National Osprey Class Newsletter



Tenby National Champions

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Editorial

Well Nationals come and go, but the 1984 Tenby Nationals will certainly be remembered; what could have been a disastrous flop, due to the wind (or rather lack of it) was turned into a memorable event by the choice of venue. A venue that in the first place attacted a fleet, the size of which has not been seen for some years. It must now be blatently obvious to all members of the Association that the choice of venue is critical. The old parameters for choosing a Nationals venue, such as a local fleet and moving around the country to be fair to all, must take a back seat to the prime reason: families want a holiday, give them one. The hardcore at the front of the fleet will travel to the Nationals whether it is held at some semi-tropical haven of hedonistic pleasures, or a frozen duck pond surrounded by simian brass welders. (Lesson one in "how to become a literate editor"). But seriously, if you want to attract the fleet in depth you have to dangle the proverbial carrot. This is not to say that all future Nationals should be held at Tenby, there are many resorts of equal standard that could offer the same, and dare I say possibly better facilities, but certainly more thought needs to be put into the choice and this is where every single member of the Association can help. Let the committee know your views on possible venues, none of us have "O" levels in telepathy and if nobody puts forward any ideas, the "pool" of information is obviously somewhat limited.

For a detailed report of the events at Tenby turn to Mike Jakeway's literate exposé (not now), meanwhile the post Nationals "drying out" is finished, a period full of feelings of wild joy (for a very few) and mild? recriminations for the many; by now you should have past the stage of pricing the new boat, swapping the crew, ordering the new sails and altering everything in sight, and you may well have come to the inevitable decision that the only thing that does need adjustment is the nut on the end of the tiller! Well perhaps here is your chance. It is proposed that a Training Weekend be held at Grafham Water some time just after Easter 1985. If sufficient people were interested, about 45, we could have the weekend devoted to Ospreys. Cost approximately £40 - £50 and including all accommodation, food and training from Friday night through to Sunday afternoon late. If you're interested, contact Mike Jakeways - see list of Committee Members for telephone number.

Have you, hidden away somewhere in some dark recess, photographs, race reports or Association blurb from the past? Recently, thanks to a friend at Saundersfoot S.C., I have temporarily acquired some memorabilia from the very early days of Ospreys. Some of you may be aware that Saundersfoot Sailing Club was the venue of the very first Nationals, held on 7th and 8th June, 1958. In the next issue of the Newsletter I will be including some old photographs and race reports, and would like to hear from people who may be able to throw some light on the events and happenings of the time. In addition, I would like to see any old photographs you may have and will try to keep a page devoted to the history of the class.

Time to get back to the old subject of items for the Newsletter - where are they? You're all very good at promising, now let us see some action. When I started work on my first Newsletter I was determined to keep to a strict timetable. Well, I must apologise, especially to Alfie and Hilary (who keep trying to hold me to that timetable); if I did, then all you would get would be pages of editorial, Blithfield S.C. reports and photographs with the occasional report or letter received on time. Congratulations are deserved to Ian Wilson for bringing South Wales out of hibernation (see Dogwatch) - keep up the good work - but there are still distinct signs of rigor mortis in other parts of the country. Even Championship race reports are not being sent in. If you don't get a race report in your Class Association Newsletter, what hope is there of attracting the attention of the National Yachting press. I don't want much, no need for reams of manuscript full of the latest offering to the great God of literature, we don't have a pulitzer prize, and you won't get one for verbal diarrhoea anyway, just a little note to show the rest of the Association that you are still alive.

Anyway, enough, the season is slowly coming to an end and most of you are spending less time on the water. Use a little of that spare time to keep in contact and help to build a stronger Association. Now is the time to lay the foundations for 1985.

Dave

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Chairman's Comments

For those of you who weren't there - you missed a great week. For those of you who were - I hope you all enjoyed yourselves and many thanks for supporting this year's championships.

The turnout for the championships exceeded my expectations by far and I certainly didn't expect it to be greater than the best attendance of recent years - that in 1980 at Mounts Bay. The fact that a venue with no host fleet can attract an entry of 76 boats is highly significant and confirms the need to provide championships which not only suit the needs of the avid trophy hunter but also the requirements of all the family. Next year's venue at Poole/Bournemouth, with all the excellent facilities that area provides, fortunately satisfies these criteria very well but from the body of opinion expressed at the AGM held at Tenby, the holding of the championships at Plymouth in 1986 was not greeted with great enthusiasm. Obviously we are endeavouring to find a more acceptable venue (Mounts Bay?) which will maintain the momentum of increased turnouts. I see no reason why the Osprey class cannot now turn out 100 boats at its National Championships. Although the number of clubs which sail Ospreys is comparatively small, the size and enthusiasm of fleets at many of those clubs indicates the potentially high number who could attend the Championships.

I would like, once again, to congratulate Oscar and Tiger on winning this year's Championships - repeating their success of 1982. It was, I think, a little disappointing not having Tiger deliver a monologue as he did at Filey two years ago - obviously times have moved on with Tequila Sunrises not flowing as freely as they once did!

For those lucky enough to stay on for the Tenby Regatta and the Round Caldey Island Race - they probably enjoyed some of the best sailing conditions of the week. Certainly Saturday's regatta provided very exciting racing conditions with Alfie and Dave winning the Osprey class race from myself and guest crew Nick Willis. In the later fast handicap race it was the Osprey fleet lined up against the several 505s who had turned up and provided an extra edge to the competition. With Nick and I leading the Ospreys round the triangular course, it was a question of whether we could beat the leading 505. The calculated results showed that we had lost by a few seconds with John and Mal taking third place for the Ospreys.

The Round Caldey Island race this year proved to be somewhat uneventful with the daunting tales of previous years' battles against the tides in the narrow island/mainland gap not materialising although there were several areas of very confused seas round the back of the island. With the large fleet able to close reach across to the island, there then followed a beat round the back and a broad reach home. For us it was disconcerting to be only overtaking the International Moth on the way back. Oscar near the front, was obviously in with a chance but a fumbled spinnaker gybe approaching the finish undoubtedly cost him the race. The 505 won by 5 seconds from the Moth with Oscar just a further 1 second behind in third place.

The round of Autumn open meetings is now approaching with some good events coming up which I am sure will be well supported. All too soon, it seems, the frostbite season is nearly upon us and so these forthcoming events provide the last opportunity to participate in racing which hopefully takes place in reasonable weather and whilst the water is still warm.

Finally, through this column, I would like to thank Mike Jakeways and Jayne Willis. Firstly Mike, who burnt the midnight oil in preparing a report for 'Yachts and Yachting' and also organised several other championship happenings. Secondly, many thanks to Jayne, our recently retired Secretary, who has done such an excellent job during her two year spell in office. On the same note, may I also welcome Richard and Jenny in taking up the class secretary position (this last sentence appears to be somewhat ambiguous, but I am sure readers will understand the correct meaning!)

NEXT NEWSLETTER DEADLINE:
1st December, 1984.

Credits

Thanks to Mike Jakeways, Mike Mooney, Champion Photography, Richard and Jenny Marshall, Pete Stubley, Phil Angrave, Ian Madeley, Greg Goodrun and all of the others I've forgotten.

CLUB NEWS & OPEN MEETING REPORTS

Blithfield Sailing Club

Another season draws to a close and the Blithfield fleet is consolidating its position within the club. No real influx of new blood, except one or two crew changes. Neil Robinson is now to be seen campaigning 882 'Rapid Turnover' and cleaning up at the Menai Regatta, as well as joining forces with the Dogg's and Alan and Geoff Cooper (our only other new entries, refugees from the Fireball fleet) to sweep the field at the Saundersfoot Regatta.

On the home front, racing is as keen as ever with good turnouts to all races, this being reflected at the Nationals with eight boats taking part and still managing to loan out a crew to Ian Madeley. We are all looking forward to the Welsh and Midlands and have hopes of a good turnout.

Most of us hope to sail through the winter and would welcome any other Osprey sailots who may want to join us between the end of December and the beginning of the Spring Series in April.

The Doggs

Lymington Town Sailing Club

We are turning out up to 6 boats for weekend racing with the top places being filled by different boats each weekend. Tony Hodges in 'Ayres & Graces' has found a lot of boat speed with a new mast and new mainsail, not forgetting crew Tim Redfern! The Club Regatta held over the weekend of July 14/15 attracted Richard and Nick in 'Another One Bites The Dust' and also Colin Popple from S.M.Y.C. in 1207. After two races Richard had cleaned up and won with Tony Hodges 2nd and Peter Stubley in 'Sugar Plum Pig' 3rd.

The next big event at Lymington is the Southern Area 'Jack in the Basket' Trophy sponsored for the second year by Tornado wet suits, over the weekend of October 6/7. This is also a Wilkinson Sword qualifier, so we are looking forward to a big turnout, with prizes galore, Grand Draw on Saturday evening, etc. etc.

Hugh Carter who had a nasty accident at his workshop, prior to Nationals, which prevented him attending, is still in the Burns Unit of a Salisbury Hospital. But I am very pleased to report his condition is much improved and he hopes to be coming out of hospital in 2 weeks to convalesce at home.

Peter Stubley

Ogston News

Four thirty Friday afternoon prior to Nationals is no time to tell a psyched up superstar his megastar crew has sawn his bicep muscle in two.

In fact, devastating is the effect. However **us** Ogston lot are a resilient lot and ready to jump on unsuspecting crews anywhere in the country.

By 11.30 p.m. I had not only packed the boat, case and food, I had also tracked down the best crew this side of the channel and with Black Dogs claws at his throat convinced the gentleman, Madeley did exist and was an optimist.

I didn't sleep much, in fact I may as well have driven off then but **us** Northerners like bacon and egg at a reasonable hour and near daylight. (Four pints didn't help either). 275 miles is a long way with the prospect of no crew or sailing but Blithfield had it all sewn up, what with Jeff, Keith, Ray, David, Neil, Albert, Ron (Miss Osprey) didn't stand a chance of resting on the beach for a week like he planned. In fact by the time I arrived at three he had definitely been got at.

The week passed like a dream, in fact to finish 1st and 2nd in Miss





Filey Open - Chalmers Park





PRIZEGIVING: Clockwise from top left - J. Prosser, M. Mooney, M. Clack & R. Brooks.

Osprey, Moonlight was overcome and fair flew up the reaches on the final day with Miss 'O' still 'punking here and punking there.'
Now you might be thinking what on earth does this lot have to do with Ogston.
Well - we have eight boats on the rosta and no fleet with very little enthusiasm, three of us are seen regularly, that's me, with either Arthur or Chris in 905 plus me-lad and helm in 'Smoke' and 1090's Robert and Sharon, Dennis? - who's he? Karl has bought a sailboard and works funny hours and like many crews has resigned his commission.
The rest don't appear, hence yours truly flies the flag and keeps upsetting the Fireball lot by going straight through the lot after giving them 2 mins. start on their fleet start.
So you can see that there ain't much to report except the water's dropping. Hence the only news (history now anyway) is as before. However, the 'Stars' up here visit Germany and evidently don't see sun or points but drink a lot. World 505's didn't impress them, in fact, Simon Briddon (ex Osprey) said he would rather have been Osprey sailing. I did say I told you so, but they would go!
Messrs. Loveday and Ward didn't make L.A., neither did John Greenwood, although they tried. In fact there's only Madeley's grass skirt that scored anything like. So apart from lots of sailboards, no serious crews, there ain't a deal of enthusiasm, which considering Blithfield's enviable strength is somewhat disappointing.
One further bit of information did come to light the other night, and that is Neil of 882 fame (Keith Gibbons' ex crew) won the Menai Straights Regatta in 882 and they complained about his yardstick. He was the only Osprey and made quite an impression. Watch that Beat!
See you around.

Ian M. Madeley

Poole Yacht Club

Having just arrived back from a most enjoyable week at Tenby, both on the water and off, I thought I would put pen to paper and keep you informed of the happenings at Poole Yacht Club.
Numbers for club racing are still on the increase, following the arrival of two new Ospreys to the club. Phil Blake and John Tompkins have recently acquired 1063 - Whispering Glass, while Peter and Berry Small have purchased 1066 - Conquest. Both boats have been turning out regularly and will undoubtedly be a force to be reckoned with in the not too distant future. We also welcome the return of Jeff Wear, who has had a couple of years away from racing. Jeff is at present looking for a new boat to replace 703 - 'Silent Preyer' - he obviously intends to return to the front end of the fleet.
The quality of racing has also improved immensely. In previous years, Trevor Brown in 1187 - 'Atomic Rooster' has been unbeatable at club level, but of the 10 evening series races sailed so far, Trevor has won 4, Phil Angrave in 1155 - 'Golden Brown' has also won 4, Phil Greetham in 881 - 'Think Big' has taken line honours in 1, as has Dave Williams in 947 - 'Roll Over Beethoven'. Other boats have also shown good turns of speed from time to time, and are quite capable of winning races in the future.
Four Poole boats attended this year's Championships, all had an enjoyable week and produced respectable results. Hopefully the majority of our fleet will be competing at Lymington for the Southern Area Championships. Quite a few boats have also expressed an interest in travelling to Blithfield for the Welsh and Midland Championships.
As you may remember from the Poole Yacht Club report earlier in the year, major changes are taking place regarding the P.Y.C. Clubhouse and facilities. The new clubhouse is now nearing completion and is due to be opened during October. The new dinghy park and yacht haven have been in regular use since May and are widely thought to be a great improvement on the old facilities.
Preparation is underway for next year's Nationals (to be hosted by Poole Yacht Club). This will be a Championships to be remembered, with hopefully a continuation in the trend towards larger turnouts. Details of the Championships will be circulated as soon as they are finalised. Poole should prove to be an ideal venue for the National Championships, with a massive area of perfect sailing water in Poole Bay, miles and miles of sandy beaches nearby, fantastic facilities and shopping centres in Poole Town, the premier south coast holiday resort of Bournemouth only 5 miles away, and all the advantages of the new clubhouse and premises - see you there!!!
I look forward to seeing all Osprey sailors at the forthcoming Open Meetings and Area Championships. See you soon.

Phil Angrave

Ribble Cruising Club

Ribble Cruising Club's connection with the Osprey goes back to the earliest days of the Class when at a new built cost of £150 Sail No. 2 first appeared at the Club. The Class failed to catch on however, despite some daring (and fast) exploits by the Fitton family including an epic sail to Piel Island at Barrow. In the first half of the 1960's the Club made a sensible decision to change from Enterprises to Ospreys and three owners sold their comparatively new Enterprises and bought or built the new Class, they were Ray Brown, Vernon May and Jim Sawbridge. The fleet rapidly grew over 3 or 4 years to its maximum of 10, with strong representation visiting Championships at Scarborough, in 1964 then Mumbles, Plymouth and Mounts Bay. In one year I towed my own boat (630) from Penzance to Broughty Ferry, from Steel Company of Wales to Filey and inland to Chasewater. The fleet then started to disintegrate - Wally Gardner and Vernon May left and went to Glasson (later to Morecambe) - but there was always the odd one or maybe two left sailing until quite recently when Wally Gardner returned to the fold and with Don Flannery giving a driving hand the numbers are now rivalling what they used to be, albeit with mostly new faces. They look forward to September 8th and welcome old and new friends to the West Coast National Osprey Open Meeting.

John Ogden

Creeksea S.C.

As with many clubs where Ospreys are sailed, we have a large fleet of "dinghy park" boats, numbering over 20 Ospreys, but unfortunately only about 8 of these are raced regularly.
We have recently lost two boats, 397 sailed by Matthew Topham who is moving to a job in Papua, New Guinea where as far as I am aware the "mudmen" don't race Ospreys. Also Robin Witheridge is selling Attilla 1087 and moving onto bigger things with lead on their keels.
A recent member to the club is Ken King who has restored No. 70 to superb condition and is now racing regularly.
Robert Shaw as you will probably know has bought 1203 Bird of Prey and looks like being very competitive at the Nationals. Dave Unsworth has bought 1175, Ken Carroll's old boat and sold his boat Granny to the Osprey hungry fleet at Sheppy. Also we now have a brand new Porter boat No. 1211, launched recently and being sailed by Dot Nicholls and Mike Harris.
Our commodore Colin Armstrong hasn't been seen on the water very much, due I feel to problems negotiating with his insurance company over his second replacement mast this year.
Several club boats have attended Open Meetings this year hoping to improve their competitiveness for the Nationals. We hope to send a team for the first time for several years. This will be R. Shaw and B. Farquason (1203), G. Goodrum and A. Mullis (937) and D. Unsworth and C. Bruce (1175).
The biggest event of the club year has been the movement of the toilet facilities from the bushes near the dinghy park to a Portaloo (Not a Porterloo) for ladies only in the bushes near the car park.
Club racing is generally very competitive with no one boat dominant. At the front of most club races are R. Shaw 1203, M. Stubbs 1183, D. Unsworth 1175, G. Goodrum 937 and D. Edwards 1008.
By the time you read this Burnham Week will have been and gone and I hope some of you will have visited us for at least the Bank Holiday Weekend's racing which becomes more competitive each year. A full report on Burnham Week to follow in the next issue.

Greg Goodrum

Sussex Motor Yacht Club Open 30th June/1st July

Some of you may be a little bemused as to why the report of this meeting in Yachts and Yachting referred to the Open taking place on July 14th. Well, your trusty correspondent put in his report during the week after the meeting only to be told by Y & Y that it just missed the copy date. Having gone to all the effort to write it in the first place, I wasn't going to be seen off that easily so re-submitted it changing the dates, slanted the writing the other way, etc., and voilà - the report appeared! Here's the unabridged version:
A flat sea, a gentle force 2-3 westerly and lots of sunshine made for very pleasant sailing on Saturday's race. Local helm Colin Popple sailing Schiaffino (sounds rather naughty but is apparently a French shipping line - Popple Inc. can do you a very

good freight rate on most routes!) showed the way to the first mark but couldn't do anything to stop Oscar from sailing right through him on the reach. These two steadily opened up a large lead over the rest of the fleet, finishing in that order with Trevor Brown in Atomic Rooster third.

A few late arrivals made the numbers up to sixteen for Sunday's race. Chess was out in front at the windward mark and never seriously challenged for the rest of the race. With two firsts, Oscar had got the Open Meeting sewn up. A buzz of excitement went round the fleet when young Tiger was spotted nervously clutching that long thing at the end of the boat. Meanwhile Richard M. had got his calculator out and reckoned that if he could keep Colin Popple out of second slot he would finish second overall. The race was again sailed in light airs. Marshall led for the first round, split tacks on the second beat only to find that Popple had got the right route and had taken the lead. Easy Picker, having lost little of her normal pace under new management was lying third. At the start of the final beat the order was Popple, Bridges, Marshall - all within spitting distance of each other. Marshall, having rechecked his calculations then engaged Popple in a tacking duel to the death. This epic struggle allowed Tiger to notch up a worthy victory and Trevor Brown also slipped through to second. Richard finally managed to come out on top of Colin to take third slot. Both crews looked drained and several stones lighter by the end of it. However, the sums were all wrong because Colin still managed to take second overall. Richard was heard demanding that Nick recheck the number of fingers he has on each hand!

R.S. Lilley

Overall:

1.	Easy Picker	O. Chess
2.	Schiaggino	C. Popple
3.	Atomic Rooster	T. Brown
4.	Another One Bites The Dust	R. Marshall

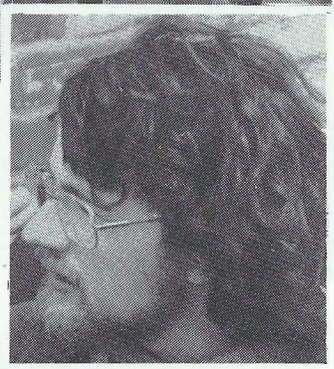
Hornsea Scottish & Northerns









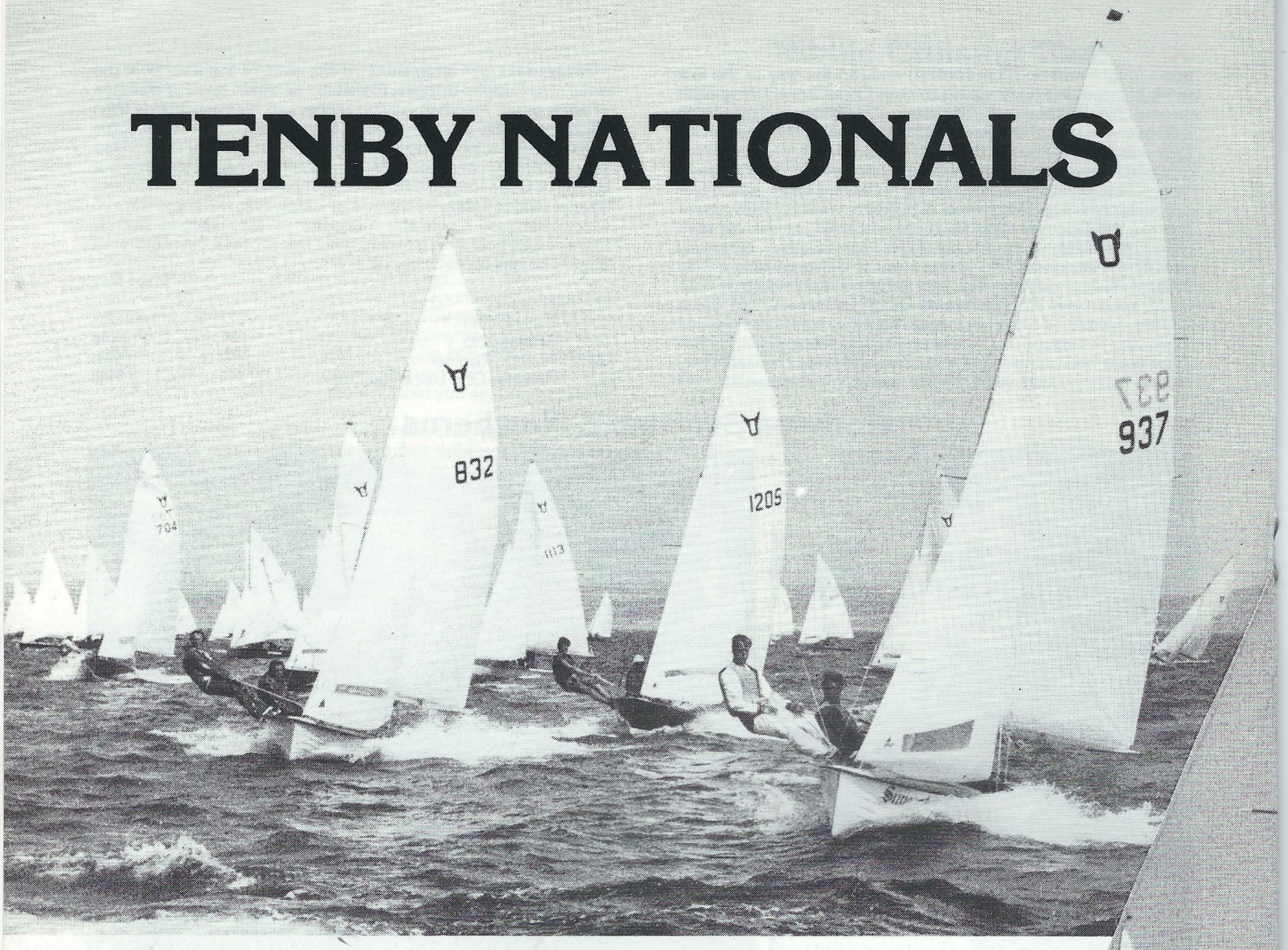


Clockwise from top left:
Portrait of a champion?! - R. Marshall and N. Willis - O. Chess and T. Bridges - Champions Crew? - A. Hawksworth (runner-up; gosh I didn't realise that waistline was so !!!) - P. Dovey and R. Mabut - R. Marshall.





TENBY NATIONALS



"Life's journey through this world may be compared to a tapestry being woven on a loom. The warp threads represent our lifelines, criss-crossing over and under these are the weft threads and it is by these that the colour and pattern is woven into the tapestry and into our lives.

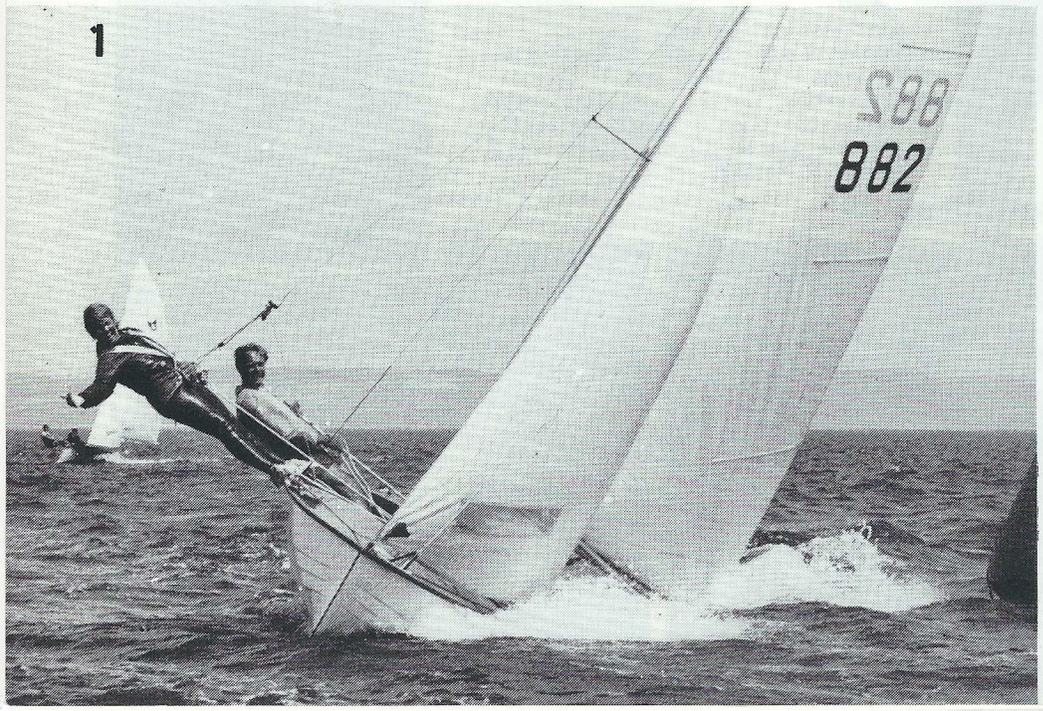
Some people do not strive to weave patterns and colours into their lives, so they are uninteresting, without any personality, romance, history or colour, just a drab piece of cloth.

Others with sailing, sport, music or poetry weave wonderful patterns of happiness and joy over and under their lifelines; with skill and art these are their weft threads.

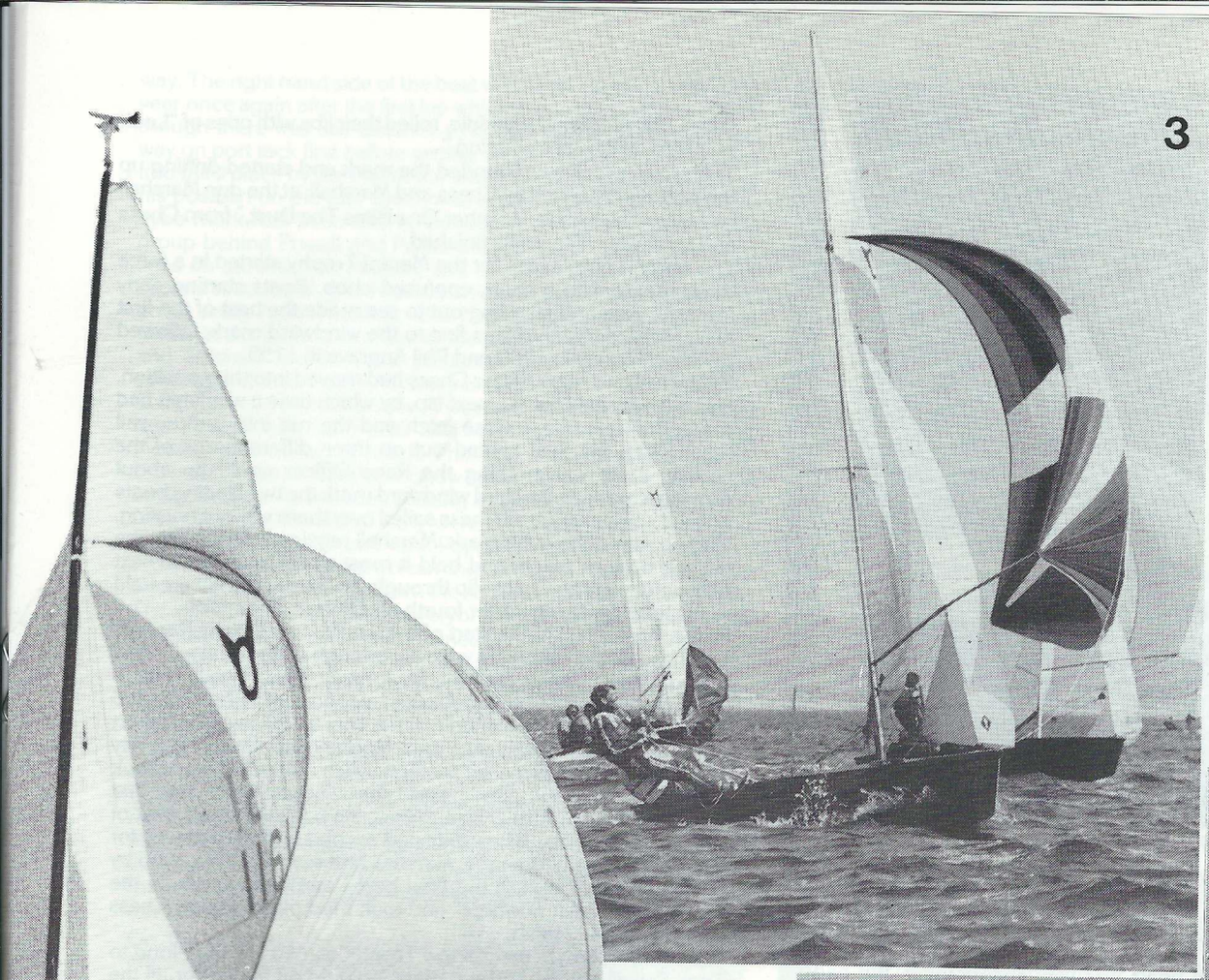
We all have the power to weave love and joy into our lives, and we should endeavour to do this not only for our own pleasure, but for the interest and happiness it creates for our friends around us."

Quotation from 'The Joy of Living' by Uffa Fox.

1











1. Ray Fuller & Pauline Cooper trying their hand at wave making!

2. Just in case you can't remember the names, it's Oscar and Tiger.

3. Sorry I simply don't know who this pair are.

4. Richard & Nick with Alf & Dave trying to bore a hole in his transom!

Photographs courtesy of Champion Photography, Whitstable.

Champs!

To begin at the beginning.
It is summer, sunlit morning in the small town, the cobble streets noisy and the packed sunbathers' and sailors' beach shoving and trolley-sticking down to the sloe-black, slow, black, Osprey-bobbing sea.
All right, some of us culture-grockles went down to Laughrne before setting off home.
There was a feeling of optimism and growth in the Class at these Nationals which was not just due to a good turnout and the families enjoying themselves on the beach. It started in the bar on the first night with a roaring excitement as people recognised old friends and greeted newcomers. As the week went on it became clear that the racing at the front was being shared between quite a large group, made up of established experts and rising stars. The new G.R.P. boats looked first class and performed well, and there was talk of a mouth-watering composite Osprey to come during the winter. By the prizegiving on Friday, in the plush surroundings of the Imperial Hotel, after an excellent meal, leaning over a stone

Alf Hawksworth & Dave Major.



balcony looking down to the darkening beach with a pint of Double Diamond (well, you can't have everything), there would have been a good majority for holding another Nationals there and then.

Certainly an entry of 76 boats was very encouraging. We had taken the risk of going to a club with no home fleet and achieved a substantial growth in numbers for the first time in nine years. Comments at the A.G.M. and conversations during the week suggested that the committee ought to re-think a very longstanding policy; that of moving the Nationals around from North to South, and East to West. There was a strong feeling (any anyone who disagrees with it had better say so to his committee rep. quickly before it becomes an established assumption) that people will just as soon drive 300 miles as 100, for the right kind of family venue.

Prospects at the front of the fleet looked very open, though there were actually 76 helmsmen who privately thought that this might be their big year. The practice race on Sunday was scheduled for the morning, but the fleet went out beyond the harbour for a little paddling before being recalled. It says much for the Race Officer, Blake Shaw, that this was the only time we went to sea without racing. He conjured up a force two breeze for the middle of the afternoon, and the places went to Oscar Chess, Richard Marshall and Tony Powell.

For the first points race (Mounts Bay Trophy) we waited on the beach again until the middle of the afternoon, and set off to race in conditions which looked much like the day before. Peter Dovey was first to the windward mark in 1081, but as he led the fleet towards the gybe the wind started to die, and even the front group had to give the mark a wide berth as the tide threatened to push them inside it. The breeze lasted another ten minutes or so; just long enough to spread the fleet most of the way down the two reaches: and there we all stayed. The tide was making roughly at right angles to the second reach, and towards the middle of the course, so anyone who hadn't gybed probably wasn't going to for a while yet, and only boats which had gone high on the second reach stood much chance of getting to the bottom mark. Well, eventually some boats got round, and finished the shortened course, though more sat it out until the time limit was up, even getting round the mark in some cases and hearing the hooter while approaching the line.

An epic struggle in its own way, with bad luck stories as well as clever sailing. Bad luck to Pete Dovey: Chess and Marshall had passed him, but he was with the front bunch grimly clawing his way to the bottom mark when he had to retire with a very sea-sick crew. Jealous congratulations to N. Willgress in 1167 "Dodger", who spotted the situation quicker than anyone, sailed what seemed to be halfway to the horizon on the second reach, and so pulled himself out of the bunch who didn't make it, and into the select group who got finishing points. The responsibilities of fame were made clear to Tony Powell; when he finally joined all those who were fed up with drifting gently backwards in the baking sun with the boom crashing about overhead, he rolled his jib and Glyn started to paddle home. Immediately several nearby crews, not spotting the paddle, rolled their jibs with cries of "Look how bloody Powell's pointing."

The group which had rounded the mark and started drifting up the beat had been led by Chess and Marshall; at the gun Marshall had taken the lead in "Another One Bites The Dust," from Chess and Ian Porter. Ten boats finished.

The second points race for the Martini Trophy started in a force three breeze with a short, confused chop. Boats starting early from the gate and standing out to sea made the best of the first beat. Richard Marshall was first to the windward mark, followed by Mike Mooney in 1209 and Phil Angrave in 1155.

By the leeward mark Oscar Chess had moved into third position, and this was held for the next lap, by which time a windshift had made the beat into a close fetch and the run into a three-sail reach. With the fleet spread out on three different legs of the course, there was nothing the Race Officer could do about moving a mark. At the third windward mark the two leading boats hoisted spinnakers, and Chess sailed over them without hoisting, leading round the gybe mark. Marshall regained the lead on the second bottom reach, and held it most of the way up the next beat before letting Chess slip through. These positions were held to the finish, with Ian Porter fourth and Robert Shaw fifth.

Force three again at the start of the Ian Proctor Trophy Race on Wednesday, but the waves were big enough on the beat to half fill the boat if you hit one really badly. John Marsh was pathfinder in "Blue Moon" and he had established a good lead at the windward mark by tacking up the middle of the course, followed by Robert Shaw in "Bird of Prey," and then Mooney and Chess. Mooney went into second place on the first reach, and Chess overtook him on the first run. Once again the wing swung; Marsh first pulled away even further and then came back into the sights of Chess and Mooney, who contested second and third places for most of the rest of the race. Marshall had reached this group by the second run: during the final beat Powell appeared, so the others said, "from nowhere" and took third place behind Chess and the winner, Marsh.

The fourth race, for the Marlow Trophy, turned out to belong to Tony Powell: he led at every mark, holding off Ian Porter all the





way. The right hand side of the beat was advantageous, with a big veer once again after the first lap which made the beat one-sided, though there was still distance to be gained by going the short way on port tack first before setting off on starboard. Marsh went into third place by the end of the second reach, and consolidated his position on the run, which was a broad three-sail reach. The gybe mark had been moved by the second triangle, giving the group behind Powell and Porter the chance to experiment with lines on the reaches. Mooney and Shaw overtook Chess on the second reach, and Alfie Hawksworth made up a lot of ground by going really high. Marshall, who had completed two 720 turns earlier in the race, took a flier to the left on the penultimate beat, and finished twelfth. Final positions were Powell first, Porter second, and then Marsh, Mooney and Shaw.

So, at the start of the last race (The Saundersfoot Trophy) Chess had a small lead, but Porter and Marshall were very close and Mooney was not out of reach. The fleet went out to sea with no breeze to speak of, but Blake Shaw had ordered a force four and it arrived in time for the start, gusting a little higher during the race. Late starters who tacked early were benefitted: Ian Porter led at the windward mark from Frank Popple, Marsh and Mooney, who took the lead during the screaming three-sail reach. Chess had started for safety halfway down the line and was back at twentieth. The wind was at last making everyone work: as chance had it this was the day Nick Champion turned up to take the photos. The driver of the boat he was working from reports him as saying "The thing about these Osprey sailors is they're all a load of posers. One chap lost two places coming over close to get his picture taken."

In this race the lead was largely shared between two brand new boats: the home-built wooden 1209 of Mooney, and Porter's G.R.P. 1212. Mooney held the lead until the third beat, when Porter went past him, then Marsh. On the reach Mooney hoisted his spinnaker, dropped it, hoisted it at the end and came out at the front by the gybe mark. This position remained all the way round to the top of the next beat, when Mooney, Marsh and Porter were all together.

On the final run Porter pulled himself out a small lead, and Marshall had joined the front group. Meanwhile, Oscar and Tiger had been working furiously to climb up through the field. They were up to twelfth by the end of the first triangle; by the start of the final beat they were fifth, with the Championship secure provided no-one did anything silly, and at the gun they were third behind Mooney and Porter.

So Oscar Chess and Tiger Bridges won this Championship by sailing consistently in a week when it was very difficult to be consistent. Each points race was won by a different boat, which not only shows the quality of Oscar's victory, but demonstrates a very healthy level of competition at the front of our fleet. As well as the five race winners, there was serious competition from Mike Mooney, who was never far from the front and finished fourth, from Robert Shaw who finished sixth and from Alfie Hawksworth, eighth overall; all these three were sailing boats new to them this year and can be expected to find more speed still next year.

A raffle was held at the Prizegiving of the Tenby Nationals to fund a very good cause, us, the Class Association. Mike Mooney of Leader Sails, Hull, very kindly donated the choice of a new boat cover or a genoa tailored to the winner's boat. Pictured here, the winner Don Flannery, who sails 1107 (Superstition) receives congratulations from Class Association Secretary Jenny Marshall, Chairman Trevor Brown and Mike Mooney.

After Mike Mooney's kind donation, it is only fair that we give him a plug, after all, if an Osprey sailor can't make good Osprey sails, who can? Anyway next time you're thinking of new sails, give him a ring on 0482 225102.

John Stembrowicz

I was hoping to give a run down of the gear used by the Top Ten boats at the Nationals, but after being faithfully offered all the details only Mike Mooney has been forthcoming. Never mind, perhaps details may still arrive in time for the next issue!

HINT

Gossip is very often the "apres-sail" sport at most Nationals; Tenby was no exception. This year's titbit concerned Pete Northern and the fact that "Prickly Pair" appears for sale. Contrary to popular belief, Pete is not giving up Ospreys. At the time of the Nationals Peter's wife was ill and this naturally occasioned not only his late arrival but also his speedy return to the north. They have my best wishes and the hope that if his wife is not better already, that she makes a speedy recovery, and that they will be seen again on the circuit in the near future.



Our New Class Secretary

JENNIFER
by Richard

Before she became a wonderful mum she was a teacher specialising in maladjusted children. (There's hope for me yet!) Warm and cuddly, hands off, very friendly unless upset then look out, she's a black belt at getting her own way. She enjoys sailing Ospreys occasionally and puts up with talking about them. Interests include theatre, pottery, Agatha Christie novels, Ladies Circle.

P.S. Prefers a new spinnaker to a new summer dress.

ANDREW (The Assistant)

Inquisitive, destructive, likes eating sand and could pump the mainsheet at three months. Useful for fitness training (known as the chase), and weight training (known as the pick up). Special skills at annoying anybody who hasn't paid their subs, i.e. pulling hair, weeing on your lap or removing your tank bungs.

RICHARD
by Jennifer

After being relegated to third place after boat and car, what more can I say about my other half's priorities? Obsessed by boats, his idea of a relaxing activity is a rowing race in Poole park. Beware of 'salesman Marshall', who has been known to sell his own lawnmower to an unsuspecting visitor who only wanted a cup of coffee. Henpecking apart, Richard's loves in life are cars and diggers. This is an amended list for the married man, the other being out of print at the moment.

As for being joint secretary, it's "If you can't beat them join them." But please don't ask me anything about tacking and gybing around marks.

Secretaries' Address:
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Anyone looking for winter sailing in the London area, might like to consider Datchet Water. Winter membership runs from 1st November until 31st March, with racing on Saturdays and Sundays.

Membership for the season is £32.00 and is open to all members of R.Y.A. affiliated clubs. Wet/dry suit must be worn at all times during this period.

Anyone wishing further details please contact
David Holland on 0628 28802.

Names from the Past

Remember Allan Smith. He's now back in the flock having bought 834 (Wardance).

Terry Greaves has at last launched his new toy - a U.F.O. 34.

Richard Plowright is to be seen 'Streaking' around Filey Bay. I think he is hoping it will grow up to be an Osprey.

DOG WATCH



LETTERS

LETTERS

Here's a sad story. Having sold Osprey 1178 and bought plans, timber, glue, etc., to build a new one, the builder who had promised to assemble a boat out of this heap of junk suddenly left town - permanently.
This posed a problem. No boat - no sailing. Doom and despair. I decided the only solution was D.I.Y. Having not previously built a boat, the Osprey seemed an awesome project for starters. However, putting on my joiner's hat and a false show of confidence, I forged blindly on.
I'll let you into a secret, it's easy. You need a devious corner-cutting mind, plenty of epoxy resin, numerous B & D tools (which you sell later) and about 200 hours of spare time.
I'll list a few discoveries for any other would-be builder to think about. First and foremost, use epoxy resins and fillers. It is very strong, loves to fill gaps and does not need any pressure to make a good joint. It eliminates the need for accurate joinery and all those screws and G clamps.
The plans expand and shrink with changes in humidity, so keep them dry. Also iron them before taking templates. Talking of templates, I used thick polythene for mine, they worked very well. Set the centre board case into the building frames and build around it. Very successful this method.
I made great use of a hand staple gun for temporary fixing. Removing the staples later leaves very small holes which are easily filled. Marine grade gripfast nails make very quick permanent fixings.
The whole project was very interesting and the satisfaction in creating an Osprey immense. It goes well too!
So if you want to build a new boat, have a go. If I can build one, anyone can.

Mike Mooney

OSPREY 1209

All wood, home built from plans using epoxy resins.

Superspar Mast - Proctor Boom and Pole.

Leadersail - Mainsail - Genoa & Spinnaker (Reacher)

Dear Editor,
What's this nonsense about 'Wales has sunk without a trace,' spotted in your first Editorial. Even beginner Editors must be severely punished for such remarks, so instead of all the juicy Welsh scandal, like Captain Bligh Murray's pathetic attempt to win the Nationals with borrowed brand new unmeasured sails that didn't, or Colin 'Silverware' Evans' shameful visit pot-hunting in Ferryside without telling us he was going, all you are going to get is a letter on the rules.

Trouble is, I've lost my rule book.
It probably wasn't up to date anyway.

So, unhindered by the chapter and verse side of things, let's get down to business. In my humble opinion, some of our rules aren't too clever. My first example is the one about the flat bits on the side of the centreboard. I tried making a centreboard once and it did have a flat bit on it somewhere, I think, but how flat is flat and what is the tolerance? Let's face it, it is inconvenient to check, so we don't, so let's chuck this rule before someone gets disqualified. Can you be sure that all the boats ahead of you at Tenby had legal centreboards?

Next is the marvellous rule on forestays. This one must have been dreamt up by a chandler or a mast-maker (Ian who? - No I don't believe it!) As I read it, and I did once, before I lost my b..... rule book, you can do away with the forestay if you completely support the mast at deck level and do something clever with a pin in the heel! This only guarantees that in the event of the genoa halyard breaking, other bits get broken as well, so let's chuck this rule too.

Lastly, I was going to rant and rave about some of the items we are prohibited from fixing outside the skin of the boat but I had better stop now before someone gets embarrassed.
That's it from me, I think it's Colin's turn to write next! Bet you're relieved at that!

All the best from Wales.

Ian Wilson, 1150.

SHEPPEY ROUND THE ISLAND RACE ..... Report next issue perhaps!!



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Car Badge	£3.00
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Oct. 27/28 BRITISH STEEL. 1st Race 1300 Hrs.

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1985

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POOLE YACHT CLUB

27th July - 2nd August
(Subject to confirmation)

Boats For Sale/Wanted

WANTED URGENTLY: GRP Glass Mk 2. Contact Roger Taylor, Sheppey Y.C. Tel: 0622 64007 or Class Secretary.

880 Westerly wood. Mustos/Needlespars, compass, cover, trailer, trolley, beautiful condition. Can deliver. £750 ono. (03336) 393.

463 Cover, trailer, spinnaker, trapeze. Good condition. £400 ono. (0703) 550000.

458 Two suits of sails, trailer, trolley, good condition. £450. Flitwick 715055.

1087 'Attila' Wood Mk. 3. Professionally built by Eric Robinson. Two unused suits of sails (leader). Pronto combi. Covers. £1200. 01-348-4493 Robin Witherage.

870 Westerly wood Mk 2. Proctor mast. Mountifield sails, trailers and covers.

1101 Glass Westerly. Mk. 3. Set of Mustos and set of Mountifield sails. Trailer and trolley. Cover. All good condition. £950. (0524) 61778 Dave Hollingrake.

1082 'The Black Pig' Glass Mk. 3. All gear included. Trailers and cover. Very good condition. (0524) 418200 Chris Able/Ken Carrol.

885 Mk. 2 Composite 1971. Proctor spars. Seahorse sails. Combi road trailer. Cover. Full racing trim. Offers around £550. Coalville 222909 Mike Webster.

631 Wood Mk. 2, Excellent order, stored under cover for last five years. All racing gear. Combi trailer and cover. £550. (0832) 73168 Mike Jakeways.

1163 "Prickly Pair" Wood Mk. 3. Epsilon Mast, Mountifield and Leader sails. Top and bottom covers, Combi trailer. Lots of spares, including complete rigged mast and rudder assembly. Offers. (0937) 844954 John Prosser.

1187 'Atomic Rooster' launched May 1980. Built by Martin Creasey. Believed to be the first Osprey built using the West (wood epoxy saturation technique) system throughout its construction. Hull spray painted using two part polyurethane with machine burnished finish. Foils by Creasey. Spars by Proctor (Proctor 'E' & Hex Boom) with Harken ball bearing muscle box shroud adjusters. Sails (Main, Genoa, Spinnaker) all by Mountifield. (0202) 699876 Trevor Brown.

1140 Wood Mk. 3. New Leader sails, Ball blocks, Combi trailer, Cover. Excellent condition. £1500. (0482) 666598 Mike Gilbody.

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