National Osprey Class Newsletter



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Issue: 0683

Newsletter News.

Editorial

Three months pass like ten minutes, and we are well into the season. It is only a few weeks until the Nationals now, and this is likely to be the last time I put a newletter together. I am retiring and not seeking re-election to the committee for a variety of reasons, which can be summarised simply by saying that I am no longer as committed to the whole scene as I was. Osc and I set out five years ago to see how far we could get, and I am proud to have my name on the rosebowl with Glyn, Brent, Raymond and all the others, even including Mark Simpson, who did show everyone how it should be done. However, I am not enjoying the Editor's chair as I used to, as many people must have noticed, so I intend to go. I hope that my successor, whoever that may be, can maintain the newsletter and improve it, possibly bringing it closer to a 'House Journal' than the present 'Students Union Weekly,' as I feel that most Assn. members would be happier that way.

Enough self pity, let's look above our station at those who can sail properly; as it's now only 18 months to the olympics, I am sure that I can express the best wishes of all Assn members to those trying for something that makes the Osprey Nationals look like a Wednesday evening club race. Tiger Predictions say that we could win three medals, but I won't be more specific than that. I will certainly be watching the campaign as it develops with great interest. Also this year sees the battle of the dinosaurs in the Americas Cup. Despite misgivings on the morality of spending more on a sporting event than the G.N.P. of many third world countries, I am fascinated by the intensity of the preparations for this, and if De Savery can hold his people together then this could be our best chance since the days of the J boats.

The Osprey class itself is in reasonable form this year, turnouts are lower, although membership is up. As a circuit racer I am in no way placed to judge this, but perhaps interest in club racing is increasing, reducing the desire to expensively travel the country to sail. Poole and Blithfield appear to be the clubs where most is going on, and the target of Alfie is a good one to aim for! Geoff Stubbs, Keith Gibbons and the Doggs are putting in time at a lot of meetings, as once the welshmen did, the class needs mid fleet enthusiasm in depth to throw up challengers to the stars, and this is helped if personal pride depends on being top club boat at a meeting. We saw this with Mike Murray, Richard Marshall, and the first day we ever beat Alister Mackay. So think, sail, rethink, sail, and you may find that each boat is slightly easier to overtake. And thats quite enough verbose drivel.

Info

The next issue should be in late September/early October, depending on the new editor. If, fate forbid, nobody wants the job, I will carry on to the end of the year, but no further! The bleeding yearbook is next on the presses when this is out of the way, warts and all! Perhaps it should be retitled "a demidecade book!"

Next Time

Who Knows? Nationals report, Area Champs, some interest from Mr Creasey, ditto from Derek Carmichael, the sky's the limit.

Cover Pic

No apologies offered for wallowing in nostalgia, probably my favourite Championship ever.

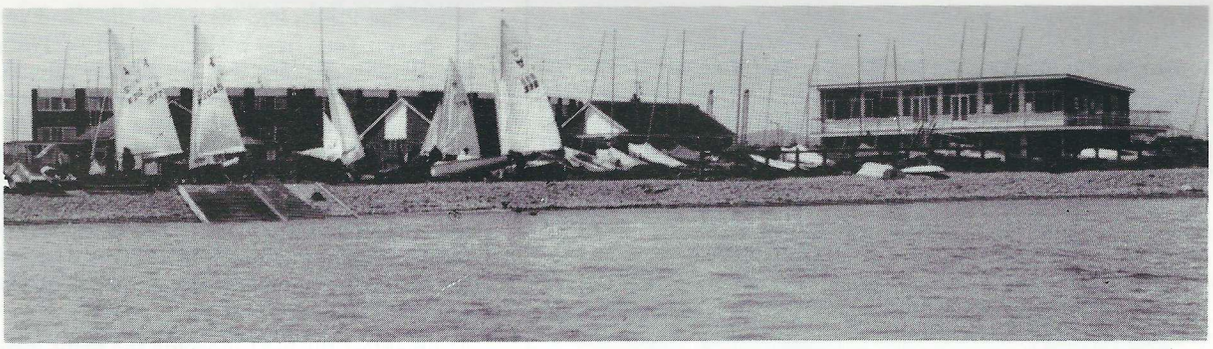
Dirtdigging

Richard's a daddy, Jenny's a mum; a small bundle arrived at the beginning of May (I think). Not yet seen it, but while it's in its formative years surely it should be kept from any corrupting influence, like its father? For a plain envelope of Richard's social (repeat social) transgressions, send lots of money to me. One of Richard's skeletons is in the Royal Lym closet. The first major event of the year, with a cast of, at times, only two boats, was enlivened by the very dubious 'I didn't forget my tally, look!' There's the ferry nearly running down a moth! Here, I'll put the tally back on the board, save you getting out of your bathchair sir. By the way how about a quick snifter?! style of behaviour practised by two of our most corinthian sailors. The last laugh was on R.M. as he had to make the speech which was worth not getting the extra four quid! The be-cravatted octogenarians of R.L.Y.C. demonstrated the leadership qualities that led to the Charge of the Light Brigade for most of the weekend. Their most dramatic trick being changing the course about a minute before the start, so half the fleet sailed out, round two buoys in the Solent and sat becalmed in the river while the others planed about for almost an hour, then came up the river, having included the correct marks as a matter of luck, brought the new wind with them and won! Ogston was a good weekend, unless you like force 4/5 and open sea. The hangovers were spectacular, a Mr Mooney sat Sunday morning's race out due to inability to see anything but a fleet of cats, all with two osprey rigs on. There was an attractive young lady who had the sense to rebuff the beery advances and leery glances of all, and the only part of the fantasy that came true was that she had breakfast with all of us! At Mengham they had me down as a provo bomber in Portsmouth, and we missed seeing the Victory, which was a shame, so we took lots of photos and talked in thick Eastern accents but no-one was interested.

There was the embarrassing scene of local hero Chess having his name called at the prizegiving and all the locals shouting Who? Is he a member? etc. The Young Ones decided enough was enough after starting the first race, but they were not alone in calling it a day, at least they were brave enough to admit it was too much, rather than pulling minor pieces of boat off and pretending that was reason enough to retire. At Yarmouth we had a bootiful time; the locals, rescue, racers, committee and P.R.O. stayed up all night, felt rather guilty about leaving them but they didn't even notice. Ian Madeley rounded one windward mark first, much to the surprise of all but his local 'off the beach' crew and won the Bent Pencil award for outstanding outstandingness, and he's getting a new boat on the strength of it. There was a rare sighting of the Stewartby Yellow flight, one puffing, as a patriarch, on a pipe, listening impassively to the little one going on and on about Newcastle convent girls, and the now brown (rather than red) flight was there too, en famille, Mum Mann showing Baby Mann how to get the spinnaker stuck like Uncle Ian does. Next stop Blithfield!

Credits

Roger Lilley, Frank Powell, Gordon the Moron, Big Trev (if he leaves me alive) Meesta Madeley, Dave Burden, Jayne for not hassling me about the yearbook, ditto, Alfie, and everyone who came to the stand at Crystal Palace.



S.M.Y.C. CLUBHOUSE AND LAUNCHING AREA

SKANDIA LIFE NATIONAL CHAMPIONSHIPS 1983

Remember the beer drinking challenge and trapezing pigs of 1979. Well they were just two of the memorable events from the last time the Nationals were held at Shoreham, and the repeat performance is only a few weeks away now. The pigs do not refer to certain overindulged and possibly misunderstood osprey crews, but to the barbecue variety that made a brief appearance on the gunwhales of a well known west country boat, (purely in the interests of improved 'Pig Relations').

Hosted by Sussex Motor Yacht Club and sponsored by Skandia Life Assurance, the championships start with our local annual Federation race (which will include the practice race) on Sunday 31st July.

Shoreham makes an ideal location for the Nationals. Launching is by slipway into the shelter of the harbour, with a four hundred yard sail out to the open sea. As well as boasting excellent sailing, Shoreham is also a great spot for the rest of the family. The attractions of Brighton and Worthing are only six miles either side. Good beaches, plus the beauty of the South Downs are within easy reach.

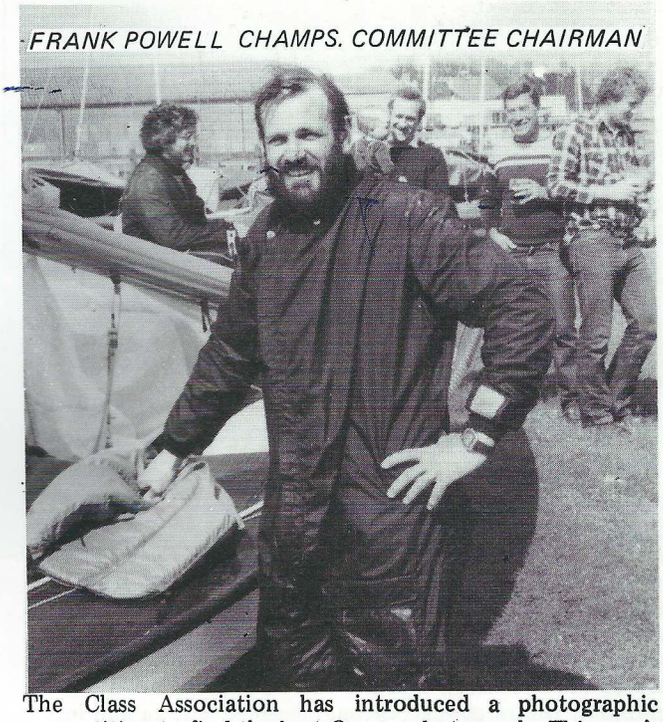
As well as a very extensive social programme, Frank Powell and his team have also organised daily events for the children, so the Nationals can be a real holiday for all the family.

For the keen types, or maybe anyone who would like to make a fortnights holiday out of the visit south, there is the S.M.Y.C. Open meeting, followed by Shoreham Sailing Week, in the week preceeding the Nationals. So there is plenty of time and opportunity for that last bit of tuning.

Colin Popple, our trusty treasurer, eagerly awaits your entrance fees. DON'T FORGET - ENTRANTS AFTER JUNE 31st PAY £7.50 EXTRA.

Club Chairman, Adrian Solly (osprey 1176), looks forward to welcoming as many of you as possible to what is certain to be a most enjoyable week of racing on the south coast.

Roger Lilley.



FRANK POWELL CHAMPS. COMMITTEE CHAIRMAN

The Class Association has introduced a photographic competition to find the best Osprey photograph. This year's competition will be judged at the Shoreham Nationals. The photos do not have to have been taken by the entrant, but the photo should be made available for possible future use in Association publicity. Please send your entries to:-

Frank Powell
Championship Committee Chairman
S.M.Y.C. Soldiers Point, Shoreham

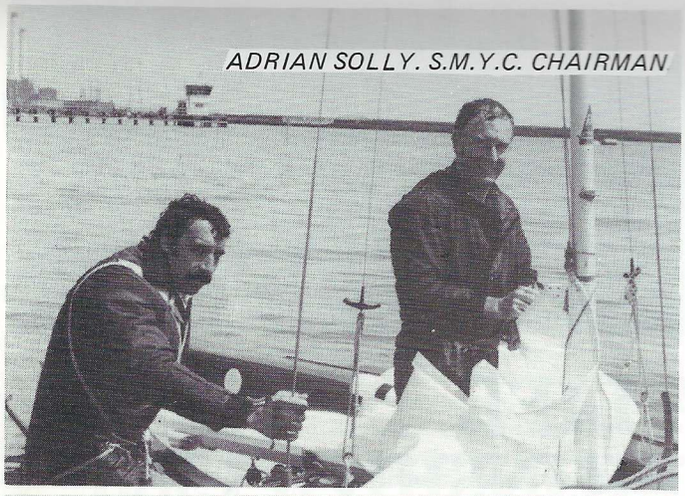


1979 TRAPEZING PIGS.



COLLIN POPPLE. CHAMPS TREASURER

Nationals Entry Form on P.10.



ADRIAN SOLLY. S.M.Y.C. CHAIRMAN



S.M.Y.C. SHOWING SLIPWAY AND HARBOUR.

Fear and Loathing in South London

The Great Boat Hunt of 1983

This year's London Dinghy Exhibition was held in the Crystal Palace Sports Centre which meant that us poor proles from the unfashionable side of London had first to get through the maelstrom of the central Friday night exodus and taxis with revolving knives on their hubcaps and rollers where the chauffeur was in the back watching T.V. too, and all the other joys of metropolitan life; and only then to the realisation that the one way system around the exhibition centre consists of one unsigned way in and lots of no entry signs. (By Sunday evening, of course, some trotskyite lesbian subversive G.L.C. highway engineers department workmen had turned all the signs round so no-one could escape.

Being first in on our stand I moved all the tapes back a bit and scrounged a look at Y+Y from some surly jerk on the laser II stand until the troops arrived with the Picker, the stand (courtesy of Shaw enterprises), Ian Madeley (stuffed and mounted on a pedestal as an average osprey sailor); we rigged the Picker and we rigged the stand and we had a beer or three. Then we went to the Hot Pot and we stuffed ourselves and there was an instant cabaret as a group of very nice young men had a little tiff over who was to pay the bill, and they were slapping each others faces and they were standing arms akimbo and trading insults, and I was glad Jayne never went to public school or even read about such things as they were saying such hurtful things to each other and the heavies came out of the back and then some blokes too and, as usual, when you want them, the policemen arrived ten minutes after all the tables were the right way up again.

At breakfast the next morning the plans were laid and it was decided that I had Saturday to leap about, and Sunday on the stand as Nick and Jayne were sailing at Lym. When we all arrived and rigged Movie Star, resplendant in a new coat of varnish and the show opened to the public, I went to explore. There seemed to be an air of cautious optimism on most of the stands, but, under the friendly persuasion of fans of all classes, was the realisation that things were still a long way from the days of ever-increasing turnouts and new boat registrations. It seems that new boat buyers are concentrating on one or two classes in each type of dinghy; there was a feeling of satisfaction with things on the 505 and Fireball stands, which was absent on speaking to the horneteers and marauders, and similar, confidence could be seen on the Laser and Topper stands, but not where the OK, Solo or Streaker were concerned.

Of the boats themselves, there appeared to be the usual examples of beautiful warm woodwork, contrasting strangely with harken roller blocks and kevlar control lines on the Merlin, Albacore, and Fireball stands with an unfitted-out canoe hull which was undescribably well finished; the varnish looked as if it was 4-5 mm thick on top of well matched veneers. The other side of the coin was the 'glass weapon' approach, seen on the 470, 505 and Tornado amongst others; possible to imagine going out for the afternoon race in the wrong boat and only realising when the mars bars are in the opposite tank to usual. One impressive boat was a fully rigged 14, which had been home built for under £1000 complete; quite a feat these days, when a vanguard finn (essential material for the olympic campaign) costs over five thousand pounds by the time it is shipped from the States.

The F.D. stand were only leaking the cost of glory to punters after a full medical and when they were sitting down, but one of them said that, with travel on the European circuit included, it was probable that it was into five figures, and there's nowhere to go to the loo or make a cup of tea! On the remoter fringes of the dinghy scene there was a feeling that things were in a steady state, and the price of good second-hand cherubs, contenders and the like is not dissimilar to the price of a set of osprey sails! Two major surprises to me were the collapse of the Performance Sailcraft empire, and Dunhill Boats, who are the Topper people. (P.S. had to pay out on a large number of faulty lasers in the States and Canada and are sueing the



NOCA AT DINGHY EX.



resin suppliers for about three million dollars, and it's thought that a solution will be found.)

In addition to the dinghies there are lots of other things going on at the exhibition, from match racing in illusions to the jumble and boat sale outside, with lectures and demonstrations for most of both days. After a night at a party which I randomly found in East London, I was looking and feeling my very best on Sunday morning, picking my way through the rubble that used to be Hackney and on to the stand for half a dozen cups of coffee to restore sound and vision to normality. Lots of help on the stand from Los Mantos, Huw Ex-O-Sec, Rob and Jan Shaw, and John and Linda S. from Yarmouth.

Recovered from the night before sufficiently to contemplate eating, I washed down some tasteless hamburgers with an expensive glass of fizzy beer in the bar, which remains full throughout, with friendships being made and renewed, and folk nervously wondering if their Jav-Jacs are still the correct colour for this year. About half an hour before the show ends on Sunday the first signs of packing commence, and suddenly the hall is full of frantic action as everyone struggles to escape through one small door 'helped' by the commissionaires; 'You can't do that sonny, I didn't lose three legs and two arms in four world wars for you lot to leave without suffering;' and eventually out.

Next year the show will be at the same venue, sometime in mid March, and the Assn welcomes help from everyone in the organisation and manning of the stand. If you feel you can assist in any way, including provision of stand material, and boats (You reading this, Popple?) then get in touch with Jayne Corbin nearer the time; it's a weekend that is unique in this country, and it is also the only occasion that the Osprey can be promoted seriously to most of the keen racers of the British dinghy scene.

LETTERS

Sailing in The Gulf



Dear Tiger, I thought that NOCN might be interested in sailing in the Gulf as I have found it. The sailing here is mostly in winds of about 8-12 knots which makes life for a 14 stone crew a bit boring, but you tend to get large seas at the slightest hint of a blow, so when there is a good wind, it certainly becomes interesting.

In the Dubai area there are two sailing clubs. The Dubai Offshore (A bit like the Royal Lym) and the Jebel Ali S.C., which is where I am a member. The type of boats sailed are mainly Lasers or Cats, (Hobies, Darts or Prindles,) with various handicap dinghies and a mixed bag of keelboats at D.O.S.C.

Since my arrival there has been a continuous flow of series races and open meetings as well as some team racing events, which have all been sponsored by local companies, so even for just taking part there has been T shirts and beermats with the company's logo on, (open meeting organisers please note). The Cat open has two tickets to France and two to Athens as prizes, so I am going to have to make a real effort for this.

In the dinghy park at J.A.S.C. there was a hull shape I seemed to recognise and it turned out to be Osprey 1016 owned by a John Ward who is resident in Saudi at present. I have written to him asking for permission to borrow the boat so I can get some real sailing practice before I hopefully return for the Nationals in August.

The social scene is very good despite the disgusting price of beer (approx £2.00 per pint) and with the heat, I seem to find room for a fair quantity of the stuff. There are beach barbecues organised at most events as the weather here obviously lends itself to them We have our share of local looneys but slander is no fun unless you know the people concerned. Well, I hope to see everyone at the Nationals, when the Osprey fleet will see the 'Return Of The Beast'.

P.S. I was at Datchet with Keith Willis in 1203 and we snapped two forestays and bent the mast, so I crewed for Graham Mant and pulled his boat apart instead!

See you all soon, Gordon the Moron.





THE HARBOUR AT J.A.S.C.
JEBEL ALI S.C.
1016 IN J.A.S.C.

KEEPING UP THE IMAGE

by Frank Powell

Whilst reading the reports of the last two dinghy exhibitions, I noticed that on both occasions the yachting press referred to the Osprey as having a "dated" appearance, this I feel is inevitable in a class where the leading boats and hence trendsetters, are up to five years old. However, I feel that perhaps the class rules and methods of introducing change are not conducive to producing a boat that has the necessary appeal to attract helmsmen from other classes, and if we are to get growth (or prevent a decline) I feel that we must aim to cream off those helmsmen from other classes who desire greater performance or resent having to change their boat every two years in order to remain competitive.

I don't feel that the idea of cruising helmsmen buying Ospreys and moving into racing is relevant, because if you wish to cruise an Osprey, although there are many suitable boats on the market, it is unlikely that these boats will be competitive without a lot of effort and money spent on them, therefore, if the transition is attempted it is not likely to meet with much success and even if it does happen, then the numbers involved are likely to be few and most certainly not enough to sustain the class.

So if the active part of the class, i.e. racing, is to increase, then the boat must appeal to existing dinghy sailors.

This may be done by having large competitive fleets that people naturally graduate to, or by having a high performance boat that is desirable and attractive. I personally feel that the second choice is the more realistic course we should follow.

So how can we improve the Osprey's appeal, yet maintain those qualities that are considered desirable such as long life, strength, good sea keeping, "proper boat" image and older boats not being outclassed?

I think that the above requirements can be met by introducing the principle of "Case Law" in order to allow "Cosmetic changes" and to give those who wish to keep abreast of current fashions a reason for changing their boat. It's a sad fact that if you wanted to join the Osprey class at the beginning of this season by buying a second hand boat, the most competitive boat available was at least four years old! You try telling an ex Fireball, 505 or Hornet helmsman, who is used to having a new boat every two or three years, that he will be winning in such a boat in two years time!

Over the last few years the change from Mk2 to Mk3, wood to glass fibre, has set standards that may be used as guidelines as to the degree of change relative to performance and appearance that is acceptable. However, I propose that the change between Mk2 and Mk3 was a one off occasion and that the standard should be set by the type of variation that exists between a wooden and glass Mk3.

I would like to propose at the next A.G.M. that the class rules be changed in the following manner:

1. General

    1. Same.
    2. After: "to the plans" Add: ", Case Law."
    3. After: "the measurement form" Add: ", Case Law."
    4. After: "Class rules" Add: ", Case Law."
    5. Renumber "6"

Add new 5:

a) Since it is unlikely that these rules can cover in detail every possible eventuality or permitted variation from the plans, builders are strongly advised to clear doubtful points with the N.O.A. technical committee before starting construction, to avoid the possibility of boats being subsequently outclassed.

b) When points are referred to the technical committee under rule 1.5 a) or by the measurer under 5.2, the technical committee shall interpret the rules, and notify the owners concerned and the RYA of its interpretation.

The technical committee's interpretation shall be valid until it is ratified or altered by the RYA Centreboard committee. Thereafter such decisions will be published from time to time as "Case Law."

6. After: "these rules" Add: ", Case Law."

10. Apertures in Bulkheads, Decks and Transom

It is proposed that the rule be re-written by the technical committee to allow more freedom for fittings to be recessed, control lines to run through the buoyancy chambers (without affecting the water-tightness of the chamber) etc. Control could be maintained by limiting the total area of such holes or recesses.

In addition to the above it is proposed that Rule 7 be changed to allow a composite boat consisting of: **Glass Fibre:** hull, bulkheads, centreboard case, forward spline, aft spline and side tank units. **Wood:** fore deck (including trim), centreboard case capping. Thwart and gunwale rubbers (part or whole).

The above changes when taken into consideration with the constraints of Rule 5. Measurement para 2 and the remaining unaltered class rules and measurements would, I believe, be totally in keeping with the intention of the class rules as laid down in National Osprey class rules 1. General para 1 (which incidentally uses the word similar not identical).

The freeing of the rules and giving greater responsibility to the technical committee, would, in my opinion, have a number of desirable results.

1. They would allow the Osprey to present a more modern

? ?



One of the main subjects of this photo is grossly overweight, knocking on thirty, almost obsolete, gives pleasure to virtually nobody and is only hanging on to life by a thread. The other thing is a Mark 2 Kestrel.

Editor gone Mad? Alfie? ?

appearance, yet still maintain those virtues that we all wish to keep.

2. Various anomalies would be removed, for example:

a) Since the introduction of the new rule relating to the mast gate area, and since there are not any up to date drawings of this area, this has allowed the introduction of the curved fore deck carline. This however does not mean that "anything goes" as the fore deck plan must still conform to the requirements of the class rules as to the position of the strut/carline etc. and yet has allowed attractive variations within the rules. It should be noted that had drawings existed then these variations would have been 'out of class.'

b) If you read the rules relating to apertures in bulkheads, transom and decks you must come to the conclusion that those Ospreys with spinnaker sheet leads under the gunwales are 'out of class' as the holes for the thro' the deck sheaves are not listed!

c) All those Ospreys with additional struts to support the front edge of the centre board case, toestraps or banks of cleats don't conform to the drawings and therefore are not in the strictest sense of the word Ospreys!

d) The driving force of the Osprey, its sails, are governed not by plans limiting how the sail is cut etc., but by class rules and measurements, yet all look like Osprey sails and all perform in a similar manner!

3. It would not be necessary to make a special rule, in order to introduce what may turn out to be a transient improvement, e.g. Rule 10.8 Spinnaker pole stowage in the front buoyancy tank.

4. Having given the technical committee the power to make decisions as to which variations from the drawings will or will not be allowed, it will be possible for someone building an Osprey to introduce those variations into his boat. At the present moment, if you wish to build a boat over the winter period and whilst so doing, think of a small improvement that everybody agrees is of real merit, does not go against the spirit of the rules, would not outclass any other boat nor be detrimental to the class in any way, the technical committee are powerless to give the OK until after the AGM, probably in August, long after the boat has been completed.

I hope that the above will give food for thought and if you have any views I would be delighted to hear from you as I am sure would the technical committee.

Appeal for Witnesses

LOVER IN LAW OSPREY 963 HOLED AT FILEY

After the practice race on Saturday, 31st July, 1982, coming into shore through the surf, Osprey 963 was severely damaged by Osprey 1141. Settlement of the insurance claim is proving difficult for lack of independent witnesses.

I would be very grateful if anyone who saw the events leading up to Osprey 1141 going out of control would contact me. In particular whether Osprey 1141 was involved in incidents with any other boats which would have compromised her freedon to manoeuvre, prior to the collision.

My thanks in advance to anyone providing any information which leads to a resolution of this problem.

Brian Littler
The Coach House, Horsham Road,
Steyning, Sussex.
Tel: Steyning 813953

Racing; Results and Reports

1983 NATHAN PURSUIT

It's 12.30 on 26th of March, and just as I climb up to the lake level the race starts. Two cadets, followed by four Mirrors, set out across the empty water. I've been there, and the pressure is on even when the fast boats are still on their road trailers. Alfie and Richard base themselves by the club, and both boats are being assembled. The Mirror National Champion overtakes the infant cadet sailors, as unfamiliar boats like Fleetwinds and British moths start. Both boats are now fully rigged and being checked, and the club is full of supporters, like racegoers, 'spotting form' from the list of competitors.

The up and down 3-4 wind seems to be easing as G.P.s and Ents set off, and Alfie and Paul leave the shore. Richard and Nick go out too, to get the feel of the day, as the leading mirror finishes the first lap of the long, complicated course. Over an hour into the race and the two Ospreys start, Alfie to leeward, but slightly faster than Richard. At the windward mark the black and green kite is up 50yds in front of the orange and white, and the 505s are on their way.

With two hours before the finish the supporters think of food, drink, and conversation, with the backdrop of 150 of the best dinghies in the country. Occasionally the P.A. tells you something, or you see that Alfie has squashed all but two of the fireballs. Half past three, and the sun comes out, followed by the NOCA supporters (The Black Dogs, Jayne, and I) who sit on a trailer by the waterside. (Jenny sits in the car and eats sandwiches with the inlaws, Richard's dad offering comments on the uselessness of his offspring).

The wind has dropped, and there is no way a fast boat can win, a moment of gloom as the first 505 pulls away from Alfie after a lap of boat-for-boat racing, the first topper is remorselessly eating away at the mirror, with a huge gap before the rest of the fleet. Five minutes to go and Alfie passes the club about 30th, and the topper takes the lead. Richard and Nick go past, go for a late overlap and take a whole group out as they round, but it's over, another major pursuit won by little boats. Prizes go down to 20th, Alfie up to 25th, Richard about 40th, the day showing that watching sailboat racing can, at times, be more exciting than watching the paint dry, or the grass growing.

ROYAL LYMINGTON EASTER REGATTA

The major highlight of the event was Basher's thank you speech on behalf of the competitors; well he had to do it, being the winner of the premier class on this occasion, or that was the convincing story I heard. He overcame raucous adulation from the floor where most of the fleet seemed to have ended up.

Although the fleet was small, the racing was enjoyable, the final placing after five races all depended on the last race. Richard and Oscar both having 4¼ points each at the end of the series, Oscar lost on discards by ending up on the calm side of Lymington River and placing third in the fourth race. He has my sympathy, but you must pay homage to the Lymington Wind God - ritual to be devised - ideas on a postcard please.

The wind during the meeting was typically variable, after our start on Sunday, when we and the 505s were attacked by a sudden vicious line squall half way down the river, and the

racing for all other classes was cancelled due to lack of wind! My own most striking observation from the weekend was that the water is still very cold.

Final Placings: 1. R. Marshall 1195 4¼pts; 2. O. Chess 1161 4¼ pts; 3. P Stubley 1138 14 pts.

Good Sailing, Dave Burden.

OGSTON OSPREY OPEN - WILKINSON SWORD SERIES NO. 1

April 23-24 1983

Sixteen hardy Ospreys turned out on the first day with a seventeenth on the Sunday to enjoy the first of our major series events, the Wilkinson Sword Trophy.

The weather, albeit sunny, proved despicable in terms of wind direction. The ordered South Westerly force 3-5 failed to materialise despite the writer's new persian prayer mat. Perhaps praying to Mecca in the east was not such a good idea after all as the wind set in from the east - maybe telling me something; still everyone had the same problem, if not the same expertise.

The turnout was nearly totally northern with the exception of our beloved National Champion; the Lady of the Night from Creeksea and Dusty Marshall with supporting secretariat. It was disappointing to see a lack of Stewartby, Poole, Shoreham and the other Boyo's from the west, but I understand they don't sail until June - what a waste! The talent from Blithfield who sail all year round showed even the Home Club up with a maximum of six, leaving a further six to support their general series. Enthusiasm of this strength is commendable and Alfie and Co. are to be congratulated. (Black Dog already has a fan club).

The racing was split into 4 races, two on each day. The first being sailed in a very fluky wind which gave either a dead stop for some, or trapezing for others. Alfie led from the start with a battle for second place between Mike M. and Oscar C. finally resolving itself with Oscar second, Robert S. third and Mike fourth. By the last lap of the 4 lap race the field was a little spread. Some of us inspecting the natural history of the place - for the umpteenth time.

The second race was a 2 lap race with even more vagaries of wind direction and Robert S. got away to be never seen again. Jan's expertise in these conditions never faltered and Alfie finishing second must have thought he was carrying a certain black hound, whilst the striped cat directly behind could only purr into Oscar's lap.

The 'Northern' Northern lot threatened but Sunday Christenings obviously deserved more attention than an improvement.

Hope it was a dood day Peter - getting wet inside made up for your crew's diligence on Saturday Evening and his shapely crew on Sunday morning.

Saturday night was disco night, following a very good dinner prepared by our hard working girls. Everyone who stayed thoroughly enjoyed the wine and song except the psychiatrist who seemed to leave three hours before the rest of us sampled the floor (surprisingly soft after 'y' pints).

Sunday morning dawned in sunny splendour with breakfast served by certain locals to a rather bedraggled lot, and the first race started at 10.30 a.m. The wind was in similar direction with a fresher attitude to the day.

The Picker got away early with Hogus Pocus following and Dusty giving chase, their positions only changing on the third lap. The Shifter, after a poor start, managed to creep to fourth but was unable to shift his fellow club member from the next position. Meanwhile the Lady of the Night crept from a lower slot to fifth.

One could ask at this point where the resident psychiatrist was in all this, but evidently morning surgery (or was it sickness) seemed more profitable. I have heard though that this was a serious tactical plan to unnerve the opposition and study the topography in detail from the sanctuary of the O.D. Hut as well as learn the secrets of our fascinating lake. (Oh, but it were the sea!) The rest of us had intriguing battles with the wind and each other, although some of us having thrown away the prayer mat were desperately praying to prayer wheels - with little success I might add.

The race ended with Oscar first, Richard second, Geoff third, Alfie fourth, Robert fifth and our very own Dennis sixth and Robert seventh. Roger and John in 1031 suffered further hard luck and had to retire although the efforts of glueing and stitching the bottom by Robert had cured the previous day's ills. Again thanks to Robert - furniture and boats float in his veins, bless him!

At this stage a break for lunch left Alfie, Oscar and Robert all with a chance of full honours. The sun continued to shine and the wind tended to drop a bit.

Battle commenced and Oscar led from the start with Alfie following and Richard third. Robert completed the first lap as fifth to Geoff's fourth and the two changed places on the third. The race between the rest was interesting to disappointing depending on the position, but the writer, suffering from too much something or too little practice, did observe some very interesting behaviour from Langs Entrepreneurial Empire.

Having successfully (by dubious means) overtaken the writer, preceded by diligent surgery in removing the top spinnaker halyard pulley on a three sail reach with valiant son complaining vociferously about the (x) signed pound notes from Filey's gambling casino (referred to in previous publications) having finally come home to roost (much as dead albatrosses or is it *ii*) could do nothing to help. In fact, the pained look on the captain of such a worthy craft was actually heard to say 'It won't come.' The ducks were not impressed by such musings, but did have the tenacity to follow to the corner of the lake to get a closer view of the more protected species of their birdhood undergoing a rapid but protracted overhaul to no avail.

It is as a protagonist of expertise in other fields (certainly not this) the writer was of the opinion that surgery at this level should be, perhaps, left to those qualified to do so and not those who sell the policies to the specialist. Still first hand knowledge is a virtue and no doubt will be a saleable commodity at our next dual.

The whole of the second day was witnessed by our resident tele' photographer producing some good viewing time by the intricacies of Japanese Technology. The writer having bribed same managed to appear with regularity although the rest had a fair showing. This film is beind edited and no doubt will be available for future abuse.

The final results left Oscar and Tiger in the money with

Boat No.	Helm	1	2	3	4	Best 3 Totals	Pos'n
1161	O Chess	2	3	¾	¾	3½	1st
1184	A Hawksworth	¾	2	4	2	4¾	2nd
905	R Shaw	3	¾	5	4	7¾	3rd
1195	R Marshall	6	9	2	3	11	4th
1153	G A Stubbs	5	6	3	5	13	5th
1178	M Mooney	4	5	17	6	15	6th
1205	K Gibbons	8	11	8	7	23	7th
938	D West	9	10	6	9	24	8th
903	D Norris	10	7	9	10	26	9th=
1090	R Burdekin	14	8	7	11	26	9th=
1163	P Northern	7	4	17	17	28	11th
1194	J Hayhurst	13	14	10	8	31	12th
943	S W Sharp	11	15	13	12	36	13th
760	B T Butters	16	12	12	13	37	14th
1122	I Madeley	15	13	11	15	39	15th
1031	R Blaice	12	17	15	14	41	16th
853	J Lang	17	17	14	16	47	17th

Alfie and Paul second, Robert and Jan third, Richard and Nick fourth - Well done chaps.

The rest of the results are as listed.

In conclusion the writer hopes everyone enjoyed themselves as he certainly did, thanks for coming and making it a success. 1984 will see a repeat on the same weekend with hopefully similar hospitality and an even better turnout.

Ian Madeley Ogston

MENGHAM OPEN

May 7/8, rather uninspiring turnout by only a dozen boats, thank you to everyone from Lym, and especially Shoreham which is only twenty odd miles down the coast, who didn't appear - good for the Blithfield bombers for making the effort.

Saturday 4/5, short steep chop Marshall smirking around the boat park, takes two firsts with ease. Osc, Trev, Rob Shaw in that order in both races

Sunday bizarre weather in morning, Osc leads, huge squall at beginning of second beat with 40 degrees shift puts Mike Lambert in Malaboo way in front, and wind drops to almost nothing, Osc creeps up, as do Nick and Jayne, sailing 1195, as Wretched had nappies to wash. Back for the last race and smelling faintly of dettol, Richard revels in the renewed breeze and wins again, leaving Osc and Tiger squashed into the pooh in no uncertain terms.

HAMBLE SCRAMBLE 1983

Five Ospreys assembled at Lymington on a bright sunny Saturday morning. Nick and I raced down from London, arriving at 8.30 to be on the water by 9.30, and still screwing bits on after the five-minute gun.

The start was good, SW Force 2-3 breeze, so it was a lovely spinnaker reach all the way to Hamble. We held off the 505, sailed by John Claridge, for a while but Pete Stubley and Mike Corbin raced away very quickly. The 505 then, with a sudden burst of speed, got past as did the ex-Rob Hunt machine (now painted a vivid green and called Lethal Lime) sailed by the Smoker brothers. We held 'Two's Company' until the end. The finishing results were :

505	Claridge
1138	Stubley
1165	Corbin
936	Smokers
242	Us
744	Two's Company

although an Oxeybird won on handicap. (We were 6th I think, just beating the 505). Anyway, the whole trip had lasted just two hours, so we were in Hamble well in time for lunch. Most of us slept and drank all afternoon, then ate and drank all evening. Some stayed in beds, others on the floor of the Hamble River Sailing Club, (very comfortable if you pull the chairs together).

After breakfast next morning, we carried all the boats down to the water to sail out of the river for the start of the race back, at 12.00. The wind had increased to about a 4, the skies were grey, and wind direction the same, which meant a beat back. I'm not sure what the finishing order was, being too far back to see. However, again we were not last, and the sail was most enjoyable.

I'm not sure who won everall, probably an Oxeybird on handicap, (as usual).

HORNSEA S.C. OPEN

June 4/5. 16 boats, fluky conditions, won by unknown Welsh outsider, John Marsh, after more off-the-water confrontation than on. Alfie, John and Richard all involved in protests, shouting on slipways, red faces, with veins sticking out etc. Eventually John, Alfie, Richard, Mike Mooney. Good turnout of local boats, event enjoyed by secretariat for reliving memories of wild, youthful antics.

Club News

S.M.Y.C.

An air of expectancy has descended around Shoreham (no the boys haven't been at it again!) The arrival of Colin Popple's new boat is now imminent. The hull has been built by John Claridge, (of Moth fame), and decked by Laurie Smart who has produced some superbly finished Merlins, so it is bound to look very SMART. What with Colin's previous involvement with Fireballs and 505s, the new machine might not be immediately recognisable! In the meantime, he has been campaigning Whispering Glass, and assisting with some tuning up sessions just to keep his hand in. Brian Littler's start to the season has been somewhat delayed; probably due to a run on broken jaws that need putting back together. Brian's Lover in Law had a couple of main arteries severed during last year's Nationals, which were dealt with during last year's winter at the Westerly Clinic. Knowing Brian's preference for keeping his boat extra light, it will be interesting to see if he has used the opportunity to have some of the excess fat removed.

We are looking forward to welcoming as many visitors as possible to our Open Meeting on July 23rd and 24th, and, of course, the National, starting on July 31st.

OSPREY GOSSIP - FROM STEWARTBY

The pre-season warm up series did not attract many Osprey sailors this year, most saving themselves for the real thing and confining their activities to the bar area.

Pre-season gossip centred around boat preparation and tuning topics. Ron and Janet Evans spent the Spring giving 809 a new paint job, having removed about 10 coats of old paint to reveal a very sound hull (must get it reweighed!). Peter and Roger were rumoured to have some new fast Hood sails, Phil and Ian were probably detuning 1172 so they can sail with the rest of us, 1141 was rigging a Procter Epsilon mast and sporting a light-weight helm (thank you 'F' Plan diet).

Class racing got under way on 3rd April with Phil and Ian taking first blood. So far three other boats have had wins: Peter and Roger, Ron and Janet, Glen and John, with seven different boats taking to the water, unfortunately not all at the same time. Phil and Ian are leading the series at the moment.

There seems to be a rekindling of interest in the class again, one helm defected to the Laser class over the winter although the boat has remained in the Club. Despite an outbreak of back injuries confining some Ospreys to the dinghy park, I am hopeful of getting ten boats on the water during the season.

Hope to see many of you at the Stewartby Open on 15/16 October.

1141

WELSH & MIDLANDS, YARMOUTH.

May 21/22, 20 boats, 3/3 races. As weather odd again, we win with 1,1,3, and I, and the other competitors expect a report from someone from Yarmouth for this event. Results:- Osc, Mike Mooney, Richard Marshall, Alfie.

ASSOCIATION INFORMATION

NEWSPRINT

1. NEW BUILDER

At the dinghy exhibition a specially convened meeting of Trevor Brown, Ian Proctor and (I think) Ken Kershaw, decided to licence Martin Creasey Boatbuilders as the new glassfibre osprey builders. Since then the moulds have been collected from H.P.S. and, after extensive cleaning and renovation, are being installed. Rumour and hearsay had it that H.P.S. had them in a corner of the yard covered in muck and odds and sods. By the time this is out they will be ready for use, and Martin can be contacted on 0202 672295 for details of the prices and specification.

2. A.G.M.

Tradition says that this is held after the Tuesday race at the Nationals, and who am I to say otherwise? Please attend the meeting, the Assn. is the sum of all its members; let your opinion be heard too. Trevor is developing a good style in the chair, unless he holds strong views on the subject under discussion.

3 CHANGE OF F.C.

Dave Burden has taken over as headman at Lymington; all correspondence (including discussions on tiebreaking systems) to him at 4 Copse Avenue, New Milton, Hants, BH25 6ET. New Milton 611242.

4. CHANGE OF TREASURER

Dave Hill wishes to retire as treasurer, and Graham Mant has indicated a willingness to replace him. This has to be ratified by the membership at the A.G.M. and NOCN sees no reason why not. Graham is a financial whizz-kid of some stature, once rang me for Marshall's phone number because he had someone wanting to buy a mechanical digger and had X thousand pounds waiting!

5. STOP PRESS

Membership now over 100. Hooray, may there be many more!



1983 SKANDIA LIFE OSPREY NATIONAL CHAMPIONSHIP

SUSSEX MOTOR YACHT CLUB 31st JULY – 5th AUGUST

ENTRY FORM

Please enter Osprey Sail No.....

Name.....

Helmsman (Full name in caps).....

Address.....

.....

Tel. No.....

Club.....

Crew.....

I agree to be bound by the racing rules of the I.Y.R.U. by the Prescriptions of the R.Y.A., by the sailing instructions and by the class rules. I declare that I hold a current and valid certificate of Insurance which covers me whilst racing and that I will continue to do so for the duration of the 1983 Skandia Life Osprey Championship.

Owner's Signature.....

Date.....

Entries to be sent to: C. Popple, 38 Oldfield Crescent, Southwick Sussex BN4 4FZ.

Cheques payable to Sussex Motor Yacht Club (Osprey Championship Account)

	£	p
Entry Fee £30.00	.....	
Late entry (after June 31st) £37.50	.....	
Functions: number of tickets required		
Swinging 60's @ 50p	.....	
Bar B Q @ £2.00	.....	
Buffet/Dance @ £3.50	.....	
Folk Evening @ £2.00	.....	
Total		

Racing — Psych yourself up!

IF

If you think you are beaten, you are
If you think you dare not, you don't
If you'd like to win, but think you can't
It's almost certain you won't
If you think you'll lose, you've lost
For out of the world we find
Success begins with a fellow's will
It's all in the state of mind
If you think you're outclassed, you are
You've got to think high to rise
You've got to be sure of yourself before
You can ever win a prize
Life's battles don't always go
To the stronger or faster man
But sooner or later the man who wins
Is the one who Thinks he can.

Anonymous

ASSOCIATION INFORMATION

SECRETARIES REPORT

So far this Season we have 76 full members, 11 club members, 10 support and one junior. Hopefully this will gradually increase as I visit Open Meetings and nap anyone sailing who is not a member.

Our new Licenced GRP Builder, Martin Creasey, has unfortunately not managed to mould any new grp boats yet, since the moulds are apparently in rather a state after being left outside. Let's hope he gets them cleaned up and starts production quickly, so that we may see some sailing before the end of the Season. There is certainly a lot of interest around at the moment, which I am scared we will lose if we don't make something happen soon.

Turnouts at Open Meetings this year have, so far, ranged from 10-18 boats - the same stalwarts each time, with a few local boats. Nothing very exciting, but it's early days yet. Shoreham, together with Skandia Life, are soon going to be sending out posters and publicity etc., for the Nationals, in a big final publicity drive to try to get the turnout of this year's Nationals up on the last few years. Please try to come along; it will be good to see some new faces, as well as the old favourites.

I have been kept busy on the telephone at home recently, people enquiring after new boats, boats for sale, secondhand, etc. There seems to be a marked rise in the number of people writing in to join having just bought a second hand boat, this must be due to people who sell persuading them that it is a good thing to join.

Just think, if we didn't have an association, we would have no newsletters, no Class Open Meetings or Nationals; and even if you do not take an active interest in racing yourself, I'm sure you agree, it would be a great shame to let the Osprey Class die out altogether. But to keep going requires effort, on EVERYBODY'S part, to support Clubs hosting open meetings, to support the newsletter by writing articles and sending them off to Tiger, to encourage the Osprey at Club level, and finally, to support the Association by paying the subs. promptly and encouraging others to do the same.

I enjoy my role as Secretary, and certainly do not see it as a chore, except when I have to ask someone for subs (please Fleet Captains, if a new Osprey has recently joined your club, could you do the dirty work for me).

Luckily, the Osprey Class is blessed with a growing nucleus of enthusiastic helpers who keep the show on the road. The Dinghy Exhibition Stand, which seemed a mammoth task to organise, came together very well, with teamwork, and very grateful thanks to Rob Shaw and the Creeksea Crowd, who built the stand and set it up on the Friday night. Thanks also to Mike Corbin and Oscar who brought their beautiful exhibits for display. The stand looked very attractive. It was very busy, frantic at times, the takings were good, with Sweatshirts and old newsletters selling like hot cakes. Thanks very much to all the Osprey sailors who looked in and lent a hand - we knew when the Blithfield Coachload had arrived - everyone suddenly went very quiet and had their noses buried in the latest newsletter, which Alfie had brought down, hot off the presses. I certainly enjoyed meeting all the interesting people who seemed to clamour for my attentions, the RYA, Y & Y (who spent time looking, but didn't actually write anything - where's the publicity man?), and someone from Rock SC who expressed an interest in holding our Nationals sometime. (I don't know how serious he was!) Anyway, it was great fun, and thanks to all who helped.

Please remember to let me know of any changes of boat-ownership, fleet-captaincy, etc., or anything else you think I should know.

I hope to see you all at Shoreham.

Good sailing. 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.

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:	Dave Burden, 4 Copse Avenue, New Milton, Hants. New Milton 611242.
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 0202 576337 1155 Chalet Gardens, 7 New Road, Bear Cross, Bournemouth, Dorset.
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	Good condition, needlespar, covers, trailer. At Winchester. J. Taylor, 01 839 4311 £175
839 ? 2	Cert. two suits sails, cover, trailer. Offers £600 07916 5211.
663 W 2	Westerly, Proctor, Seahorse, centre shute, trailer, trolley, good condition. £750 02372 77010.
840 G 2	Gmach Mountifield sails, Combi. £520 0705 732730.
1175 W 3	Creasey Proctors 2 genoas, cover, trolley, trailer. 0202 671069. £1290
383 W 2	2 suits sails, covers, trailer, must sell. 0525 60414 Offers £325
912 W 2	Westerly certificate, little used, 2 suits sails, cover, trolley, trailer. Offers £850 Birdham 512243.
700 W 2	Centre chute, proctors, 2 suits sails, combi. Hayling Island 5549. Offers £650
1082 G 3	Beautiful cond. all extras, trailer, trolley, ready for season. Cheltenham 22665. £925
1122 W 3	Well equipped, needle and spare procter E, 2 suits sails, over/under cover, trolley, deliver 200 miles. Ian Madeley, Sheffield 366873 £950
1165 W 3	"Movie Star" all varnished, excellent cond. More details from Mike Corbin, Lymington 75398.
???? W 3	Unregistered sister to 1165 and 1169, ready to fit out. Contact Duncan Macrae, 23 Rookcliffe Way, Milford on Sea, Lymington, Hants.
WANTED	Glass osprey fit for racing up to £500. D. Jones, 0202 514613.
WANTED	Boat for under £600 in good cond. preferably with trolley, trailer, intended for cruising, so older sails acceptable. Tel: Moriarty 01 438 2712 (Office), Esher 66226 (Home).

Please check recent newsletters for more boats for sale. Please inform the Association when you sell a boat and join it if you buy one.

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 and 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
Car bumper badges (3" dia. gold & blue, inc. fastenings)	£3.00
Stickers (3" dia. bird through insignia)	each 35p per 3 £1.00
Sweatshirts (State size)	£5.00
Old Newsletters (State which)	50p

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!

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1983 FIXTURES

July	2	Mounts Bay Regatta
	2/3	Mumbles Open
	9/10	
	16/17	Filey Open
	23/24	* Shoreham Open and Week ('til 31)
July	31/Aug. 5	SHOREHAM NATIONALS
Aug.	6/7	
	13/14	Sheppey Challenge (Open)/Poole Regatta
	20/21	
	27-29	Burnham Open and Week ('til 3 Sept.)
Sept.	3/4	
	10/11	B.S.C. Open/Sheppey Round the Island
	17/18	Mounts Bay Open
	24/25	* SOUTHERNS POOLE
Oct.	1/2	Lymington Open
	8/9	
	15/16.	Stewartby Open

Those events marked with * count towards the Wilkinson Sword Travellers Trophy series; the observant ones amongst you will notice some changes in the meetings for the sword; there are now six, with four to count; the old area champs. have been joined by the southern area meeting, hosted for its inaugural year by Poole - fitting as this is the home of our dynamic new Chairman, Trevor Brown. It is hoped that this idea will be continued into the future, and that the division of the country into three regions will be more realistic.

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

HANDICAPS AND POSITIONS
FOR GORLESTON OPEN MEETING
21ST 22ND MAY 1983

O'ALL POSN	HELMSMAN	BOAT.NO	RYA POINTS	OLD H'CAP	NEW H'CAP	H'CAP AFTER ADJ'T	H'CAP CHANGE	HCAP POSN
1	CHESS.O	1161	0.75	67	60	60	7	4
2	MOONEY.M	1178	2.00	222	155	155	67	3
3	MARSHALL.R	1195	3.00	99	104	104	-5	7
4	HAWKSWORTH.A	1184	4.00	80	91	91	-11	9
5	DYSON.P	833	5.00	396	325	325	71	***
6	GOODRUM.G	937	6.00	702	480	480	222	1
7	MANN.P	1172	7.00	351	354	354	-3	6
8	GIBBONS.K	1205	8.00	559	490	490	69	2
9	EDWARDSON.R	1103	9.00	284	301	301	-17	11
9	WILLGRESS.N	1167	9.00	425	431	431	-6	8
11	STUBBS.M	1183	11.00	396	413	413	-17	***
12	BLAKE.R	1031	12.00	429	448	448	-19	12
13	BROOKS.R	1206	13.00	521	537	537	-16	10
14	MADELEY.I	1122	14.00	736	739	739	-3	5
15	DUFFIELD.N	807	15.00	396	431	431	-35	***
16	SAVAGE.P	1019	16.00	396	435	435	-39	***
17	NORRIS.D	903	17.00	681	702	702	-21	13
18	WOOLFONDEN.G	866	18.00	396	444	444	-48	***

RESULTS COMPUTED BY COMSHARE FROM THE INT DART HANDICAP SYSTEM.

HANDICAP POSITIONS
AFTER
GORLESTON OPEN MEETING
21ST 22ND MAY 1983
(HANDICAPS INCLUDED FOR ENTRANTS IN 1983 ONLY)

	HELMSMAN	BOAT NO	HANDICAP	LAST RACED
1)	CHESS.O	1161	60	22 MAY 1983
2)	HAWKSWORTH.A	1184	91	22 MAY 1983
3)	MARSHALL.R	1195	104	22 MAY 1983
4)	BROWN.T	1187	135	08 MAY 1983
5)	MOONEY.M	1178	155	22 MAY 1983
6)	CORBIN.M	1165	159	04 APR 1983
7)	SHAW.R	905	220	08 MAY 1983
8)	HAYHURST.J	1194	290	24 APR 1983
9)	BRAYE.P	744	290	04 APR 1983
10)	EDWARDSON.R	1103	301	22 MAY 1983
11)	DYSON.P	833	325	22 MAY 1983
12)	STUBBS.G	1153	348	24 APR 1983
13)	LAMBERT.M	731	348	08 MAY 1983
14)	MANN.P	1172	354	22 MAY 1983
15)	BISHOP	735	354	08 MAY 1983
16)	STUBLEY.P	1138	360	04 APR 1983
17)	PERRY	700	360	08 MAY 1983
18)	PEARCE.H	242	365	08 MAY 1983
19)	STUBBS.M	1183	413	22 MAY 1983
20)	OGGYONE	1090	427	24 APR 1983
21)	WILLGRESS.N	1167	431	22 MAY 1983
22)	DUFFIELD.N	807	431	22 MAY 1983
23)	SAVAGE.P	1019	435	22 MAY 1983
24)	WOOLFONDEN.G	866	444	22 MAY 1983
25)	OGGYTWO	760	446	24 APR 1983
26)	BLAKE.R	1031	448	22 MAY 1983
27)	SHARP.S	943	476	24 APR 1983
28)	LORRIMAN.R	1163	479	24 APR 1983
29)	GOODRUM.G	937	480	22 MAY 1983
30)	GIBBONS.K	1205	490	22 MAY 1983
31)	LANG.J	853	492	24 APR 1983
32)	WEST.D	938	499	24 APR 1983
33)	BURDEN.D	738	512	04 APR 1983
34)	BROOKS.R	1206	537	22 MAY 1983
35)	WILLIS.K	1203	545	04 APR 1983
36)	ANGRAVE.P	1155	557	08 MAY 1983
37)	FENSOME.D	9031	585	24 APR 1983
38)	NORRIS.D	903	702	22 MAY 1983
39)	MADELEY.I	1122	739	22 MAY 1983