National Osprey Class Newsletter



Issue: 1283

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Editorial

This is usually the last bit of each newsletter that I do, so this is the last article I shall write as editor. This issue is again late, it should have got to you all two months ago, so the time for a change has definitely come. Before I say anything else, I would like to express my sincere thanks to Alfie and Hilary Hawksworth for their help and incredible patience with me, and my ancient typewriter, over the last two years. A free advert is called for, so all you with positions of power in this world please pay heed and contact Hawksworth Graphics & Print for your club and business requirements, and pay the man back for all his help, as long as it's not sufficient to buy him a new boat!

Talking of new boats, I feel that the position will be made very much clearer at the committee meeting on Saturday, and a statement will be included elsewhere in this issue. There has not been a committed glass builder since 1978, when boats such as the Picker, Insoluble and Moonshadow were the last out before Ken Robertson hung up his mat roller. That may seem a forceful statement, but I have seen the light, and I can see the future, and a little man with long hair and a world championship title under his belt is ready to build as many boats as he can sell, and if they are to a similar standard to his other products, then it won't be his fault if there is not a sharp increase in the number of new boats.

The last editorial mentioned the America's Cup, and events in September showed that yacht racing can be national news, even when they don't know what they're talking about. I found a glory at work as someone who could give a commentary from the inside; did anyone else get that? The last race showed me that those who watch other games on the box are not utter idiots, and the news that the Australians had won had me dancing round the living room like any football or rugby fan. But will the Aussies stipulate that the next races are to be sailed in 18 foot skiffs?

The season was made for John and Mal by finally winning the Nationals, and I would rather have lost to them than anyone else; the man has been trying for so long, and finally he did it, in fine style. Looking to the future, and next year's championships at Tenby, I hope that for the good of the class that there are new faces at the top, and that different people win every race, rather than the dominance of one, or a small group of boats at the top. I also hope that the Sword Series is given more stature, perhaps the Assn. could come up with a few prizes, say something for the first five overall, to encourage teams to make the effort to quality, even if they don't do all six events.

Finally, thanks to all Assn. members for putting up with me for so long; I am sure Dave Norris will do the job much better, and more in tune with the majority of the members, and with more commitment. I shall certainly submit articles to him for future newsletters, and they will be typed, on A4 paper, and reasonably well spelt and punctuated. I hope a lot more members will take heed and follow in this example, after all, it is the Association's newsletter, and can only be so if the Association as a whole contributes to it.

Info

The new Editor is:

DAVE NORRIS,
162, Amblecote Road, Brierley Hill, W. Midlands.
Tel: Brierley Hill 71633.

Next Time

The next issue is as much of a mystery to me as it is to you, and I am really looking forward to it!

Cover Pic

1983 Nationals Winners: John Marsh, Malcolm Smith and Blue Moon (Datchet '81).

Dirtdigging

Blithfield, where's that? After all the tremendous publicity and a good weekend, no report. Tough, we didn't win so I'm not saying anything else! *STOP PRESS — IT'S ON THE CENTRE SHEET*
Mumbles similarly, although only a few boats. Chess saw the wisdom of an intelligent crew, when his brother sailed in the last race. We had a foretaste of Shoreham at the Open, lots of bother with Alf, but the wire broke, and then Paul fell in the water, and things got better from then on. The man charging for sails at the Nationals provided entertainment just like the car park man in Tenby (not for the 1984 Nationals), we avoided him all week with more and more spurious excuses until he found us after the last race; good thing we weren't John and Mal just losing the championships!
Bit of a rest then, as is tradition, Chess goes off to J24 sailing, more people to shout at. I took my laser to Saundersfoot and beat ospreys over the water, camped next to the Doggs, listening to the beast eating children and drinking blood, only two thicknesses of nylon away. A figure from the past was there, Alister Mckay, and he and the Doggs, and Tony Phillips (who?) had tremendous racing, while I stuff Clare and Neil. Tony Phillips is a mythical Welsh Osprey sailor, bit like Tony Powell or Alan Bevan and he won the first ever Champs back in the days when Bill Owen and Keith Gibbons had their own hair. He hopes to prove next year that 30 years of osprey sailing in one area is enough to win the champs again.
Down the pond on a dirty day, the local heroes show that they don't need to travel for good competition; Murray, Harold and Colin all up and down with the rest of us.
The next meeting was at the unusual venue of Lymington Church, but was attended by more welsh osprey sailors than most opens, as Jayne made an honest man out of Nicky Willis. Much magnificence - food, drink, speeches, M. Corbin trying to get rid of the other two daughters together as a matching pair and a drunken welsh preacherman telling stories of Nicky's youth, but he stopped before he got to the one about the nurses home, which was a shame because Stacey and I were going to join in on the punch line. Suave Simes was again doing the dirty work for Corbs, and the strange thing was that they principle actors were all in fancy dress, and they all used the alias of "Moss Bros" to avoid detection.
What was Simes doing at Lymington for the J in B, Southern Area fortified cider throwing competition? No, not on the Saturday night, that's his business, but on the water. The wicked Johnny, having had a tiff with the faithful Mell, who wanted to spend the weekend sailing on the beach 'Duw mun, you try gybing at 50 m.p.h,' had seduced Simon into crewing for him. When Johnny asked me for a date, Glenys James said he'd go straight back and tell Mell and promised that my eyes would be scratched out, or my legs broken, but the course of true love seldom runs smooth, and I expect they made up in the end. John said he'd take me away somewhere wonderful, and show me the world, but all I got was a weekend near, not even in, Southend. It's very nice he said, but our room was so small and we couldn't see the sea, even when we were on it. The natives spoke in a funny way, and it was cold, but John was kind, even though I couldn't manage all the strange positions, especially the one he so enjoyed with the strap for the toes.
The Open at Stewartby was good fun, none of the tedious rigging the boats or struggling into strange clothes that so often happens, instead we got drunk, and watched sailing on a video, which seems to be a far better arrangement. The only competitive bit was the bowls knock-out in the evening, very interesting that; did you know that the game originated when Hugh Carter fell out of his cot and because he wasn't quite round then, he rolled in a curve, and so the game was born.
Finally, Nationals winners: 1. Malcolm Smith, Mumbles; 2. Glyn James, Mumbles; 3. Tiger, Mumbles; 4. John Prosser, Filey; 5. Nicky Willis, Mumbles; 6. Paul Green, Blithfield; 7. Keith Willis, Lymington; 8. Malcolm Palmer, Poole; 9. Steve Popple, Sussex; 10. Craig Somogy, Blithfield.

Credits

Credits to me for tidying all my stuff up for Dave, and to Mike Jakeways, Jayne, Roger Lilley and Frank Powell, Dennis West, Mike Goffe, John Lang and Peter Stubley

Fibres in Yachting by Peter Frearson of ICI Fibres Textile Centre

We calculated that about 5000 people must have visited us at the Dinghy Exhibition court and were immensely pleased with the amount of attention paid to the textile side of sailing.
With this large number of visitors, the number of questions asked was correspondingly large, however, there were some definite themes.
A common problem in people's minds was understanding the variety of materials found in sails and ropes, the different names applied to these products and the advantages offered.
I hope a few words on this subject may be of interest to readers.
All fibres have a generic or family name, the main ones encountered in sailing are polyester, polyamide and aramid.
We will consider polyamide first because in some respects it is the simplest. It was invented in the late 1930's in America and DuPont coined the name nylon for it, as being easily pronounced and remembered. Today nylon has slipped into the language in such a way that it has become the accepted generic name. Many companies make nylon and as few trade names are applied to it, it is difficult for the consumer to tell the difference between products.
For instance, ICI make a special high tenacity nylon yarn for parachutes and spinnakers but a weaker product designed for jacket linings could look just as good in a rip-stop cloth. Only after a few outings would the sail's performance start to show which was the best cloth for the job.
Nylon fibre is strong with a considerable amount of elasticity which gives it a high resistance to shock. It is used therefore in things that make the most of this property, e.g. anchor ropes and spinnaker type sails.
Polyester is rather more difficult to discuss as it is often known by a trade name and it occurs as film as well as fibre.
"TERYLENE" polyester fibre was invented in Britain and ICI acquired the world rights (except in the USA) in 1947. Since it went into full scale production in the 1950's polyester has steadily displaced cotton as the most commonly used material for sail-cloth. TERYLENE polyester yarns have many advantages, the main ones being its strength and its resistance to stretch, which make it ideal for maintaining the specific shape introduced by the sailmaker.
Once again the manufacturer can influence greatly the properties of the polyester yarn during production. However, yarns engineered for high performance standards are normally identified by a trade name. In ICI's case TERYLENE. Some of the other polyester on the market include Dacron from DuPont, Trevira from Hoechst and Diolen from Enka.
To assist the structure of a sailcloth to resist distortion, it has been common practice for several years to resinate fabric. The amount and type of resin applied varying with the designed use. More recently laminates have been produced where a polyester film is bonded to cloth to achieve the same result. In many cases the laminated cloths have become known by the trade names of the polyester films from which they were part made e.g. Melinex from ICI and Mylar from DuPont. As this type of cloth continues to develop, many of the sailcloth manufacturers are providing special ranges identified by their own product name.
The latest fibre to appear on the sailing scene is called Aramid, the best known being DuPont's Kevlar. This new yarn has a tremendously high resistance to stretch but does not react so well to flexing and UV light.
It has found a natural use in ropes, where it can become the core wrapped with a polyester sheath, providing light weight "zero" stretch halyards; and as weft in some laminate cloths to provide a stable leech on high aspect ratio mainsails, although the proposed ORC ban could delay its development in this field.
It is difficult to provide short answers in what is actually quite a complex area but I hope readers will have found this of some interest.
This was the first year that ICI Fibres had formed part of the technical section of the London Dinghy Exhibition and we would like to thank all Dinghy Sailors who visited us. We were really impressed with everyone's enthusiasm and the great job the RYA did in organising the show. Class representatives were certainly a credit to their members.

CLUB NEWS
Ogston Sailing Club

This year has been somewhat disappointing in that the osprey membership has now dropped below our revised fleet status qualification of ten boats.
The members still sailing have been Dennis West and Carl Gorner in 938, Bob Brodkin and Sharon Mather in 1090 with yours truly with one foot in either 1122 or 905 depending on the weather. Others have put in vague appearances but with no real persistence which is unfortunate, as these people could have saved the fleet status by sailing enough to qualify.
The Osprey Open earlier this year is well remembered and the club is looking forward to next year's visit, already partially arranged. Please make a note of the 15th/16th April, 1984 which will see a full lake and a well stocked bar.
This year's results are not yet available but it would seem that 938 has again triumphed. Next year's club racing will be on handicap with flying fifteens, which should be interesting.
As far as the club generally, the 505 lot are very successful, taking considerable space in Y and Y, three of them being ex osprey sailors. Lasers and sailboards continue to proliferate, pinching potential osprey crews.
However, a pleasant year, and looking forward to a more successful one in 1984, both at home or on the circuit.

Ian Madeley, Ogston F.C.

A CAUTIONARY TALE FROM THE APOCRYPHAL SECTION OF THE OGGY BOOK OF NURSERY RHYMES

"That was the week that was"

We spent a week at Shoreham and when all was done and said,
One ought to heed the omens - I should have stayed in bed.
For, first of all, a trolley wheel fell off on the M1,
I'm told it cleared the northbound lane and God knows where it's gone.
At least it didn't hit someone - a case of perfect timing,
T'was last seen heading S.S.W., at forty feet, still climbing ...
When we arrived we fixed that up and then we rigged the boat,
At one o'clock on Sunday we promptly were afloat,
A hot and sunny afternoon - light breeze - and pretty flat,
So he postponed for hours - my crew said, "He's a ------ waiting for the wind to change."
And when the beat became a reach they finally let us go,
My crew, offensive little sod, said, "There, I told you so!"
But as we rounded the first mark, and just about to tack,
There was a lot of hooting ... and then it all went black ...
We splashed about - we swam a bit - the water was sublime,
And doesn't time go quickly when one's having a good time?
We totted up the damage as they towed us in at last,
The rudder snapped, the kite in shreads, a somewhat mangled mast.
But looking on the bright side, as survivors really oughter,
I checked if it was tea time - but my watch was full of water.
The coastguard verified Force 9 - where we were it was 10!
But we sorted out the debris so we could sail again.
We bought new bits - we borrowed some - felt better at this juncture,
But when I got back to the car I found it had a puncture ...
- A new day dawned - and we were set - no doubt defying fate,
And willing friends unbent the mast (now both bits are quite straight).
And we thought things must get better but soon found they would not,
'Cos Moonlight Madeley beat us - yes - four times on the trot.
That was the cruelest cut of all - perhaps an Act of God,
And as he'd lent us his new mast, we couldn't sink the sod.
But beaten by Old Biggles - one must play the hand one's dealt,
And grown men shouldn't really cry .....
- but I know how Oscar felt.

Dennis West, "Kindly Light" 938
Ogston S.C.

P.S.
So will we go again next year?
Now who would risk a bet?
Perhaps we'll get a brand new boat!
We're not all locked up yet .....

Design & Build a Dinghy for under £200

**The RYA London Dinghy Exhibition,
Crystal Palace National Sports Centre,
10/11 March 1984**

Following the success of the 1982 competition for a single-handed dinghy costing under £100, there will be a new competition for the 1984 Exhibition for a two-handed sailing dinghy for under £200.

COMPETITION RULES:

Competitors must design, build and present a sailing dinghy suitable for at least two adults.
The cost of hull, spars, sails and fittings shall not exceed £200 and entries must be accompanied by an accurate costing.
The costing shall be supported by all appropriate invoices and receipts which shall indicate that all materials used in the construction of the dinghy, whether purchased new or second-hand, were obtained at a proper market value.
Dinghies must be comprehensively tested by their builders before judging commences and only materials readily available to amateur builders may be used.
The judges will bear in mind the true cost of materials utilised in the construction. Accepted entries will be displayed at the RYA London Dinghy Exhibition. The winner will be awarded £200.
Entries will be judged on their seaworthiness, appearance, durability and low costing.
The presentation should include full details of the constructional methods used.
Final judging will take place from the entries brought to Crystal Palace National Sports Centre by request.

ENTRY FORM:

This form should be submitted to Peter Waring, Development Manager, at the address shown below, by **Monday, 23rd January, 1984.**
Details of entries including drawings, photoghraphs and costing should be submitted to the same address for preliminary judging before **Monday, 20th February.** These items will be returned if accompanied by a stamped addressed envelope.
Copyright remains with the entrant.
Entry is free.
Results will be published in 'Yachts and Yachting' in April.
The organisers cannot accept responsibility for damage or loss in transit or storage.
Accepted Entrants will be invited to present their dinghies for final judging at a venue and date to be notified.

PLEASE DETACH AND RETURN TO:
Peter Waring, Development Manager,
Royal Yachting Association,
Victoria Way, Woking, Surrey GU21 1EQ.

I wish to enter the RYA London Dinghy Exhibition Competition to build a dinghy for under £200. I agree to abide by the conditions as set out above and understand that the decision of the judges is final.

(Please use BLOCK CAPITALS)

NAME .....

ADDRESS .....

.....

.....

.....

Date ..... Signed: .....

Photographic Competition

**Organised in conjunction with
The RYA London Dinghy Exhibition
Crystal Palace National Sports Centre
10/11 March 1984**

Theme : Dinghy Sailing.

Categories:
(a) Black and White prints (maximum size 10" x 8")
(b) Colour prints (minimum 5" x 7" - max. 10" x 8")

RULES AND CONDITIONS OF ENTRY:

1. Entry to the competition is free.
2. The competition is for amateur photographers.
3. Each entry must be addressed to the Competitions Secretary RYA London Dinghy Exhibition, Royal Yachting Association, Victoria Way, Woking, Surrey GU21 1EQ.
4. Each entry must bear the name and address of the entrant on the back of prints.
5. Not more than four entries may be submitted for each category by any one person.
6. The closing date for the competition is Monday, 20th February, 1984.
7. The winning result will be published in 'Yachts & Yachting' in April 1984.
8. Photographic entries should not have been taken before 1981.
9. The organisers cannot enter into correspondence regarding the judges decision.
10. Prints will be returned if a suitably sized stamped addressed envelope is enclosed with the entry. Whilst every care will be taken, the organisers cannot accept responsibility for loss or damage in transit.
11. Copyright remains with the entrant but the organisers reserve the right to retain the material for display and publicity purposes.

Display: The prize winners and a selection of the best entries will be displayed during the RYA London Dinghy Exhibition at Crystal Palace on 10/11 March, 1984.

Prizes: There will be a prize of £25 for the winner in each class, and there will be further prizes depending on the number of entries.

Cartoon Competition

**Organised in conjunction with
The RYA London Dinghy Exhibition
Crystal Palace National Sports Centre
10/11 March 1984**

Theme : Dinghy Sailing.

Age groups :
(a) Under 16 on 1st January, 1984.
(b) Over 16.

CONDITIONS OF ENTRY:

1. On the **Front Top Right Hand Corner** of each entry **PRINT** the entrant's name and address.
2. On the **Back Top Right Hand Corner** of each entry **PRINT** either "over 16" or "under 16."
3. Schools submitting entries en bloc are limited to **8** cartoons per age group.
4. All entries should be sent or delivered by hand to the Competitions Secretary, RYA London Dinghy Exhibition, Royal Yachting Association, Woking, Surrey GU21 1EQ.
5. **The closing date for entries is 20th February, 1984.** The results will be published in 'Yachts & Yachting' in April 1984.
6. The judges decision is final and the organisation cannot enter into any correspondence regarding the competition.

Continued on Page 10

1983 SKANDIA LIFE OSPREY NATIONAL CHAMPIONSHIPS

Sussex Motor Yacht Club

Fifty-three boats reached the south coast for this year's Champs which were again sponsored by Skandia Life - what would we do without them? True to Shoreham tradition, the week left its mark on most of us. There won't be many who, whenever they hear a quick succession of klaxon blasts, won't now feel a cold chill pass down their spines! The blow by blow account goes as follows (subject to certain editorial licence).

Practice Race: Combined this year with the South Coast Federation Race to introduce a touch of local colour. Glorious sunshine and a gentle breeze greeted the competitors. There was a 90 minute delay while the wind moved through most points of the compass, died and finally settled to a 2-3 north-westerly, which allowed Frank Powell, who was race officer for this race (he obviously knew something we didn't!), to get things started. The port end of the line was favoured and the beat developed into a reach with Oscar first to pop his kite. Then came the klaxon blasts from a rescue boat speeding down the fleet. While the bemused fleet were trying to work out what was happening, the 40 knot squall arrived. It had passed along the coast, decimating a fleet of 505s at Bognor on the way. Those ospreys that had wised up to what was happening managed to get their mains down - most of the rest were blown flat. Fortunately local lifeboats, rescue craft and the helicopter rescue were in attendance. All were eventually accounted for, but not without a lot of damage to boats and equipment. Tony Powell broke his mast, which cost him a start in the first points race and, as it turned out, this may have cost him the championship title.

1st Points Race - Mounts Bay Trophy: The forecast was a NW 4-5 with the possibility of 6 during rain squalls. The now infamous klaxon was used after Robert Shaw had opened up about 2/3 of the gate, but this time it was only due to problems with the gate launch. Second time around, Pete Northern in Prickly Pair made an early start and headed out to sea. This paid off, and he was well clear at the windward mark, with Marshall and Popple behind. Marshall got through on the reach and Popple pulled through to second on the next beat. On the run Marshall and Popple went offshore, and Northern stayed in and was in front again by the leeward mark. Northern held the lead over the next triangle but then Marshall got through again on the next beat. Northern remained second until a massive and sudden header capsized him to windward. This let Popple through and he stayed second to the finish. Oscar Chess overtook the waterlogged Northern, for third and fourth place.

2nd Points Race - Martini Rossi Trophy: Some competitors had been quietly muttering about the delays in starting and some paid the price in this race. The prompt start left quite a few some distance from the start (not helped by the wind dying on the way out to sea) and a number were disqualified for failing to cross the gate within the required time after the path-finder was released. A big veer allowed the later starters to lay the windward mark in one, and it was Les Wall in Magic Dragon first on to the reach. Tony Powell took the lead as the reach turned on into a beat. With the wind freshening, Pete Northern was second to the leeward mark and John Marsh fourth. The friendly southern climate threw rain squalls, thunder and hailstones at the fleet which made the marks almost impossible to see for a time. Marsh took second place on the dog leg to the hitch mark, but by this time Tony Powell was almost a leg ahead. Behind Marsh and Northern there was very close racing between Alfie Hawksworth, Trevor Brown, Mike Corbin and Oscar, with Alfie finally taking fourth.

3rd Points Race - Ian Proctor Trophy: Races Officer, Peter Bennett, said the forecast was a NW 2-3, due to a swing round to the south. On past experience this probably wouldn't happen until the afternoon so it was decided to go ahead. Unfortunately he was wrong! A line start was used because of the rather variable wind. Peter Northern was first up the beat, Marsh second and local Peter Howe was third. Marsh had taken the lead by the leeward mark, and in the light airs he took a flyer out to the east side of the course. It was during this second beat that the wind dropped and swung right round to the south west before it filled in. This caused much aggravation and bad language for certain parts of the fleet. By what had been the windward mark the order was Northern, Richard Russell in Bird of Prey, Peter Howe in Misers Hoard and then Oscar Chess. On the run (which was now a beat) Russell took the lead with Chess in close pursuit. These two fought it out for the rest of the race with Russell finally taking the gun with only two lengths ahead of Oscar. Marsh third and Powell fourth, just in front of Northern.

4th Points Race - Marlow Trophy: The race was postponed for an hour to allow the sea breeze to fill in. A 3-4 westerly settled, making for superb sailing conditions. Oscar and John Marsh were equal in the points stakes so it was bound to be a fiercely contested race.
Oscar was first to round the windward mark, with Popple and Marshall within a boat's length. A speedboat crossing the course forced these two to bear off, to clear the wash, and this probably let Oscar get clear, and allowed Marsh to close up. This order remained on the two sail reach to the gybe mark. Marsh pulled through to second on the spinnaker reach but dropped back to third behind Popple on the second beat. By the run Easy Picker had opened up a lead of 50 yards, and it was neck and neck for the three boats behind. Popple almost got an overlap, but chose that moment to wash his spinnaker, which let Marshall through to second with Marsh third and Popple fourth. On the second reach of the second triangle Marsh sailed over Marshall to take second place which he held to the finish; this meant that there were now just 1 1/4 points separating Oscar from John Marsh.

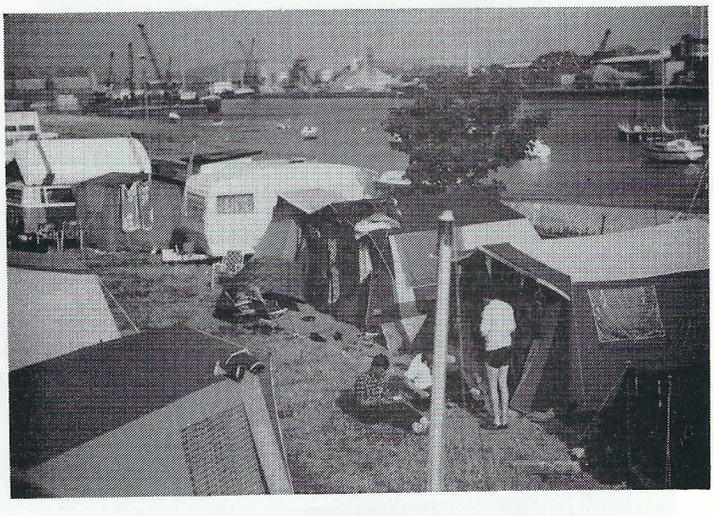
5th Points Race - Saundersfoot Trophy: Tony Powell was back in form again out in front and first to round the windward mark, with Richard Russell second and Hugh Carter third (really? T). This was the order until the end of the second beat when Marsh got all the shifts right to take the lead. He then hit the mark and dropped down to third. Powell and Russell had a close duel for the rest of the race, but Tony managed to hold on to take the winning gun, with Russell second and Marsh third. Chess had an indifferent start which left him down the middle of the fleet and he only recovered to finish seventh. Thus John Marsh's third in the final race was enough to give him the championships.

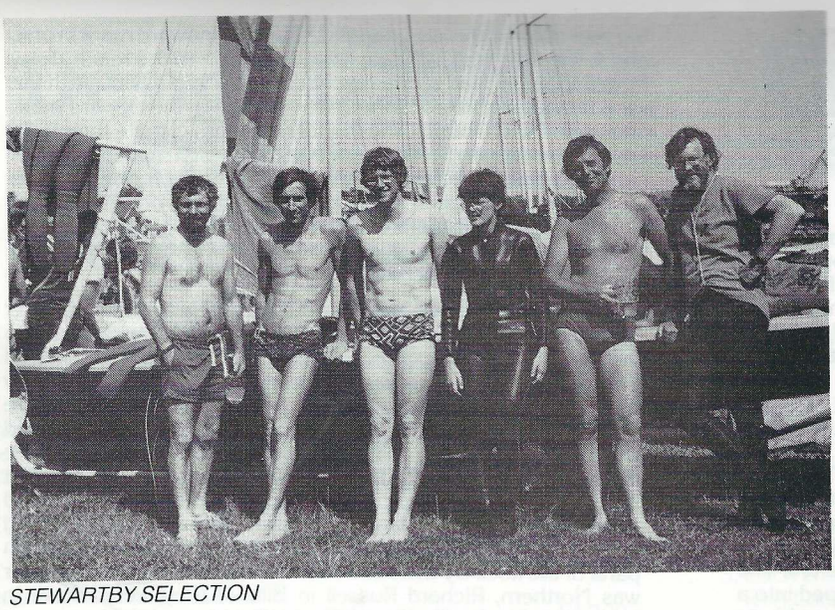
Roger Lilley

DINGHY PARK

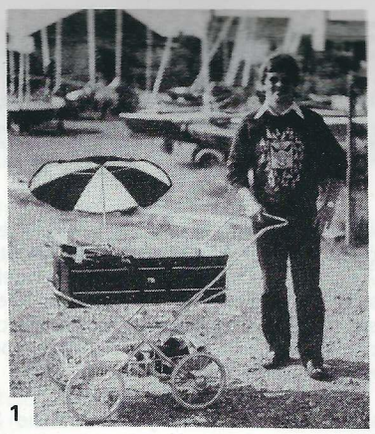


TENT CITY





STEWARTBY SELECTION



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2

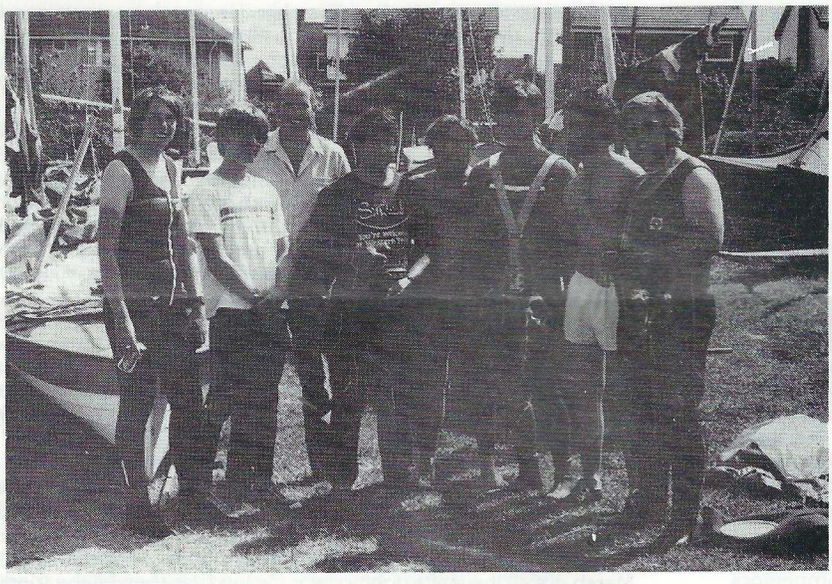
SKAND
NATIONAL CHA



W

Sussex Motor Ya

1 *ONE PROUD FATHER*
2 *RICHARD RUSSELL AND KEITH WILLIS*
3 *FRANK POWELL, CHAMPS MASTERMIND*



TEAM BLITHFIELD

ROB SHAW ON THE WAY TO WINNING THE OLD BO

DENNIS WEST SNEAKS PAST THE DOGGS









3

IA LIFE
MPIONSHIPS 1983



OGSTON LADS AND LASSES

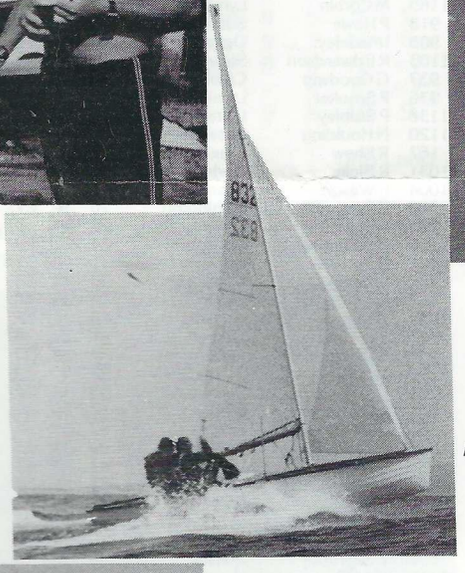


INNERS AND MASCOT



PUBLIC SCHOOLBOYS AT PLAY

cht Club



KEN CARROLL JUMPS A WAVE

T PRIZE



NOW PUMP





HORNSEA



NORTHERNS



SUSSEX GROUP



LYMINGTON TEAM

GORLESTON



Sail No.	Helm	Club	1	2	3	4	5	Net Points	O/A Pos'n
1198	J Marsh	Mumbles	6	2	3	2	3	10	1
1085	T Powell	Mumbles	N	1	4	5	1	10½	2
1161	O Chess	Mumbles	3	6	2	1	7	11¾	3
1163	P Northern	Filey	4	3	5	6	4	16	4
1195	R Marshall	Mumbles	1	13	7	3	6	16¾	5
1184	A Hawksworth	Blithfield	5	4	6	7	9	22	6
1203	R Russell	Lymington	8	12	1	15	2	22¾	7
1187	T Brown	Poole	7	8	9	14	5	29	8
1207	C Popple	Sussex	2	R	21	4	15	42	9
1153	G Stubbs	Blithfield	9	15	12	9	14	44	10
1178	M Mooney	Filey	13	7	20	19	8	47	11
1176	A Solly	Sussex	17	16	11	13	22	57	12
1150	I Wilson	British Steel	11	14	13	20	19	57	13
1181	G Dean	North Devon	20	17	14	10	17	58	14
1172	P Man	Stewartby	10	19	22	11	20	60	15
1182	F Powell	Sussex	19	23	10	17	17	69	= 16
832	K Carroll	Morecambe	29	10	42	12	18	69	= 16
1205	K Gibbons	Blithfield	12	18	16	23	R	69	= 16
1165	M Corbin	Lymington	23	5	17	26	29	71	19
918	P Howe	Sussex	25	20	8	32	23	76	20
905	I Madeley	Ogston	28	53	18	16	16	78	21
1103	R Edwardson	Stewartby	18	R	25	28	11	82	22
937	G Goodwin	Creeksea	15	21	23	25	26	84	23
936	P Smoker	Lymington	21	26	36	18	21	86	24
1138	P Stubley	Lymington	22	24	26	24	R	96	= 25
1120	N Houlding	Sussex	26	11	44	21	38	96	= 25
167	R Shaw	Creeksea	33	R	19	33	13	98	= 27
1031	R Blake	Gorleston	14	28	24	35	32	98	= 27
1004	F Wilson	Sussex	30	9	31	30	34	100	= 29
888	S Parry	Lymington	16	R	27	8	D	100	= 29
735	R Bishop	Oxford	27	29	15	45	31	102	31
1167	N Willgress	Gorleston	24	27	29	27	25	103	32
1206	R Brooks	Hornsea	31	22	32	31	36	116	33
903	D Norris	Blithfield	35	25	33	R	24	118	34
1169	H Carter	Lymington	49	30	45	36	10	121	35
1022	G Weekes	Hornsea	43	35	35	44	12	126	= 36
963	B Littler	Sussex	N	34	28	29	36	128	= 36
938	D West	Ogston	42	33	34	34	30	131	38
1110	I Williams	British Steel	32	R	39	22	41	134	39
900	L Wall	Sussex	35	32	40	49	28	135	40
881	P Greetham	Sussex	40	36	30	41	33	139	41
943	S Sharp	Filey	37	31	38	38	44	144	42
740	P Roberts	Roa Island	39	37	41	43	35	152	43
435	D Bickerton	Lymington	41	38	43	39	46	161	44
868	R Lilley	Sussex	34	R	50	40	N	173	45
1043	A McGregor	Poole	N	R	37	47	42	175	46
1006	G Kingston	Lymington	N	39	47	37	N	176	= 47
1155	P Angrave	Poole	R	R	46	42	39	176	= 47
898	C Seymour	Sussex	38	R	48	R	45	180	49
1113	C J Hill	Hornsea	R	40	49	48	N	186	50
242	H Pearce	Datchet	44	R	53	R	43	189	51
1112	G Mant	Stewartby	R	R	51	46	47	191	52
1123	R Harrison	Sussex	R	R	52	53	N	202	53

First Lady Helm:			
First Lady Crew:	1165	Gina	Lymington Town S.C.
Novice Trophy:	1150	Ian Wilson	British Steel S.C.
Evergreen Trophy:	167	Robert Shaw	Creeksea S.C.
Creeksea Trophy:	918	Peter Howe	Sussex Motor S.C.
Team Trophy:	1198	John Marsh	Mumbles A Team
	1085	Tony Powell	
	1161	Oscar Chess	

CLUB ENTRIES:

Mumbles	4	1	2	3	5							
Filey	4	4	11	42								
Blithfield	4	6	10	16	34							
Lymington	9	7	19	24	25	25	29	35	44	47		
Poole	3	8	46	47								
Sussex	11	9	12	16	20	25	29	36	40	41	45	49
British Steel	2	13	39									
North Devon	1	14										
Stewartby	2	15	22									
Morecambe	1	16										
Ogston	2	21	38									
Creeksea	2	23	27									
Gorleston	2	27	32									
Oxford	1	31										
Hornsea	2	33	36	50								
Roa Island	1	43										
Datchet	1	57										

THE WESTERN TRUST & SAVINGS 1983 SCOTTISH & NORTHERN CHAMPIONSHIPS

On 25th/26th June, 1983, Blithfield Sailing Club hosted the Scottish & Northern Championships. Being not only their first Osprey Open but also a Championships Meeting, Blithfield were extremely lucky to acquire an excellent sponsor in Western Trust & Savings, a major part of the success of the meeting being directly attributable to the help of the sponsor and of Mr. T. Hammersley, Manager of the Burton Branch in particular.

The meeting started early with the hoped-for trickle of early competitors on the Friday evening turning into a stampede shortly after the bar opened. With beer flowing freely into the small hours, it is not surprising that by the time the sun rose on Saturday there were more than a few wishing it had never bothered. By midday it was obvious that Blithfield's central position in the country had attracted boats from nearly all of the major Osprey fleets, and one or two non fleet clubs, such as Rutland, West Oxford and Grafham, a total of 38 entries.

Unfortunately the wind was not so kind, the hot June sun was not helping as the wind stubbornly refused to fill in. Keeping his fingers crossed, the O.O.D. set a course and got the fleet away without too much trouble. It wasn't long before Pete Northern and John Prosser in "Prickly Pair" had built up a good lead, followed by Richard Marshall and Nick Willis in "Another One Bites the Dust." Positions remained the same throughout the race without "Prickly Pair's" position being really threatened. With the wind finally dying completely, Oscar Chess and Tiger Bridges in "Easy Picker" took "Let Os'prey" to cross the line third. Well over half of the fleet never finished the race being out on time.

The O.O.D. made the wise decision to postpone the second race to the Sunday and most competitors decided to join the local village fete. The least said about that the better, but doing a Tug of War in wet suit boots is not to be advised. The compulsory quota of alcohol was consumed on Saturday night, with members of Blithfield S.C. House Committee being seen to exchange worried looks as three weeks stock of beer disappeared with remarkable ease.

Sunday morning brought a promise of a little more wind, (nothing to do with the beer), and sure enough as people sat eating breakfast the gentle breeze started to freshen. By the time the first race started, Saturday's drifting had been forgotten. Peter Dovey and Roger Mant in "Rastus" took the leak by the first mark followed closely by John Marsh and Geoff Stubbs, there followed a closely fought race with the final result being John Marsh taking the line honours, Oscar Chess second and Alfie Hawksworth third.

With the wind freshening still further, the second race of the day started after a general recall; soon Alfie Hawksworth, Mike Mooney and Richard Marshall were battling it out at the front, with the ever present threat from John Marsh. With the second and third places changing constantly throughout the race, the leader, Alfie Hawksworth, started to pull away and remain unchallenged to the finish. Not so the rest of the leading bunch, Richard Marshall improved his position finishing second and Trevor Brown in "Atomic Rooster" appeared on the scene to snatch a good third.

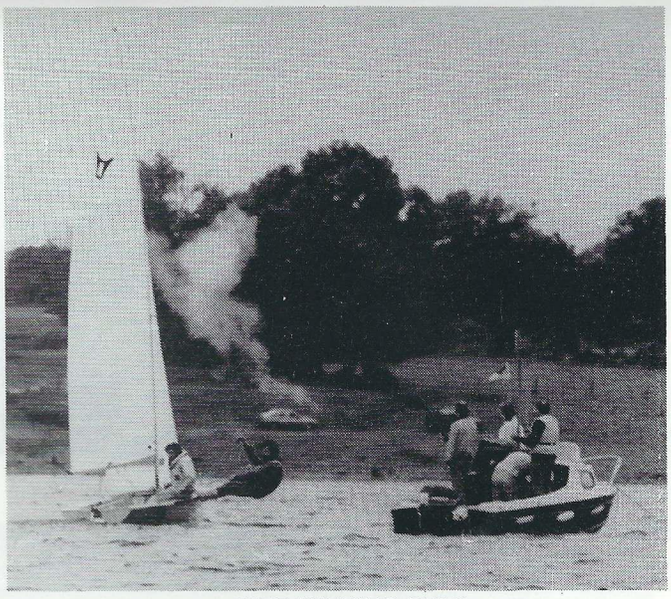
This left an interesting situation for the final race, with the wind settling at a steady force 4. Five or six boats were in with a chance of taking the last race and thereby the Championship.

The fleet got away without a hitch and Alfie Hawksworth took an early lead followed by Phil Mann in "Insoluble" and Oscar Chess. These three boats remained at the front throughout with Alfie finishing first to take the race and thereby the Championship, Oscar beating Phil into second place, ensuring a second place overall.

At the end of the day everyone drifted home after an enjoyable weekend leaving Blithfield S.C. with no beer. Anyway, hope to see you all next year and this time bring a few more people; rumour has it we may be hosting the Welsh & Midlands.

FINAL POSITIONS:

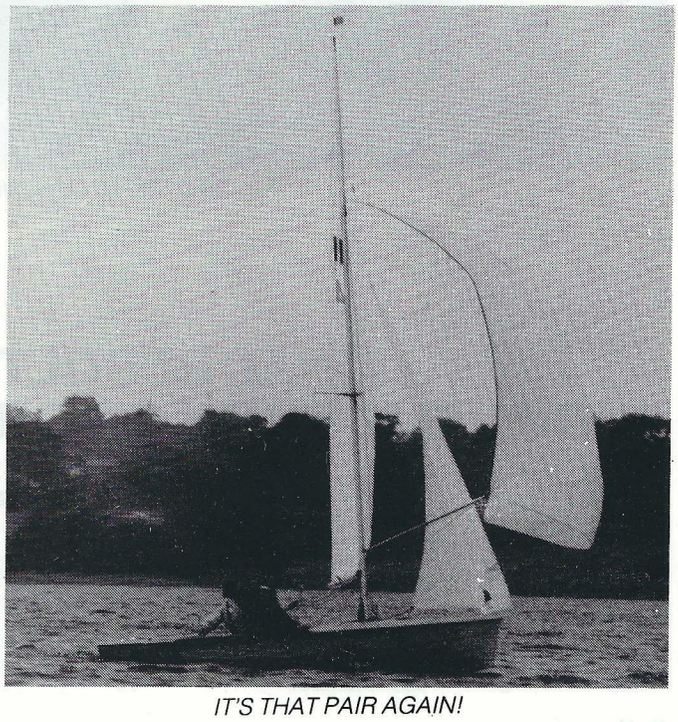
1st	A. Hawksworth & P. Green.
2nd	O. Chess & J. Bridges
3rd	P. Northern & J. Prosser
4th	R. Marshall & N. Willis
5th	J. Marsh & M. Smith
6th	P. Mann & I. Beardmore



"THE WINNING GUN"



SHIFTER JYBES ON OSCAR



IT'S THAT PAIR AGAIN!



BLITHFIELD CLUB HOUSE



WHAT NO WIND!



WRETCHED GETS IT WELL ORGANISED



KEITH GIBBONS CHASES TREVOR BROWN





TWO SHOTS OF SUNDAY'S GENTLE BREEZE

FINAL RESULTS & POSITIONS FOR WILKINSON SWORD OPEN MEETINGS 1983

Overall Pos'n	H'cap Pos'n	Boat No.	Helmsman	Ogston	Mengham	Hornsea	Blithfield	Shoreham	Lymington	TOTAL POINTS
1	28	1161	Chess O.	1	1	N	2	1	1	3
2	21	1184	Hawksworth A.	2	4	2	1	2	6	6¾
3	27	1195	Marshall R.	4	3	3	4	3	3	12
4	17	1178	Mooney M.	6	2	4	8	N	N	20
5	7	1205	Gibbons K.	7	8	9	21	N	N	45
6	6	937	Goodrum G.	N	6	N	28	10	17	61
7	1	903	Norris D.	9	17	13	24	N	N	63
8	3	905	Madeley I.	15	14	N	24	N	17	70

N - Nonstart
D - Disqualified
R - Retired

CHALMERS PARK TROPHY WEEKEND, FILEY 16th-17th JULY, 1983

The Chalmers Park Trophy weekend was once again combined with the Filey Regatta. The main reason for this change from September I recollect being the weekend's reputation for heavy weather! After this weekend all of us would have pledged our souls to the devil for a decent blow. The winds were light and fickle and for the most part Filey Bay waters were only ruffled by the occasional puff.

Weather conditions only permitted one race on Saturday with two on Sunday, two out of three counting. 1163 was carefully examined to make sure there was no extra source of power as in each race they crept inexorably away from the rest making Pete Northern and John Prosser decisive winners. Teeth marks on the gunwhales of 1178 and a new top set for Mooney eased some of the frustration enabling further concentration and a second place overall. Meanwhile the canny old man from Filey in 1074 slid quietly round the bay into third beating yours truly by a whisker. Stephen Sharp will have to tarry a little before carrying out his threat to "stuff the writer out of sight." See you soon Stephen.

An enjoyable weekend was had by all despite the lack of wind but where were all the visitors. Despite a small fleet, we try and support your events. Please reciprocate so that we continue to have the incentive to visit your clubs. "Nuff said."

RESULTS:

P. Northern	J. Prosser	1163 Filey	¾	¾	¾	1
M. Mooney	M. Clack	1178 Filey	3	2	2	2
R. Drayton	M. Ross	1074 Filey	2	7	4	3
J.M. Lang	M.C. Lang	853 Filey	4	4	3	4
S. Sharp	R. Butterfield	943 Hornsea	9	5	5	5
C. Brooks	M. Brooks	1206 Hornsea	9	3	10	6
M. Gilbody	D. Mitchell	1140 Hornsea	9	6	10	=7
J. Littlewood	D. Mason	892 Filey	-	9	6	=7
C. Hill	S. Jackson	935 Hornsea	9	8	10	9

John Lang

Peter Northern and John Prosser
Winners of the Chalmers Park Trophy



BRITISH STEEL OPEN MEETING SEPTEMBER 10/11

Betweem 15 and 20 boats made it to Margam on a blustery weekend in September, for a weekend dominated by Richard and Nicky, who went faster and capsized less than anyone else. I can't give a very lucid report from memory as Clare and Neil had tried to kill me the previous evening with most of a bottle of Tequila. I think Richard won all three races, I think everyone capsized, and in each race about half the fleet retired. The beats were characterised by sudden shifting gusts which could dump you either way, and a long broad reach down the whole length of the lake left the fleet in the same state as at Shoreham, but it happened for three laps. Fortunately the O.O.D., local Mirror ace Brian Blezard, was persuaded not to run the second race on Saturday; only Richard wanted to sail after the first race, even Nicky was seen to whimper. Well, there we are, another Open not reported upon by the local F.C.

MUMBLES OPEN MEETING JULY 9/10

Not many boats at this one, the meeting formed the first major tail sniffing between the division one boats with the not so exhalted enjoying good racing too. Thrilled by the sun, sea and blonde girls with long brown legs and rich parents, the Picker team won the first three races, stuffing Pow, Mess and the upstart Marshall. The dogs of Blithfield came and enjoyed it, but I can't remember who else was there as all the opens blur together after a while. It's no use trying to get hold of the fleet captain of Mumbles as he was last heard of in the Eastern Mediterranean looking for a winter job in the Red Sea so he could avoid the rain for another six months.

THE ENDEAVOUR TROPHY BURNHAM ON CROUCH OCTOBER 8/9

For the first time for a few years the Osprey class was represented in the annual Champion of Champions event. This year's Nationals winner, John Marsh, decided to have a go and as Mal Smith, the regular crew on Blue Moon was otherwise engaged, the third choice of crew was Tiger. There were six races over the weekend, and the final result of 15th out of 22 was not too good. However, neither John or I had ever sailed a Laser II, and we had never sailed together before. We were also at a disadvantage in that John chartered a boat from the RCYC while the winners all borrowed boats which were in better condition than ours, which belonged to the army. Amongst the hordes of bright young sloane rangers we felt a bit out of place, but got comfortably drunk with Ian Porter, the wayfarer champ, a man who may have an interest in Ospreys in the future. Still it was an experience and with a better boat and a bit of practice, there is no reason why an osprey representative should not do reasonably well. I think John and I would prefer to be sailing ospreys in the warm clean open seas of South Wales though.

STEWARTBY OPEN MEETING OCTOBER 15/16

The event was unfortunately blown off as the weekend was the setting for the worst gales so far this autumn. Only a few visitors appeared, and they didn't bother to rig up on Saturday as the O.O.D. decided to wait for the forecast lull in the weather due on Sunday morning. The wind had increased by the morning, to 35 knots plus gusts, so it was decided to attempt to hold the meeting on November 6, in the hope of better weather. However, there was a chance to see the video of the 1982 Nationals at Mounts Bay, a contrast to the rain lashed Stewartby Water, and the smutty movies that Oscar likes so much.

STOP PRESS:

I have just heard that Richard Marshall won the open on November 6, from 16 boats, with locals Peter Dovey and Phil Mann giving a good account of themselves.

Richard Marshall and Nicky Willis
B.S.C. Open Winners



Continued from Page 4

General Information:

Packaging: Competitors are reminded that entries should be carefully packaged to arrive in good condition. Roll the cartoons in brown paper and protect both ends carefully.

Display: A selection of cartoons to include prize winners will be shown at the RYA London Dinghy Exhibition on 10/11 March, 1984. Make sure your name and address is printed on the front top right hand corner of your cartoon.

Prizes: There will be a first prize of £25 in each group, and further prizes will be awarded depending on the number of entries.

LYMINGTON SOUTHERN AREA CHAMPIONSHIPS AND JACK IN THE BASKET

Thirty four boats from all over the country took part in this event, sponsored by Tornado Wetsuits and held at Lymington Town S.C. on the weekend of October 1/2.
Saturday's race was abandoned, as most of the fleet, headed by Mike Corbin in Movie Star, set off for the wrong buoy which resembled ours, but had been laid by the Royal Southern who were running a J 24 race in the same area. After this disaster the race was restarted and the fleet settled down into a full olympic course which lasted two hours and was sailed in a SW 4-5 with rain descending most of the time. Line honours went to Oscar Chess and Tiger, with Tony Powell and Glyn James second and John Marsh and Simon Robbins "Spare Body" in third place.
Saturday night's entertainment was provided by Del and his guitar with the Osprey male voice choir singing nautical songs. The proceedings were helped along by liberal sprays of bubbly provided by our sponsors, Brian Beasley and Jim Harris of Tornado Wetsuits.
Sunday morning's race saw a SW 2-3 and a cloudy start to the day. As before a committee boat start and an olympic course were used and Oscar and Tiger made sure of the meeting by snatching the race from Richard Marshall and Nicky Willis on the last leg. Third was Alfie Hawksworth and Dave Major with newcomer to the fleet, Nigel Wallbank of Finn fame crewed by Gordon (El Morono) Kingston in Gordon's boat, making 6th place.
Sunday afternoon's race saw the wind up to 4-5 which suited the macho finn sailor, and Gordon, and they took the race followed by Tony Powell and then John Marsh.

OVERALL RESULTS:

1. Oscar Chess & Tiger, Easy Picker, Mumbles.
2. Tony Powell & Glyn James, Two time Winner, Mumbles.
3. John Marsh & Simon Robbins, Blue Moon, Mumbles.
4. Richard Marshall & Nick Willis, Another one bites the Dust, Mumbles.
5. Nigel Wallbank & Gordon Kingston, The Think Tank, Lymington Town.
6. Alfie Hawksworth & Dave Major, Nifty Shifter, Blithfield.

Report by Peter Stubley

Sponsors Brian Beasley and Jim Harris of Tornado Wetsuits pose beside Osc & Tiger after the Southern Championships at Lymington.



SUSSEX MOTOR YACHT CLUB OPEN MEETING JULY 23/24

Glorious sunshine and sparkling seas greeted competitors for the Saturday race. Richard Marshall got off to a flying start at the slightly favoured port end, and was first to the windward mark. Oscar Chess in Easy Picker and local helm Colin Popple were in close pursuit but by the gybe mark Alfie Hawksworth had pulled through to third. He then read the shifting force two S.E. wind exactly right up the second beat to take the lead, which he held on to. Chess held Marshall off all the way round, only to be pipped by him on the line.
Sixteen boats started the Sunday morning race which was sailed in a force three. Colin Popple sailing his brand new boat (1207) was first to round the mark. He decided against setting a spinnaker on the rather tight reach. The following boats went high and then hoisted, which paid off giving Oscar Chess the lead. Popple, Hawksworth and Marshall fought closely behind, with Marshall finally coming through to finish second with Popple third.
The final race of the weekend also made for some very close racing. Alfie Hawksworth lost his early lead due to trapeze gear failure which let Chess through. Marshall was third, with SMYC helms Littler and Powell fourth and fifth. All in all the weekend gave excellent preparation for the next week's National Championships, also held at Shoreham.

FINAL RESULTS:

1. Easy Picker, O. Chess, Mumbles.
2. Nifty Shifter, A. Hawksworth, Blithfield.
3. Another One Bites The Dust, R. Marshall, Mumbles.
4. 1207, C. Popple, Shoreham.

Roger Lilley

LETTERS

Some thirty or so years ago I had the pleasure and privilege of being the helmsman of Osprey 1 at the IYRU trials held at Loosdrecht in Holland, La Baule in Brittany and Itchenor in England, to choose a new 'Two man centreboard boat' for international competition including the Olympics, to replace the twelve square metre sharpie which had filled that slot pre-war and for the 1948 Olympics. Prior to the trials there had been a two man boat adopted by the IYRU straight from the drawing board of Uffa Fox, the 'Tornado,' a sharpie design of about 18ft length*. The kindest thing to say about the Tornado is that she was not a success, and hence the need for trials to choose a new two man boat.
I do not know how well the story of the trials and how Osprey fared, is known to members of the Osprey Class Association, perhaps Ian Proctor could be prevailed upon to write it up, but sufficient to say, it was the Flying Dutchman that was chosen despite the fact that she did not meet the original design criteria as laid down by the IYRU.
Now some thirty years later, I have bought an old Osprey No. 406 with the idea of restoring her to racing condition and to have a final fling in a high performance dinghy before totally succombing to the lure of a keelboat. I shall not race her seriously, but by choosing my days and confining my sailing to the six summer months, I am sure that I will not only have a lot of fun, but the experience will sharpen up my sailing in time for next winter's race series at Datchet Water Sailing Club in my Squib.
Money and time are both limited in this restoration project and I do need a new mainsail, so it occurs to me that there might be someone within the class who has a mainsail, sound as to material, but no longer up to the standard of his or her racing potential, who would part with it in return for a contribution (negotiable) towards a new mainsail. If there is such a person would they please phone me in the evening at 01 549 7904.

From: Michael Goffe,
10 Fairfield West,
Kingston upon Thames.

*Ed's Note: A certain Mr. John Marsh learnt to sail in one of these boats. "Fast as hell in a straight line, but bloody terrifying in waves." I guess it shows how old he is seeing as his dad bought the boat for him.

ASSOCIATION INFORMATION

1. SECONDHAND BOATS WANTED

There appears to be a steady demand for secondhand boats, which seem to be in short supply. We may be able to arrange something as advanced as a computer aided second hand boat list, but whether this happens or not, it would be useful to know of as many Ospreys as possible which might be on the market if the price was right.
Please let Jayne know the details listed below if you want to sell your boat or if you would be interested in selling your boat for a suitable offer. Most of all, get in touch with all those other people at your club who never sail their boats and tell them to get in touch with Jayne as there are people who could give their unloved boats a good new home.
Please include sail number, builder, mark and construction material, any details to boast about, new sails, trailer, trolley, etc., your name and address and, of course, a price, or a basis for haggling.

2. NEW FLEET CAPTAIN FOR ROA ISLAND BOATING CLUB.

Paul Roberts has taken over as head man at Roa Island in Cumbria, where, according to the Carroll/Gillow team, there are quite a few boats active. Paul's address: 28 Cheltenham Street, Barrow in Furness, Cumbria. Tel: 0229 54554. How about letting the southerners know what is going on Paul?

3. THE NEW COMMITTEE

Over the page is the full list of the exhalted committee, these are the new boys and girls. Graham Mant has taken over as treasurer from David Hill, who, having neared a nervous breakdown during the period when the funds stood at enough cash for a pint of beer, has retired from South Wales to the West Country. Graham Mant should be a good successor, he lives near Oxford, and is a financial whizz-kid (or capitalist jackal). A tall bearded figure, sails 1112 with his daughter Sammers. Nick Willis takes over as Centreboard Committee Rep. from Mike Corbin as our link with the R.Y.A. Nick has converted his boat, 242, to Mk 3 spec., but he is more often seen on the wire or in the water with Richard Marshall in 1195. Mike Jakeways is replacing the Howard Hughes of Publicity Officers, Derek Carmichael and he can be found, behind a cloud of pipe smoke, on the wire of 1103, and he owns 631, a good old wooden boat, too. The Doggs form the second husband and wife team on the committee, Marg Norris is the new Blithfield Rep, taking over from Cliff Jones and in addition to this, she will no doubt be telling Dave Norris how to write the newsletters. They are found with their negroid yeti and their beautiful conversion 903 at most of the opens. The ebullient Ken Carroll is the Rep. for the wild northlands of Filey and Lancs and takes over from John Rayner. He sails 832, another good conversion job, and he runs a pub too! Finally, the man who ran the championships, Frank Powell, takes over from Nick Houlding as Sussex Rep. He owns 1182 and has been known to sail it.

4. MEMBERSHIP SUBSCRIPTIONS

These become due at the end of the year; please pay promptly as this is very helpful to Jayne. Remember that your certificate is invalid unless you are an Assn. member, so stay within the rules, and receive the benefits of membership of an organisation that exists for your benefit. The subs. have again been held at the same level, no increase for three years now, and the half price Club membership scheme is to continue, for those who don't wish to do any opens or championships.
Remember to get others in your club to pay up too, perhaps a certificate check on the bank before the first club race would be a good idea for dedicated F.Cs.

5. NEW BUILDER

At last the problem of finding a suitable builder for glass Ospreys seems to have been solved.

A Special Meeting of the Osprey Committee was held at Lymington Town Sailing Club on Saturday, 1st October.
The majority of the members of the Committee were present.
It was decided not to ratify the GRP Licence for construction of the Osprey from Martin Creasey, in the light of the very little progress or enthusiasm he has shown.
It was decided to approach Porter Brothers, of Waterlooville, Hants. to ascertain that they are still interested in building GRP Ospreys, and if so, to make immediate arrangements to transfer the licence to them.
Since the meeting, Porter Brothers have agreed to take on the licence and the RYA are proceeding with arrangements.

Ed's Note: Porter Brothers have only to accept the official RYA offer of the licence and to collect the moulds before they can begin to take orders. They can be contacted on 02434 77522 and it is hoped that a boat by them will compete in the major events this winter and be displayed at Crystal Palace in March.

6. NEW RULES

The committee accepted a rule formulated by Ian Proctor covering interior decorations in Ospreys, the full text is printed below. This one could run for as long as the vertical stem debate!

"8. COCKPIT.

8.1 The cockpit, which for the purposes of this rule is defined as being bounded by the aft face of the forward bulkhead, the inner faces of the side buoyancy tanks and the transom in Mk III versions (or forward face of aft bulkhead in Mk I and Mk II versions), shall include all the structural components as shown on the official plans and listed in the official specification. Additional components, whether of wood, metal or plastic, shall be permitted provided that the effective deck area is not increased nor the draining characteristics of the cockpit materially unaltered."

Alter all subsequent Rule numbers.

7. DINGHY EXHIBITION

The boats that the Assn. hopes to show are 903, Dave Norris's wooden conversion 'Le Chien Noir' and a boat from Porters, hopefully the one they will be sailing at the major Christmas races.

8. AREA CHAMPS.

Hornsea S.C. are holding the Scottish & Northerns on June 2/3. Mengham Rythe are to be approached to hold the Southerns and Blithfield may hold the Welsh & Midlands. Let's see the F.C.s getting details and entry forms in the next newsletter.

9. WILKINSON SWORD SERIES

So much blood was split over other matters at the committee meeting that there was no time to discuss nominations. This will be done in February, so write to Jayne if you feel that your club should host part of this premier event.

Secretary's Report

Firstly, well done to all who came along to Shoreham for the Nationals. We all had a very good week, and I'd like to pass on our thanks to Sussex Motor Yacht Club for all their hard work.
I expect it will be mentioned elsewhere in this newsletter that Poole YC have had to cancel their Open Meeting this year due to extensive building work on their Clubhouse and dinghy park. Lymington Town SC offered to take over the Southern Area Championships and Wilkinson Sword event, and it was held on 1st and 2nd October, for our first Southern Championships.
Tenby SC are to be our hosts for the Nationals in 1984, and the dates are from 22 - 27th July. Racing is yet to be organised, but we hope to have the Practice Race and First Points race on Sunday, allowing one day off from sailing during the week.
At the AGM on Tuesday, 2nd August, there were a lot of changes to the Committee, please note List of Committee Members printed elsewhere. Please contact any of us with any problems or ideas you may have.
I have enclosed a copy of the minutes of the AGM held at Shoreham on 2nd August. Please hold on to this if you plan to come to next year's AGM at Tenby.
I have not had many enquiries recently, however last year November, December and January seemed to be the busy months for people looking for boats. Please contact me if you want to sell your boat - it will go on my list which is sent out to anybody who enquires.
Finally, I know you'll all join me in thanking Tiger for all the interesting and funny newsletters he's given us, and in wishing Dave Norris, who takes over next time, the best of luck.
See you all at Lymington at Easter, I hope.

FIXTURE LIST

Dec. 31/Jan. 1	Burnham Icicle R.C.Y.C.
Jan. 7	Bloody Mary Pursuit Race. Queen Mary S.C.
Mar. 10/11	London Dinghy Exhibition, Crystal Palace.
Apr. 15/16	Ogston Open.
Apr. 21/22/23	Lymington Easter Regatta R.L.Y.C.
Apr. 28/29	
May 5/6	
May 12/13	Hamble Scramble L.T.
May 19/20	
May 26/27	Gorleston Open Meeting.
June 2/3	Hornsea S & N Champs.
June 9/10	
June 16/17	Shoreham Open.
June 23/24	
June 30/July 1	
July 7/8	Mumbles Open.
July 14/15	
July 21/22	
July 22 to 27	**NATIONALS, TENBY S.C.**
July 28/29	
Aug. 4/5	
Aug. 11/12	Poole Regatta.
Aug. 18/19	
Aug. 25/26/27	Burnham Open (And Week until Sept. 1). Saundersfoot Regatta.
Sept. 1/2	
Sept. 8/9	
Sept. 15/16	
Sept. 22/23	
Sept. 29/30	
Oct. 6/7	Lymington J in B Open.
Oct. 13/14	
Oct. 20/21	Stewartby Open.
Oct. 27/28	

Please inform the Assn. Secretary of any additions, alterations or mistakes.

The Osprey Committee 9th August, 1983

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Ogston: Ian Madeley, Brookside, 283 Abbeydale Road, South Dore, Sheffield S17 3LB. Tel: Sheffield 366873

Poole: Phil Angrave, 7 New Road, Northbourne, Bournemouth, Dorset. Tel: Bournemouth 576337

Stewartby: Roger Mant, 121 Cotton End Road, Wilstead, Beds. Tel: 0234 741382

Sussex: Frank Powell, 60 Old Shoreham Road, Hove, Brighton, Sussex. Tel: Brighton 720708

BOATS FOR SALE

156 W 2	Needlespar, covers, trailer, harness. 01 839 4311.	£175
435 W 2	Recently refitted, ready to race, trailer. 01 644 4751.	£400
458 W 2	Westerly recent refit, 2 suits sails, trailer, trolley. 0525 715055.	£500
482 W 2	V.G.C. 2 suits sails, trolley and trailer. Fenny Compton 440.	£525
507 W 2	Nice boat, 2 suits sails, cover, trolley. Reigate 21307.	£425
629 W 2	1983 refit, cert, cover, trolley. Bracknell 25039.	£550
646 W 2	Ready to race, proctor, 2 suits sails (one suit new mustos), cert, cover, combi. 01 977 2347.	£490
670 G 2	G.C. proctor, new sails, cover, trolley, trailer. 0524 823959.	£525
678 W 2	V.G.C. trolley, trailer. Winchester 65376.	£750
700 W 2	Centre chute, 2 suits sails, combi. Hayling Island 5549.	£650
723 W 2	Racing trim mustos, cover, trolley, trailer. 0621 782445.	£750
735 C 2	Gmach/westerly under/over covers, combi, harness. Witney 72776.	£550
764 G 2	Cert, cover, combi. Oxford 862082.	£600
866 W 2	Westerly, immac., mustos. 0603 898124.	£600
869 W 2	Westerly, full racing gear cert, trolley, trailer. 0493 76522.	£500
890 W 3	V.G.C. new mustos, cert, trolley. 0326 250804.	£650
912 W 2	Westerly immac., 2 suits sails, cover, trolley, trailer, cert, quick sale. Birdham 512243.	£850
1025 G 3	Westerly stiff mast, 2 suits sails, new cover, combi. 0524 420496.	£750
1027 ??	Proctors, 2 sets sails, trolley, trailer. Caldicot 420158.	£775
1051 G 3	Westerly, ready to sail, cover, trolley. Portsmouth 824656.	£850
1073 C 3	Gmach composite, V.G.C., proctor, mustos, cover, combi. Tamworth 65194.	£850
1082 G 3	V.G.C. ready to race, all extras, trolley, trailer. Cheltenham 22665.	£925
1122 W 3	Needlespar and Proctor E over/under covers, well equipped, trolley. Sheffield 366873.	£950
1137 G 3	V.G.C. ready to race, 2 suits sails, cover, trolley, trailer. Stoke-on-Trent 550257.	£875
1138 G 3	New sails, trolley, trailer. Milford on Sea 2647.	£1050
1139 G 3	Westerly V.C.G., new hoods, combi. Lymington 72130.	£1050
1165 W 3	Excellent condition. Details Mike Corbin, Lymington 682974.	
1175 W 3	Creasey Proctors, 2 genoas, cover, trolley, trailer. Poole 671069.	£1290
???? C 3	Latest number available, full suit sails, over/under cover, combi, ready to race. Swansea 461563.	£1500
Wanted:	Second hand mast and gear. 0278 722789.	
Wanted:	Reasonable mainsail. 01 549 7904.	

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

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