2 suits sails, etc. Rudgewick 2757	£500
760	W	3	Proctor E, hex, mustos, mountis, top and bottom covers, combi. Mike Cleveland, Lymington 22419	Offers
793	G	1	Gmach, proctors, banks, Gmach combi, delivery possible. 0382 543108	Offers
810	W	2	Fully equipped, 2 suits sails. 044128 2376	Offers £750
840	G	2	Proctor, mountis, trolley, trailer. Portsmouth 732730	£640
902	W	2	Westerly, cover, combi. Mr. Bending, Watford 35771 (day), Hemel Hempstead 46479	Offers
936	W	3	Westerly, Milanes and White foils, New hood main and jib, trolley, new cover. Milford on Sea 5500	£1400
1017	G	3	Westerly, v.g.c. little used, combi. Bagshot 73970	Offers £925
1025	G	3	Westerly, stiff mast, 2 suits sails, combi, new cover. Evenings 0524 420496 or 62792	Offers £750
1031	W	3	Westerly super cond. Proctors, Mustos, cover, trolley. Luton 882460	Offers £1150
1051	G	3	Ready to sail, trolley, cover. Portsmouth 824656	£850
1054	W	3	Westerly, Mountis, cover, trolley, trailer. 0924 492679	Offers £1000
1101	G	3	Westerly, all racing gear, cert. combi. Dunstable 62204	Offers £1000
1107	W	3	Westerly, all racing gear, new proctor, combi. Ashford (Middx) 41663	£990
1138	G	3	New sails, trolley, trailer. Milford on Sea 2647	£1150
1147	W	3	Good cond. 2 spinnakers, cover, trolley, trailer. Chorley Wood 2837	Offers £475
?	W	2	Half stripped for repair, very sound. Brighton 509020	£250
			Mustos cross cut kite £65	Peter Stubley
			Sanders Tri radial £50	Milford on Sea 2647

IF YOU SELL OR BUY A BOAT, PLEASE INFORM THE ASSN. SECRETARY, ADDRESS OVERLEAF.

1983 FIXTURES

Jan.	Burnham Icicle
Jan. 6	Bloody Mary Pursuit
Mar. 12/13	Dinghy Exhibition Crystal Palace
April 2-4	Lymington Easter Regatta
April 9/10	
April 16/17	
April 23/24	* Ogston Open
April 30/May 1	
May 7/8	Mengham Rythe Open
May 14/15	
May 21/22	* GREAT YARMOUTH, WELSH AND MIDLANDS
May 28/29	
June 4/5	* Hornsea Open
June 11/12	
June 18/19	
June 25/26	* BLITHFIELD, SCOTTISH AND NORTHERNS
July 2/3	
July 9/10	
July 16/17	Filey Open
July 23/24	* Shoreham Open and Week
July 30-Aug. 5	SHOREHAM NATIONAL CHAMPIONSHIPS
Aug. 6/7	
Aug. 13/14	
Aug. 20/21	
Aug. 27/29	Burnham Open and Week
Sept. 3/4	
Sept. 10/11	
Sept. 17/18	
Sept. 24/25	* Poole, SOUTHERNS
Oct. 1/2	Lymington Open
Oct. 8/9	
Oct. 15/16	Stewartby Open
Oct. 22/23	
Oct. 29/30	

Events marked * count towards the Wilkinson Sword Series, count 4 out of 6 events this year.

PLEASE NOTIFY THE ASSN. SECRETARY OF ANY ADDITIONS, ALTERATIONS OR MISTAKES, ADDRESS OVERLEAF.

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!

Hawksworth Graphics & Print — Telephone: Uttoxeter 5234