National Osprey Class Newsletter



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Editorial

My first year as Editor draws to a close with the fourth issue of the Newsletter. The Handbook is at last complete and being printed; plans are already being made for the Dinghy Exhibition in March, and the Committee are, as usual, slaving away to try and make 1985 another successful year for the Osprey.

1984 saw an upturn in the Nationals entries and a lot of new people emerged to find out that the Nationals are not only for racing but for enjoying the social programme as well. A few new faces appeared on the Open Meeting circuit, not always at the front of the fleet - instant Champions we do not need - they come and go as the fashion takes them. Strength in depth is what we need, people that develop within the fleet are not so easily lost. Encouraging noises have even been heard on the International front; the fleet in Lagos is still growing and contact has been re-established with our Canadian cousins. It is easy enough to forget the lesser known fleets in this country, let alone our members overseas, so next time you post advance notice of an Open Meeting, think of the Overseas Clubs; on odd occasions we have been known to get a visit, if it happens to coincide with an Open Meeting and another entry is always welcome. If you think far enough ahead, it may be possible to arrange the loan of boats for any overseas visitors; this has been possible in a small number of cases already, and there is no reason that it cannot be done again in the future.

The close season is now with us; pools and lakes begin to resemble scenes from Christmas cards, boats disappear under mounds of snow, and most sailors' activities consist of pulling crackers and lifting one arm to refresh the parts not normally reached. Everyone is at peace, the odd race is re-run, the odd "screaming" reach remembered, in a way where the only danger is having to pay for your round. Close season it might be, but the Committee is, if anything, working harder at this time of year than any other. The Association does not run itself and the events of the Spring and Summer are planned - they do not just happen - in fact, most of them require a tremendous amount of hard work. As usual this work will fall to the willing few, the majority being only too happy to sit back and wait. Make yourself a New Year resolution, spend five minutes of your time helping to make the Association grow. Apart from paying your subs promptly (form enclosed), for a start you could try writing something for the Newsletter. Fleet Captains could even try writing reports. There will be a special Crystal Palace Boat Show issue, the Newsletter and the Association will be on show to a wide variety of other fleets. Do your bit to ensure that the Association and the Newsletter remain in the forefront of the English Sailing Scene. It is very easy for the sheep to follow the shepherds - well, in 1985, let us see a few more shepherds in the Osprey Fleet!

Dave.

Chairman's Comments

I intended starting my piece this time by moaning to the readership for not ordering enough new boats, especially as Porter Bros. are now well established as our new GRP builders. However, news has recently filtered through that the oft rumoured consortium is about to emerge and place orders for new boats and that welcome news has consequently taken some of the wind out of my sails (pun intended!). There still must be many, however, who have hulls past their prime and therefore owe it to themselves to invest in a new boat and realise their own full capabilities. I am informed by the secretariat that there appears to be many people anxious to join the Osprey fleet but yet cannot obtain a boat on the second hand market. If this demand does exist, then the prices being realised by the secondhand boats should be correspondingly higher which makes the cost of the new boat a little less burdensome. I am always astonished when looking through "Yachts & Yachting" to see the prices being asked and presumably, to a large extent, being paid for dinghies which cannot compare in value to what the Osprey has to offer. Richard and I recently did some analysis work and reckoned that 15-20 new boats were needed per annum to keep the Osprey class as a thriving entity during the next decade. There are signs that this can be achieved with dynamic fleet captaining at the clubs (THE vital factor in my opinion), and a Class Association providing the correct type of National Championships venue.

Organisation of the 1985 Championships at Poole is now well under way and Mounts Bay has been booked for 1986. I recently received a letter from Tenby Sailing Club stating their willingness to host our championships from 1987 onwards, having enjoyed our company and sailing so much in 1984. Those who would like to return there should start lobbying their Fleet Captains and Committee Representatives **now** as undoubtedly we must make a decision early in 1985 to secure our booking at this popular venue. Tenby would have liked us to have held our Championships there in 1986 but the Firefly class booked that year in 1982.

Your committee continues its dedicated work and with a high level of enthusiasm typified, I think, with the recent (at the time of writing), full page advertisement in "Yachts & Yachting". Picture and words balanced each other nicely and provided excellent overall impact - nice one, Mike. Such excellence, however, does not come cheaply and requires your support and a small amount of your money - not just for advertising but also newsletters, etc. The latter is always a professionally produced piece of work which enhances the status and image of the Osprey which other less fortunate associations comment upon and envy. Dave has done a splendid job with the newsletter since taking over the editorship in 1984 but, as always, relies upon your support in providing the material to keep him going. Most people, I am sure, think they have nothing to contribute, yet how many Osprey sailors have been on flotilla holidays and deep water crewing. The magazine is, after all, about Osprey people as much as it is about the boat and I am certain a few articles along the above lines would be well received and provide a welcome balance to club reports and the like which provide the staple diet of the magazine. (This latter point is aimed at all those Osprey sailots roosting in the Staffordshire and Bedfordshire areas who, despite living far from the sea, nevertheless seem able to participate in cruising events as much as anyone living on the coast!)

The Yearbook is, I am assured, going to appear early in 1985 in a format which we hope you will find more professional in its presentation and which will provide us with the means of producing annual updates without the chore and cost of starting from scratch each year. When you receive it please endeavour to maintain it in good condition as replacement covers will only be provided by Dave upon receiving a Harken mainsheet jammer or other similar expensive goodie in exchange. (Spare supplies will be stored in Hector's kennel!)

Most people will be reading this newsletter between applying coats of varnish or paint (except of course the plastic people who will be renewing their gel coats). Having received your copy of the 1984 Poole holiday brochure, prepare yourselves for more reading matter in the shape of the 1985 brochure and book yourselves in for the week commencing the 27th July. Tenby saw an entry of 76 boats - 24 short of the magic 100. Having achieved a good result in the "Yachts & Yachting" 1984 Championships Survey, let us make 1985 a truly outstanding year and get the Osprey more widely recognised throughout the yachting scene. An increasing championship turnout will be a vital factor in achieving this objective, which can be realised by a sustained effort from those who attended and enjoyed 1984 so much and from the fleet captains persuading just one or two more to come from their club fleet.

Good sailing in 1985 and a successful season for everyone.

WANTED

ARTICLES - REPORTS - NEWS - COMMENTS
FOR SPECIAL ISSUE OF NEWSLETTER
TO BE ISSUED AT CRYSTAL PALACE.

SEND ALL ITEMS TO THE EDITOR

NOW!

Editor's New Address:
Dave Norris,
34 Ashenhurst Road, Russells Hall,
DUDLEY, West Mids. DY1 2HH.
Tel: 0384 239512

Credits:

Tiger, Oscar, Richard & Jenny Marshall, Pete Stubley, Ian Madeley, Alfie and Hilary, and all the others.

Secretaries' Report

Another year over
Ospreys moving fast,
Watch out 505's
You'll get hammered by the blast
Of the Osprey fleet at Sheppey
Leaving you near last.

Many more new members
More new 'high tech' boats
With promise of 13 plus
By spring of '85
Careful Porter, Winder, Claridge,
You could be all killed in the rush.

So place your orders soon
To give the lads a chance
And come out racing
All guns blazing
And beat that Oscar Champ.

85 Calendar already very full
July 27th - August 2nd Poole Nationals
Come along for Blue Water Sailing
Excellent hospitality
Topless sunbathing
And Trevor Brown.

Let's briefly mention subs
Some poorer honest members
Have already paid
But true to form you wealthier
Yachters are slow to aid.
The deadline is Jan. 31st
And if all concerned have any conscience
We'll really have it made.

So cough quite soon
Buy some Association Goodies
And have fun in '85.

Tuning & Training Weekend

We are planning to hold an Osprey Association Tuning and Training Weekend at Grafham Water Residential Centre on the weekend of 10th to 12th May.

G.W.R.C. is a local authority Residential Centre, based in modern buildings and specialising in teaching sailing. The staff there are very experienced in running such courses, having organised training weekends for several class associations. The accommodation is comfortable, and in some respects luxurious, and the food excellent; there are good demonstration and lecture facilities. We would, of course, use our own boats.

COURSE TUTORS: Apart from the staff at the Centre, the course would partly be run by R.Y.A. Race-Training Instructors, and partly by top sailors from our own fleet.

NUMBERS: Our course will be run at the same time as an Open Adult Sailing Weekend at the Centre; although the other group will work quite separately from us, this means that our course can take place even if only a few of us want to take part, though we can fill the place up if we want to. Of course, the more of us there are, the more course tutors from among our leading sailors we can bring along, and so the wider variety of ideas there will be in the programme.

Full board and lodging will be provided from Friday evening to Sunday tea-time. There will be major talk and discussion sessions on the two evenings, and five sessions on the water on Saturday and Sunday, between which the tutors will be able to follow-up teaching points with the aid of videos. There will be some notes and documentation about basic tuning for course members before the weekend, and it is planned that the main points to come out of the discussion will be printed as a booklet which will be available to all Association members.

The cost will be £46.35. It is about £5 less if you live in Cambridgeshire.

Please apply as soon as you can as the number of course tutors we provide will depend on how many of us take part. Application forms from:

Mike Jakeways,
The Hollies, Oundle, Peterborough.

TIGER'S WINTER BOOKSHELF or How to avoid television soap opera.

There is a great wealth of material written about sailing, most of it is worth a read, for amusement, as well as instruction. I was dragged up to believe that reading is a Good Thing, for which I'm very grateful, so I've got through most of the books on maritime subjects that I have heard of. This article is intended mainly for sailors who want to spend some time during the winter on developing their racing skills, without resorting to frostbiting, or going running!

As the sport has developed over the years, so stars have written books on how they did it. Unfortunately, the number of sailors who can write as well as they race is limited, therefore care has to be taken to sift out the goodies from the dross. Here is a selection of sailing books I have read and my opinion of them, restricted to those meant exclusively to help the reader get closer to the prizes.

GENERAL GUIDES AND MANUALS

Eric Twiname - Start To Win.

This is undoubtedly the best book available for an established club, or back of open circuit racer who wants to transform their performance. End of review really, I got my hands on this almost 10 years ago, and I still turn to it frequently, especially after being humiliated in my Laser. Chapter headings include 'Winning without magic' and 'crewing is a partnership', both concepts I've often seen forgotten by Osprey sailors.

Jim Saltonstall - The Race Training Manual

This is undoubtedly the nastiest book I've ever seen, it defies you to read it without feeling humble, even after the few occasions when I (we) have won the start and pulled away for the rest of the race. Turn to this afterwards, and you'll find dozens of mistakes in your dazzling performance. Very detailed, very modern, this is what the Youth and Olympic squads have in hotel rooms instead of the Gideon Bible, and for most sailing races it's certainly more useful. The training weekend during next year will be based around this, so you had all better get your homework done.

John Oakeley - Winning

1972, so some rig details are dated, bendy booms and bottle-screws, but the sections on racing and especially boat preparation are very good. Excellent checklists are included in the back for 'Before Sailing', 'Before Starting', and a very useful 'Before travelling to a major regatta'. Bursting with the man's vast experience,.and showing the attention to detail needed to mount a serious international campaign. Borrow rather than buy though, although it's so interesting.

David Ullman - Championship Dinghy Racing

This falls into the same bag, interesting but not essential. Ullman is a U.S. 470 hero, ex-world champion and sailmaker. The book contains the fairly startling concept that there are only two types of sailing, Olympic and casual. Try explaining that to a 505, Laser or J24 world champion! Very good on sails and rig, even some touches of humour.

Uwe Mares - Handling the Racing Dinghy

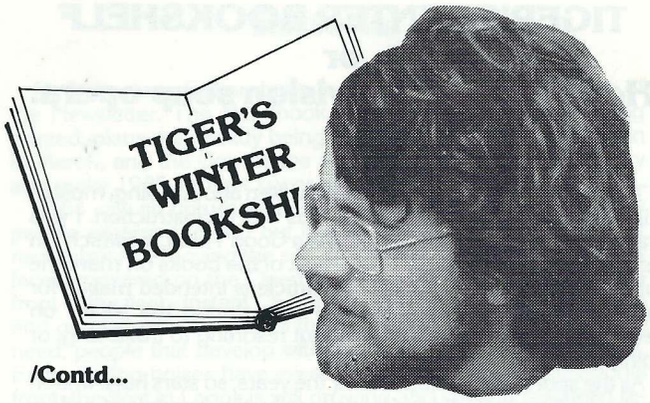
German star, reasonably well translated, but there are holes in it. When I won it (in me Mirror, all them years ago), I could think of other, better books and that was 1976. The best bits are the photos of strange and exotic euro-dinghies, very interesting, but ...

Ed Baird - Laser Racing

Got to excuse this I suppose, but although it is most valuable to those pretending to enjoy themselves on the little torture machines, there is still a lot of good stuff. Written recently by the best sailboat racer in the world at present, it concentrates on boat handling and tactics, which apply to all dinghies, and is very good on kinetics, and it tells you what kinds of humping and pumping is legal and what aint!

Lawrie Smith - Dinghy Helming

Fernhurst Sail to Win Books are great. Floppy covers, large format, excellent photo sequences, cheap. This is a new series, in which experts concentrate on a fairly narrow topic. This book contains photo sequences of Smith and Ossie Stewart tacking, gybing, hoisting and dropping, both correctly and like big wallies,



/Contd...

and there are good profiles of Mark Simpson's impressive nose. Very highly recommended.

Ian Proctor - Racing Dinghy Handling

1948 this was written, same time as Mr. Orwell was writing interesting books, funny coincidence that, revised and updated in 1971. Still a good read and, if you have never met the Creator, the book is a good way of finding out what an immensely charming gentleman Ian is. It reads almost like letters from a favourite uncle, on how to sail and maintain a boat. Times have changed, and although the section on maintenance is still one of the best I've read, parts of it are way out of date. The double page photo of an Osprey shows a hideously primitive Mk. 2, but I'd just love to know who's sailing it.

Stuart Walker - Techniques of Small Boat Racing

An American doctor, and one of my heroes, he has won the POW cup and, reading his books, you realise what an achievement that is, after all, our nationals only go back 25 years. This book is a compilation of articles written by different experts, and although written in 1966, it is still very much alive. Fairly solid reading, but some of the accounts of important races, especially several POW challenges, are a lot more gripping than most current American television offerings.

TACTICS AND STRATEGY

In my opinion this is the most fascinating aspect of racing, the most rewarding to get right, and the most disasterous to get wrong. I think that playing chess on a board three miles across is very difficult, these are some of the books that best explain the moves.

Richard Creagh-Osbourne - This is Racing (Tactics and Strategy in Action)

Covers all the gambits from the orange juice and cornflakes to the beer and chips. This is very easy to read, lots of colour diagrams and drawings, easy to find out just why you were comprehensively stuffed up that beat, or what the tide was really doing on the last run. One of the few books I 'just had to buy', after reading it while camping on Alan Bevan's sofa.

David Houghton - Wind Strategy

The world spins round and it is warmed and cooled. Some of it is land, and some water. The result of this uneven surface is that the atmosphere moves about, driving sailing vessels. Showing you how and why it works, and what it means to small boat racers, is a very experienced met-man who was involved in the U.K. Long Beach Team and the Victory Challenge. There is not much boring physics, just the key to turning the forecast, and observed, weather into the background to a successful race. Another product of Fernhurst Books. Very highly recommended.

Rodney Pattisson - Tactics

Like the last book, this is a Fernhurst product in the Sail to Win series. Very well illustrated, lots of simple explanations. Concentrates mainly on each section of the Olympic course in turn, describing the situations found there. Quite witty in places and easy reading.

Jochim Schult - Tactics and Strategy in Yacht Racing

Just remembered this one, borrowed it from Swansea library, shows how old it must be. Dry as dust, very detailed, worth a read but don't make any effort to find it.

Stuart Walker - Tactics of Small Boat Racing

Like his other book this was written in the mid '60's, but has lasted even better, as wind and wave are still the same, even if the boats have changed. Good, rather than easy, reading. I like this book a lot, the author's enjoyment of sailing shows through very clearly, with his use of anecdote and example covering strategy and planning as much as close inter boat fighting. Excellent to curl up in front of the fire with.

SPEED

Gimme the nuts and bolts man, lemme drill holes in everything. Oscar's dream world, put the boat in a test tank and wind tunnel and win on a computer! Anyone interested in the technical side will probably find the general books too limited in their coverage of top section sideways bend, correct rudderblade waterline cross-section etc. I usually leave all this stuff to him, he likes graphs, so this section is pretty sketchy.

Imhoff and Pranger - This is Boat Tuning for Speed

Belongs with the other 'This is ...' books. Colour diagrams and photos, easily understood text, from two Dutch FD superstars. Details a trapeze and spinnaker boat to the last fitting, then explains how to set it up. As well presented as the A.A. Book of the Car, very user friendly and now in a revised second edition. This is an important guide for serious tweakers.

C.A. Marchaj - Sailing Theory and Practice. Yacht Aero/Hydrodynamics.

Heavy stuff. When not in use, these two are musts as, rather than on, the coffee table. I couldn't cope with the techno/science presentation, to me sailing is more about having fun in waves than punishing a calculator. However, I could see a vast amount of info, and like Christmas cake, it can be digested a bit at a time.

RULES, etc.

O don't like rule books, if everyone was nice all the time we wouldn't need rules. However the world isn't like that, and even trivial pastimes like yacht racing generate vast complicated strictures. Most of us have an idea of the commonly used rules, this section could help to expand that knowledge.

Eric Twiname - The Rules Book

I recently borrowed this (Thanks Jake) and it's a book I like, on a subject I don't. Other people, e.g. Alfie, Ian Wilson, etc., can run rings round us in tactical situations, and we both tend to run away, rather than shout when the going gets tough. However, if you feel the need to become a little more familiar with the framework of our game, as I do, then this is the best way I've seen. Clear diagrams of common confrontations, explanations based on 'goodie and baddie' and 'grabber and victim' rather than boring old 'black and white' are indications of the lively style.

Paul Elvstrom - Explains the Yacht Racing Rules

The 'Little wallet and plastic boats book'. The standard in this field and the one to take to Opens to argue incidents out on a sea of spilt beer, boring everyone not involved. Good explanations, but slightly stilted and complex, rather than giving instant solutions.

Gerald Stambrook Sturgess - The Rules in Action

Very deep and well researched, the author is head man of the Olympic Rules Junta and a world expert on rule interpretation. But it's like reading The Gulag Archipelago, or eating cold porridge, a lot of cold porridge, for the non-literate. Bedtime reading for sailing barristers, Social Security Officers, and others who enjoy obscuring simple moral concepts.

There are others on the rules, although I haven't bothered to look too closely at any of them and, in any case, most stuff on tactics will give a working knowledge of the essentials.

CREWING

I haven't read that much about crewing, nothing can be as good as going out and doing it, preferably with lots of different people, in lots of different ways, quite like a lot of other things in life in fact. Most of the general books have sections devoted to crewing, recommended are the 'Race Training Manual' and especially 'Techniques of Small Boat Racing'.

There are however, two goodies:

Bob Fisher - Crewing Racing Dinghies and Keelboats

Well presented with lots of anecdotes, not too well illustrated, and some techniques have dated, but this is still a standard text. The keelboat section is interesting reading, and would be of value

to those rich or old enough to want to make the change. Very useful tables, lists and appendices on pre-race checks, crews goodie bag, best tranquillisers for helm, etc.

Julian Brooke-Houghton - Crewing

Fenhurst again. I've only flipped through this, the kind of book to give your crew for Christmas (hint). Lavish photo sequences, right and wrong ways of doing things, etc. Probably best buy at the moment.

PSYCOLOGY

This subject is now growing in importance in dinghy racing, in a way that earlier generations of racing sailors would be surprised at. This is possibly because the boats and techniques are becoming more standardised, leaving the mental attitude of the competitor as one of the few relatively unknown variables. Small sections in many books, many differences, some advocating blind hatred and others suggesting calm detachment as fast. Only a couple of specialised texts, although the Inner Game of Tennis is said to be very interesting too.

Gary Hoyt - Go for the Gold

Subtitled 'Someone has to lose, but why you?' this is the earliest book I know that goes into attitude and state of mind. It's out of print now, but it can be found, with luck. Chapter headings include 'Don't kid yourself', 'The role of the skipper' and 'Thoughts from deep in the tank'. These indicate the type of book it is, written long before they lost the Americas Cup, of course. An interesting chapter on 'Why we do it' introduces the essential concept of fun, missing from so many more modern books, especially those from the other side of the Atlantic.

Eric Twiname - Sail, Race and Win

This book was written during the illness that was the underlying reason behind Eric Twiname's shocking death, and it was completed and published two years afterwards, in 1982. I can't do justice in a paragraph, hysterical enthusiasm would put off more red blooded macho sailors than it would encourage and they are the ones who should read it. There is one sentence on boat preparation, and a couple of lines on tactics and strategy, the rest of the 150 pages explain, with numbing insight, how to tune your own head and body. All I can say is read it, you will become better at living, as well as a better sailor.

TENBY SAILING CLUB : OSPREY NATIONAL CHAMPIONSHIPS 1984

Entry Number	Name	Home Club	Boat Name	Sail Number	Race 1 Posn	Race 1 Pts	Race 2 Posn	Race 2 Pts	Race 3 Posn	Race 3 Pts	Race 4 Posn	Race 4 Pts	Race 5 Posn	Race 5 Pts	Race 6 Posn	Race 6 Pts	Final Points	Position Overall
1	J. Abraham	Ribble Cr. C.	Carousel	110	54	54	Ret	76	66	66	65	65	Ret	76	59	59	266	66
2	S. Postlethwaite	Roa Island B.C.	Luneybird	635	55	55	Ret	76	56	56	58	58	Ret	76	56	56	246	62
3	P. Popple	Sussex Motor Y.C.	Squirrel	707	Ret	73	Ret	76	44	44	Ret	76	40	40	Disq	80	236	57
4	P. Roberts	Roa Island B.C.	Hg 3	740	30	30	Ret	76	33	33	39	39	35	35	38	38	145	37=
5	Ken Carroll		Chaotic	832	8	8	Ret	76	11	11	35	35	18	18	16	16	80	21
6	R.H. Thomas	Netley S.C.	'The Heavy'	847	63	63	Ret	76	65	65	68	68	Ret	76	58	58	267	67
7	K. John	River Towey Y.C.	Overdraft	856	66	66	Ret	76	Ret	75	Ret	76	Ret	76	Ret	72	299	76
8	S. Parry	Lee on Solent S.C.	Pieces of Eight	888	36	36	8	8	21	21	18	18	9	9	23	23	56	13
9	L.G. Wall	Shoreham S.C.	Magic Dragon	900	Ret	73	Ret	76	49	49	48	48	48	48	45	45	190	47
10	M. Hood	Hornsea S.C.	U-WOT	904	47	47	Ret	76	Ret	75	51	51	47	47	54	54	227	52
11	M. Madeley	Ogston S.C.	Moonlight	905	35	35	Ret	76	40	40	46	46	42	42	47	47	175	42
12	P.J. Smoker	Lymington S.C.	Lethal Lime	936	26	26	Ret	76	18	18	34	34	31	31	25	25	108	27
13	G. Goodrum	Creeksea S.C.	Superstar	937	Ret	73	Ret	76	17	17	20	20	28	28	30	30	95	24
14	N.H. Broxham	Hornsea S.C.	SNAFU	939	45	45	Ret	76	48	48	50	50	51	51	46	46	195	48
15	P. Stubley	Lymington S.C.	Sugar Plum Pig	1020	51	51	Ret	76	36	36	38	38	Ret	76	36	36	186	45
16	K. Robertson	Mounts Bay S.C.	Gin & Water	1024	23	23	Ret	76	43	43	23	23	30	30	DNS	76	172	41
17	R. Blake	Gt. Yarmouth & Gorleston	Shadowfax	1031	34	34	Ret	76	34	34	28	28	20	20	24	24	106	26
18	A. McGregor	Poole Y.C.	Mony-a-Mickle	1043	37	37	Ret	76	DNS	76	44	44	50	50	Ret	72	242	59
19	T. Barry	Saundersfoot S.C.	The Pound Seats	1060	41	41	Ret	76	64	64	61	61	46	46	39	39	210	51
20	P. Clark	Hornsea S.C.	Nina IV	1073	Ret	73	Ret	76	70	70	72	72	Ret	76	DNS	76	294	74
21	D. Pugh-Bevan	British Steel	Scarlet Lady	1083	52	52	Ret	76	54	54	55	55	Ret	76	50	50	235	56
22	T. Powell	Mumbles S.C.	Two Time Winner	1085	3	3	Ret	76	13	13	3	3	1	¾	9	9	25¾	7
23	D. Hollinrake	Morecambe & Heysham	Ringwraith	1101	62	62	Ret	76	63	63	56	56	Ret	76	48	48	243	60
24	P. Holt	Poole Y.C.	Final Fling	1102	46	46	Ret	76	62	62	41	41	Ret	76	Ret	72	251	64
25	D.J. Flannery	Ribble S.C.	Superstition	1107	58	58	Ret	76	Disq	83	67	67	Ret	76	51	51	270	68
26	I. Williams	British Steel	On a Promise	1110	40	40	Ret	76	58	58	47	47	49	49	33	33	187	46
27	G. Mant	Stewartsby S.C.	Hot Stuff	1112	57	57	Ret	76	53	53	64	64	Ret	76	53	53	246	61
28	C.J. Hill	Hornsea	Wings	1113	48	48	Ret	76	50	50	54	54	Ret	76	49	49	229	54
29	W.J.M. Gardiner	Ribble C.C.	Just Pogo	1114	16	16	Ret	76	28	28	22	22	25	25	10	10	85	22
30	S. Rees	Saundersfoot S.C.	The Floating Pound	1117	50	50	Ret	76	31	31	45	45	16	16	40	40	132	31
31	R. Harrison	Sussex Motor Y.C.	Dark Horses	1123	61	61	Ret	76	67	67	69	69	Ret	76	62	62	274	70
32	G. Adcock	Stewartby S.C.	Blunderbus	1141	29	29	Ret	76	41	41	27	27	33	33	27	27	128	30
33	I. Phillips	Saundersfoot S.C.	The Boat with No Name	1142	27	27	Ret	76	55	55	29	29	24	24	44	44	152	39
34	G. Weekes	Hornsea S.C.	Infidel	1144	24	24	Ret	76	39	39	33	33	38	38	35	35	145	37=
35	A. Jesson	Roa Island B.C.	One Jump Ahead	1146	59	59	Ret	76	57	57	57	57	Ret	76	57	57	247	63
36	I. Wilson	British Steel	'Er Outdoors	1150	18	18	Ret	76	7	7	11	11	13	13	20	20	51	11
37	P. Angrave	Poole Y.C.	Golden Brown	1155	15	15	Ret	76	8	8	24	24	22	22	22	22	76	17
38	O. Chess	Mumbles S.C.	Easy Picker	1161	1	¾	2	2	1	¾	2	2	6	6	3	3	7¾	1
39	M. Corbin	Lymington S.C.	Movie Star	1165	20	20	7	7	23	23	30	30	34	34	29	29	89	23
40	M. Murray	British Steel	Supernova	1166	13	13	Ret	76	20	20	26	26	14	14	17	17	77	18
41	N. Willgress	Gt. Yarmouth & Gorleston	Dodger	1167	22	22	10	10	19	19	15	15	21	21	26	26	65	14
42	D. Unsworth		Able	1175	43	43	Ret	76	27	27	36	36	29	29	21	21	113	28
43	D. Wynford-Jones	Stewartby W.Sport	Puma	1177	53	53	Ret	76	51	51	60	60	Ret	76	42	42	229	53
44	J.M. Lang	Filey S.C.	Psycho	1178	42	42	Ret	76	29	29	32	32	43	43	31	31	135	34
45	G. Dean	N. Devon	The Magician	1181	17	17	5	5	26	26	14	14	17	17	19	19	55	12
46	T.R. Brown	Poole Y.C.	Atomic Rooster	1187	9	9	Ret	76	12	12	9	9	8	8	11	11	40	9
47	N.J. Jones	Stewartby W.S.C.	Popocatepetl	1188	49	49	Ret	76	60	60	62	62	Ret	76	Ret	72	270	69
48	G. Stubbs	Blithfield S.C.	Lettice	1194	21	21	Ret	76	14	14	21	21	26	26	12	12	73	16
49	R. Marshall	Mumbles S.C.	Another One Bites the Dust	1195	2	2	1	¾	2	2	5	5	12	12	4	4	11¾	3
50	J. Marsh	Mumbles S.C.	Blue Moon	1198	6	6	Ret	76	10	10	1	¾	3	3	5	5	18¾	5
51	C. Evans	British Steel	Merlin	1199	33	33	Ret	76	16	16	19	19	Ret	76	28	28	139	35
52	R. Shaw	Creeksea S.C.	Bird of Prey	1203	4	4	6	6	5	5	8	8	5	5	18	18	24	6
53	R. Brooks	Hornsea S.C.	Indecision	1206	38	38	Ret	76	37	37	49	49	23	23	32	32	141	36
54	C. Popple	Sussex M.C.	Schiaffino	1207	14	14	Ret	76	24	24	6	6	10	10	6	6	46	10
55	M. Mooney	Filey S.C.	Hokey Cokey	1209	11	11	9	9	3	3	4	4	4	4	2	2	13	4
56	I.L. Porter	Hayling Island S.C.	One Two One Two	1212	10	10	3	3	4	4	7	7	2	2	1	¾	9¾	2
57	A. Hawksworth	Blithfield S.C.	Marilou	1214	5	5	Ret	76	5	5	10	10	7	7	7	7	30	8
58	A. Harrop	Datchet Water	Lady Anne	242	32	32	Ret	76	42	42	25	25	32	32	34	34	133	32
59	R. Fuller	Blithfield S.C.	Rapid Turnover	882	Ret	73	Ret	76	59	59	59	59	Ret	76	61	61	255	65
60	D. Norris	Blithfield S.C.	Le Chien Noir	903	39	39	Ret	76	45	45	42	42	45	45	43	43	175	43
61	T. Kingston	Leigh on Sea	Wildebeest	1006	Ret	73	Ret	76	68	68	66	66	Ret	76	DNS	76	286	71
62	P. Dovey	Stewartby	Rastus	1081	25	25	Ret	76	22	22	16	16	27	27	14	14	79	20
63	P. Northen	Filey S.C.	Prickly Pair	1163	DNS	76	4	4	9	9	13	13	Ret	76	DNS	76	102	25
64	P. Mann	Stewartby	Insoluble	1172	28	28	Ret	76	30	30	17	17	19	19	13	13	79	19
65	K. Gibbons	Blithfield S.C.	Sarajon	1205	31	31	Ret	76	25	25	Ret	76	39	39	37	37	177	44
66	P.A. Green	Blithfield S.C.	Hogus Pocus	1153	Ret	73	Ret	76	46	46	43	43	44	44	Ret	72	205	50
67	R.L. Taylor	Sheppey	Phyllosan	704	56	56	Ret	76	61	61	53	53	41	41	41	41	196	49
68	R.C.W. Myatt	Sheppey	Windy Anna	869	65	65	Ret	76	71	71	73	73	Ret	76	Ret	72	292	73
69	K. Brown	Sheppey	Sound and Vision	697	64	64	Ret	76	Ret	75	71	71	Ret	76	Ret	72	294	75
70	A.J. Davies	Mumbles	Joe Blob	919	7	7	Ret	76	35	35	12	12	15	15	Ret	72	134	33
71	E.A. Cooper	Blithfield	Up A Class	1201	12	12	Ret	76	15	15	31	31	11	11	8	8	65	15
72	M. Gilbody	Hornsea	Wings II	1140	44	44	Ret	76	52	52	52	52	Ret	76	52	52	232	55
73	A.C. Mottram	Blithfield	Taste of Honey	1015	60	60	Ret	76	47	47	63	63	Ret	76	55	55	241	58
74	R.J. Smith	Blackwater	Applecart	184	DNS	76	Ret	76	69	69	70	70	Ret	76	Ret	72	287	72
75	R. Edwardson	Grafham	Airborne	1103	19	19	Ret	76	36	36	37	37	37	37	15	15	127	29
76	R. George	Portishead	Rob Roy	1168	DNS	76	Ret	76	32	32	40	40	36	36	60	60	168	40
					Plycraft Practice		Mounts Bay											

Apologies for omitting this information from the last Newsletter.

TUNING SET-UP

So you want to make your boat go faster but don't know where to start. It's true there are many thousands more permutations for setting a boat up than there are moves at chess (I said chess, not Chess!). Most of us copy ideas, fitting perhaps or chose sails or masts because someone we know goes faster with this or that make of equipment, but how many of us faced with a bare hull with no fittings fitted and no other Osprey to copy, would know where to start screwing? The truth is we couldn't do it without many hours or years of trial and error.

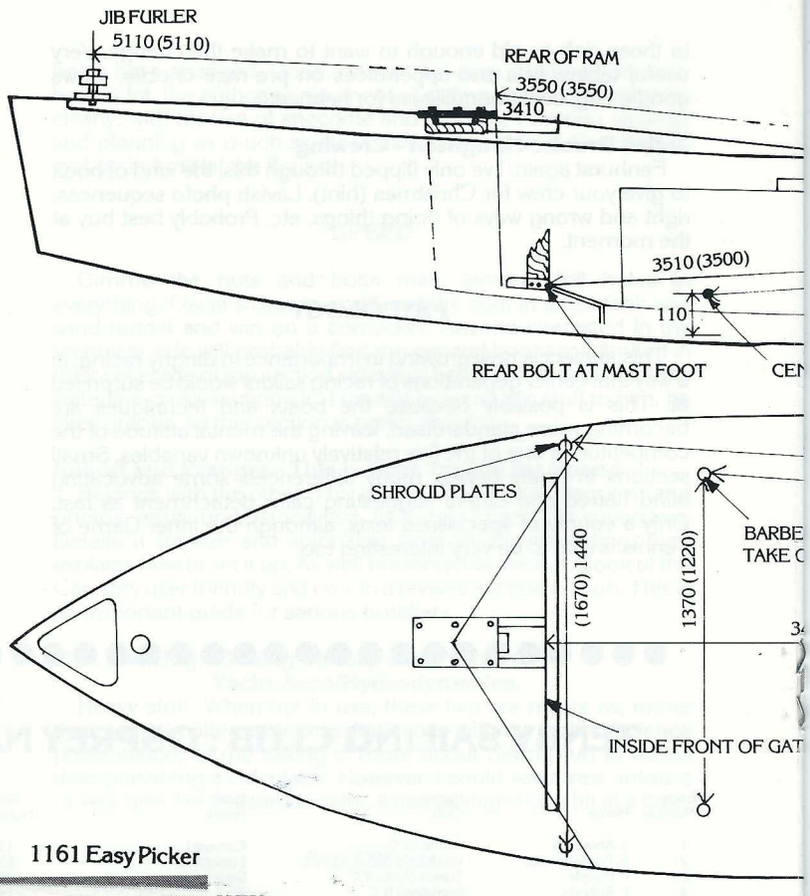
What's The Answer ?

'Simple' - copy a fast boat.

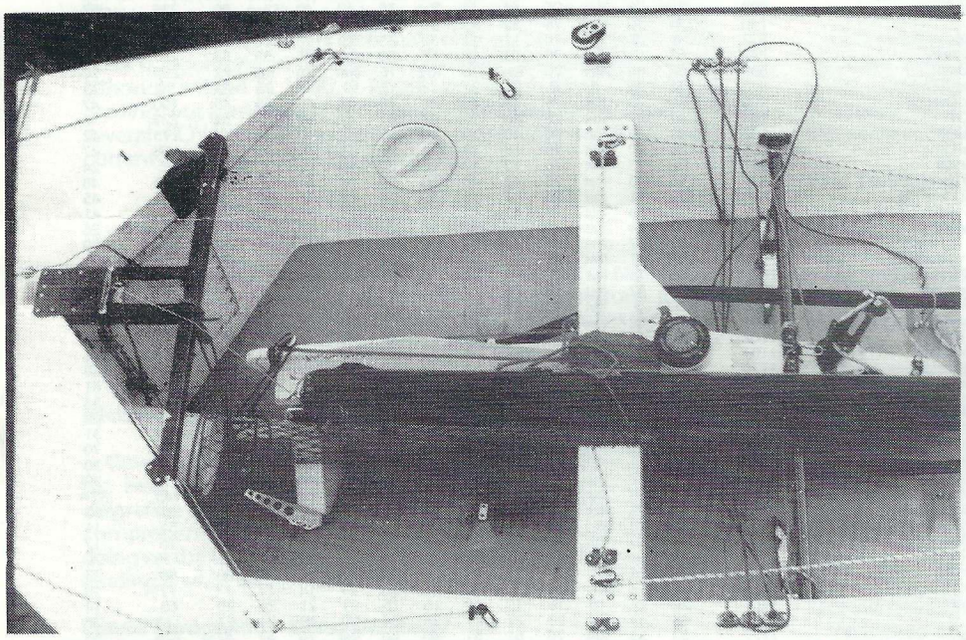
If you haven't the 'cheek' to take a walk around the dinghy park with a tape measure, this early season edition of the Newsletter has done it for you, so look no further:

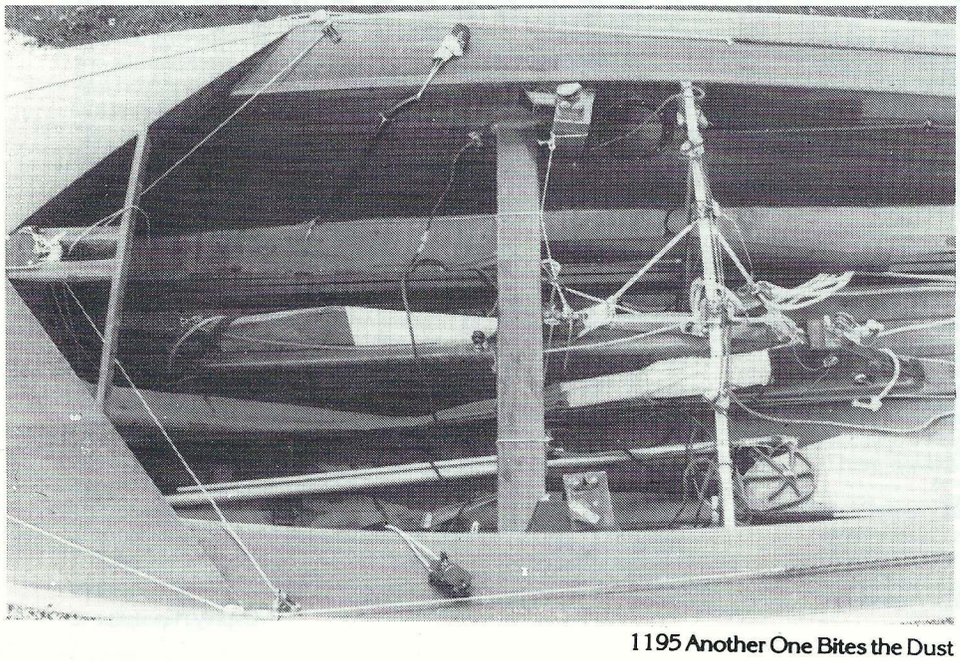
	National Results						
	78	79	80	81	82	83	84
1161 Easy Picker driven by Oscar & Tiger	18	14	4	3	1	3	1
and 1195 Another One Bites the Dust driven by Richard & Nick				6	6	5	3

have both been scrutinised!



1161 Easy Picker

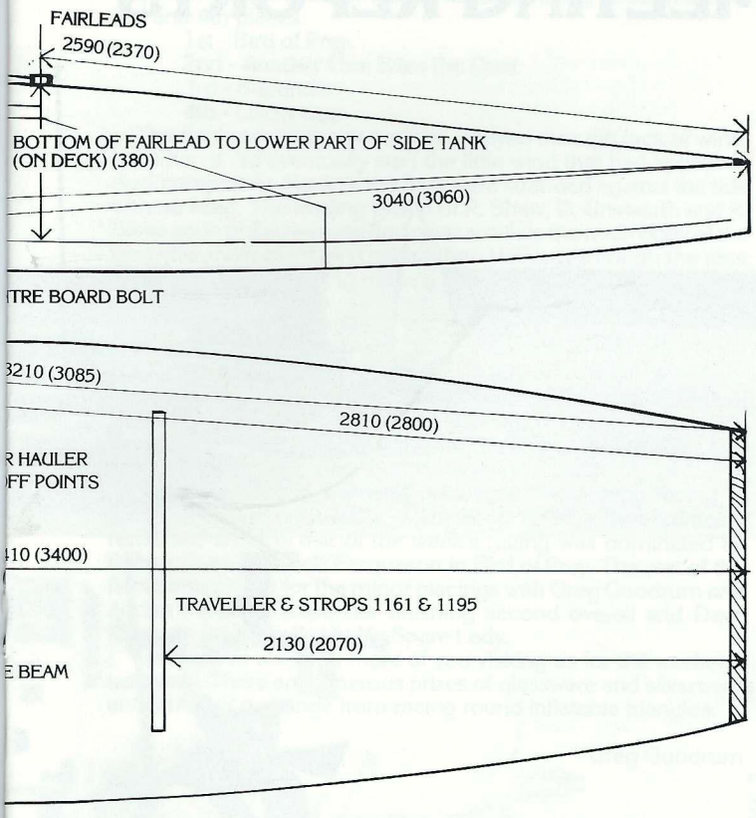




1195 Another One Bites the Dust

KEY:
Oscar's Yacht 1161 - Important measurements appear fir drawings.
Richard's Yacht 1195 - Important measurements appear se on drawings and in brackets.
ALL measurements taken from nearest point of the top edge of transom direct to centre of fitting unless otherwise st

HULL						RIG	
Boat Name	Sail No.	Builder	Construction	Year Built	Hull Features	Mast	Spre
Easy Picker Oscar Tiger	1161	Westerly	GRP Woven rovings PVC sandwich Plywood Frames in Bow Tank. No Correctors.	1978	Typical Westerly Minimum rocker Compass Metal mast gate	Sovereign JPS 80 Light/Med Fairly stiff Circular with track riveted.	Fixe 3'
1212 Ian Tim	1212	Porter	GRP Woven rovings Sandwich Foam frames No rear floor stiffener Mini bulkhead under Traveller	1984	From Westerly Mould. Low Rocker Compass Metal mast gate.	Proctor Epsilon Fairly stiff	Fixe Adju Spr 3'
Another One Bites The Dust Richard Nick	1195	Creasy	Wood West finish and joinery. 6.6 kg Correctors.	1981	Creasy hull. Very flat transom and minimum rockers	Superspar Fairly stiff, similar to Proctor Epsilon	Fix ser adj 3" Def
  Mike Malcolm	1209	Mooney (Home built)	Wood West Joints, Substantial CB case Reinforcement.	1984	All wood Mast Gate. Compass. Self draining All wood Spi Chute.	Super-spar. Fairly stiff, Sim. to Proctor Epsilon.	Fixe 2'
Two Time Winner Tony Glyn	1085	McCutcheon	Wood Max Correctors	1975	Full forward Sections	Proctor E	Fixe Ligh win free abo For 1.5"
Marilou Alf Dave	1214	Porter	GRP Woven rovings. as for 1212. Max correctors.	1984	No athwartship floor stiffeners. Metal mast gate. Low rocker. Twin compass.	Super-spar. Fairly stiff.	Rem Con spre angl (Pul strai mas Ext.



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cond
outer
ated.

NOTE:
1161 has its Genoa sheeting outside shrouds, 1195 has inboard sheeting; this explains the wide discrepancy between the shroud plate take off points. (It would be difficult for 1161 to have 'effective' inboard sheeting and 1195 vice versa).

You will note all the important measurements are either the same or similar.

	Distance from nearest part of top of outer edge of transom in mm. 1161	1195
1. Genoa furler	5110	5110
2. Ram (closed to rear bearing surface)	3550	3550
3. Rear bolt mast foot	3510	3500
4. Barber Haulers (take off point)	2810	2800
5. Fairleads	*2590	*2370
6. Centreboard pin bolt	3040	3060
7. Gate Beam (front edge)	3410	3400

*Although the fairleads are in widely different positions, both boats when they ease their barber haulers have the fairlead blocks high enough (1161 on deck) or far enough back (1195 behind thwart but below deck level) so that genoa leach tension can be released and the Osprey is not so overpowered in a blow. If in doubt, move fairleads higher and further back.

MASTS

	1161 Sovereign JPS 80 Light/Med, fairly stiff.	1195 Superspar fairly stiff similar to Epsilon.
Spreader Height (from foot)	3260	3185
Spreader Length (from face of mast)	450	475

Both boats achieve about 40mm of outward shroud deflection with only neutral or slight forward deflection.

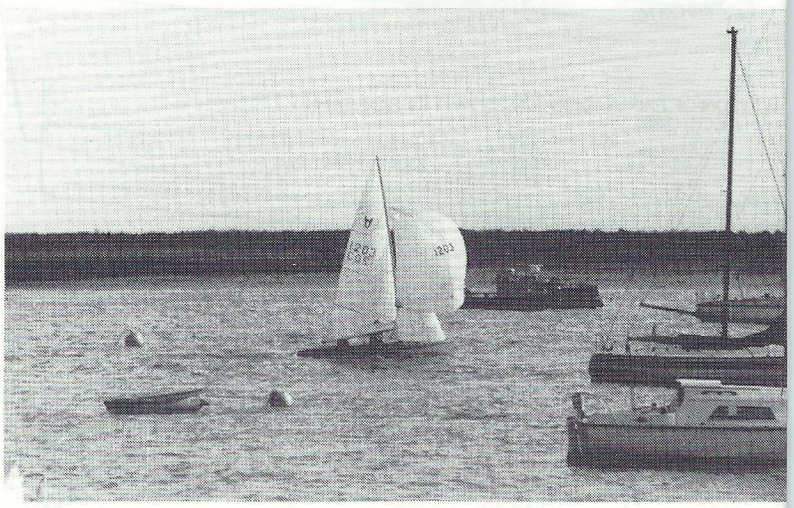
This is only a brief guide but if it gets everybody at it and brings a few more of you to the front, so much the better!

Good Luck. Richard Marshall.

aders	Boom	Features	Genoa	Mainsail	Spinnaker	Mainsail Sheeting	Genoa Sheeting	FOILS Centreboard	Rudder	To Helmsman	Indirect	Special Features	National Positions
d Ext.	Boyce/ Elvstrom Not Tapered V. stiff Spi Pole Boyce Non taper	Shrouds 5" from gunwale Trapeze and Shrouds 6" above J.Halyard Self stowing Pole. Fixed Gooseneck.	Leader Dimension fairly flat	Hood Dimension Lens foot Medium/full	Seahorse Ripstop Small Reacher Single Patch Cross cut	2 position Centre strop	Barber Hauler 8" from Gunwhale Outside Shrouds	Std. Westerly 2 Pot finish.	Welsh Harp Scimitar Rondar Stock	Cunningham x 4 Kicker (lever) x 28 Ram x 16	Jib Halyard x 16 Barbers x 2 Clew O/H x 4 C/B D/H x 2 Jib Furler	Simple Lo Friction Layout Helmsmans controls led to side tank. Spi Pole fixed. Height fitted with trips. Continuous trapeze - non adjustable. Supersuck Bailers. Taped transom flaps. Kevlar Spi Sheets.	78 18 79 14 80 4 81 3 82 1 83 3 84 1
d, stable aders Ext.	Proctor Hex Double Tapered. Spi Pole Proctor Tapered Keyhole Attach.	Shrouds Attached 1.5" from Gunwhale Rod rigging Shrouds Fixed Gooseneck.	Banks Dimension Medium	Banks Dimension Lens foot Med/Flat	Banks Polyant Tri Radial Single Patch Allrounder	Complex Strops on Traveller with 'hook down'	Horizontal track on inside of tank, 10" from Inside shrouds	Mahog. & Spruce 2 Pot finish	Mahog. & Spruce 2 Pot finish. Spade shape.	Cunningham x 4 Kicker (pulley) x 12 Outhaul x 4 Traveller x 2	Mast Ram x 104 Jib Halyard x 16 CB Up/Down on thwart x 2 Spi Pole Jib Furler	Neat layout. Helmsmans controls led to traveller track. Twin lines on Spi sheets. 2:1 Trapeze height adjust. Adjust. helm & crew toe straps. Taped transom flaps. Kevlar Spi Sheets. Mighty Screw Mast Ram/bender	84 2
table ector	Proctor Hex. Double Tapered	Shrouds attached. 1"	Hood flat. CYT.	Hood/ Leader Medium CYT.	Leader HST 46 Single Patch Cross cut	Strops on raised, curved Traveller	Inboard sheeting. Barber haulers bullet blocks & control line adjustable from centre of boat.	Obeche core with West fibreglass matt sheathing.	Obeche core with West fibreglass matt sheathing.	Cunningham x 4 Kicker (lever) x 24 Outhaul x 4 Ram x 32 Traveller x 2 Barbers x 2	C/B up/down x2 Spin pole Jib Furler Jib Halyard x 32	Sophisticated but easy to work systems. Reaching 'buttons' for spinnaker guy, NO spinnaker Sheet cleats (except next to traveller for tidying). Kevlar tapered sheets. Adjustable trapeze 'not continuous'. Very noisy crew to keep him awake!	81 6 82 6 83 5 84 3
d Ext.	Proctor Hex. Tapered outer end.	Shrouds 2" from Gunwhale Fixed Gooseneck.	Leader RHT 190 Flattish Full top.	Leader RHT 190 Lens foot	Leader HST 46 Double Patch Reacher Cross cut.	Fixed short Strops.	Horizontal Track inside of Tank, 11" from gun-whale. Inside shrouds.	GRP Sheathed Obeche	GRP Sheathed Obeche Spade design.	Kicker (muscle Box) x 16 Ram x 16	Jib Halyard x 8 Cunningham x 4 Clew O/H x 4 CB Up/Down x 2 on thwart.	Neat layout. Quick release device on Cunningham and Kicker controls No Jib furler. Fixed pole height, fitted with trips Adjustable toe straps.	84 4
d- t ls, swing ve e 3. Ext.	Proctor Hex. Tapered both ends. Spi Pole Proctor Tapered Self stow U/D Haul Fixed to Outer end.	Shrouds 3" from gun-whale. Adjustable Gooseneck.	Musto CYT?	Musto CYT?	Musto Large Crosscut HST 46.	Conventional Traveller	Barber hauler Inside tank plus option of athwartship track across tank. Inside tank pos'n usually used. Inside shrouds on inner sheet settings.	Graham Vick GRP sheathed Light wood.	Laminated Spade shape	Cunningham x 4 Kicker (lever) x 14 Ram x8 Barbers x 1	Jib Halyard x 16 Clew O/H x 4 CB Downhaul x2 CB Uphaul x 2 Spi Pole Jib Furler	Neat layout. Helm controls are staggered on thwart. Most successful Osprey ever. Continuous Trapeze.	75 1 76 1 77 2 78 1 79 1 80 3 81 1 82 32 (not fair) 83 2 84 7
ote trolled ader e. for ght t). 3"	Proctor Hex. Negligible taper. Proctor Tapered Spi Pole Keyhole	Trapeze wires 8" above J.Halyard Fixed Gooseneck. Shrouds 2" from gun-whale.	Musto CYT?	Musto CYT? Lens foot	Musto Special crosscut reacher. Narrow shoulders Stable cloth head.	Fixed Hoop 16" C/B capping	Horizontal track inside Tank 9.5" from gun-whale. Inside shrouds.	Spruce and Mahogany Laminated. Two pot varnish finish.	Spruce and Mahogany Laminated Two pot finish	Cunningham x 14 Kicker (lever) x 28 Outhaul x 4 Spreader angle	Jib Halyard x 8 Mast ram x 104 CB Down x 2 Spi Pole Jib Furler	Shroud levers Toe straps helm only. 2 position trapeze adjust.	84 8

CLUB NEWS & OPEN MEETING REPORTS













OSPREY WILKINSON SWORD OPEN MEETING
25th-27th August, 1984
Royal Corinthian Yacht Club
Burnham-on-Crouch

A good turnout of 27 entries came to the start line of the opening race in this 4 race series, with a number of visiting boats from various parts of the country.

Saturday's Points Race started in a moderate force 2-3 and the fleet were led away on a reaching start by Greg Goodrum in 937 Superstar. At the first mark, Richard Marshall in Another One Bites the Dust had taken the lead, followed closely by last year's winner Mike Mooney in Hokey Cokey. These positions were held to the finish with Robert Shaw sneaking 3rd place on the line.

1st - Another One Bites the Dust
2nd - Hokey Cokey
3rd - Bird of Prey
4th - Superstar

Sunday's first race started in a light and fitful breeze which came and went for most of the morning. Many of the home boats led to the first mark, but then made no progress back against the tide while the rest of the fleet caught up. In the small amount of breeze many of the fleet gave up, but Richard Marshall and Robert Shaw worked away from the rest of the fleet, followed home by Peter Dyson in Lucky Star.

1st - Bird of Prey
2nd - Another One Bites the Dust
3rd - Lucky Star

Sunday's second race saw the sea breeze fill into a comfortable force 3. Superstar led the fleet away, but by the first mark Roger Blake led in Shadowfax. A lengthy beat up the Roach saw R. Shaw open up quite a lead followed by R. Marshall. These two led all the

way home with Superstar and Lucky Star pulling through to take 3rd and 4th places.

1st - Bird of Prey
2nd - Another One Bites the Dust
3rd - Superstar
4th - Lucky Star

The final race of the series was delayed through lack of wind, but when it did eventually start the little wind that had appeared died completely. Many of the fleet were stranded against the tide with no wind. The leading group of R. Shaw, D. Unsworth and R. Blake soon pulled away to find clear air while the main body of the fleet effectively blanketed each other. Half-way through the race the sea breeze filled in to make a fast race home.

1st - Able Lady
2nd - Bird of Prey
3rd - Shadowfax
4th - Sugar Puss

A fine array of silverware kindly donated by sponsors Wilkinson Paints, were awarded to R. Shaw 1st overall in Bird of Prey; 2nd R. Marshall in Another One Bites the Dust and 3rd R. Blake in Shadowfax.

The remainder of the week saw some interesting racing in winds ranging from force 3 to force 8. Few visiting boats remained and the rest of the week's racing was dominated by Robert Shaw and Bob Farquason in Bird of Prey. The rest of the fleet battled it out for the minor placings with Greg Goodrum and Adrian Mullis in Superstar finishing second overall and Dave Edwards finishing 3rd in My Spare Lady.

We hope to see even more of you visiting us for the weekend next year. There are generous prizes of glassware and silverware and it makes a change from racing round inflatable triangles.

Greg Goodrum

THE TORNADO WETSUITS SOUTHERN AREA CHAMPIONSHIPS
Lymington

The Southern & Tornado Shield Area Championships, were held over the weekend of October 6th/7th. This event was sponsored by Tornado Wetsuits of Launceston, Cornwall, for the second year running, with some very lavish trophies and much 'Bubbly' spraying at the get-together on the Saturday evening. There were even some spare bottles to meet the competitors on finishing racing on the Sunday afternoon!

Thirty two Ospreys took part from visiting clubs Blithfield, S. Wales, Creeksea, Stewartby and Poole fleets, plus a good turnout of local boats.

For the first race, on Saturday, with a start out in the Solent, from a committee boat, weather was sunny with a very shifty N.W. wind, which caused much place changing on the beats.

However, Sunday saw a different picture for the Second Points Race, grey skies, rain and S. West 25 knots - gusting to 30, with a very steep rough chop, caused by the wind against tide conditions out in the Solent.

Only 17 boats completed the course, out of 32 starters, with much capsizing, but hardly any broken gear. The reaches and gybes were superb! and very hairy!

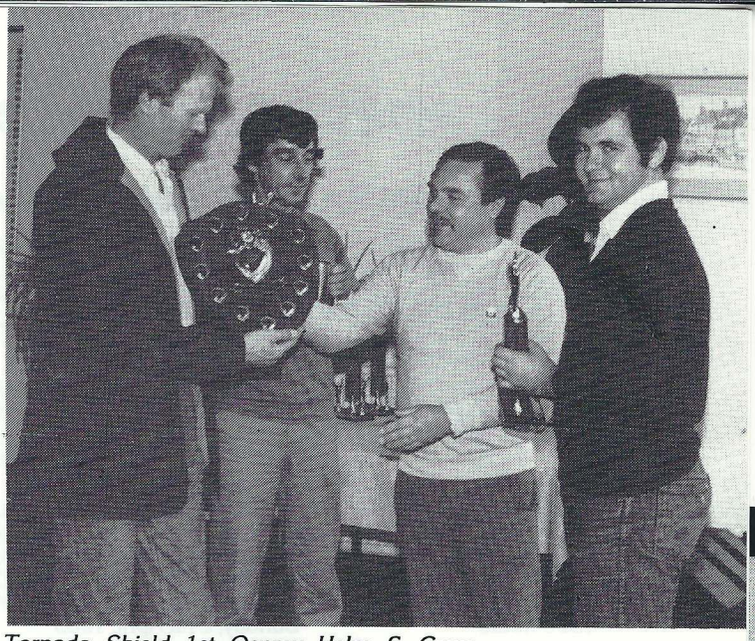
For the last Points Race on Sunday the wind had moderated to 10-15 knots and a slight sea, with the full olympic course being completed.

Prizes were awarded to the first six helms and crews by Ron Beasley and Jim Harris, our sponsors (Tornado Wetsuits).

1st	Jack in Basket Trophy, Southern Area Championships, Tornado Shield. "Two Time Winner" Tony Powell and Glyn James, Mumbles Y.C.
2nd	"Easy Picker" Oscar Chess and Tiger Bridges, Mumbles Y.C.
3rd	"Another One Bites the Dust" Richard Marshall and Nick Willis, Mumbles Y.C.
4th	"Marilou" Alf Hawksworth and Dave Major, Blithfield S.C.
5th	1212, Ian Porter and N. Harrison, Hayling Island S.C.
6th	"Superstar" G. Goodrum and O. Meegar.

Ten Ospreys took part in the Club's Summer Sunday Points Series with twelve races sailed. The winners were Paul and Steve Smoller sailing "Lethal Lime", 2nd Peter Stubley and Paul Draye, "Sugar Plum Pig" and 3rd Mike Corbin and Gina Brown in "Movie Star".

The Club is in the middle of their Frostbite Series (last race December 23rd) held every Sunday. This has attracted over 30



Tornado Shield 1st Osprey Helm & Crew plus Sponsors, Tornado Wetsuits.

entries, with a lot of visiting boats from local sailing clubs, made up of fast, medium and slow handicap divisions. It is pleasing to note there are over 7 Ospreys taking part and flying the flag against 505's, Fireballs, Kestrels, and the odd Flying Dutchman, in the fast fleet.

Good sailing in 1985 from the Lymington Fleet.

Peter Stubley

(Printer's Note: We apologise should there be any mistakes in the above item, but this is due to the illegibility of the handwriting!)

WELSH & MIDLAND CHAMPIONSHIPS
Blithfield S.C.

The 1984 Osprey Welsh & Midland Championships at Blithfield S.C. on October 13th - 14th attracted an entry of twenty nine boats from all over the country.

The first race on the Saturday started in a blustery force 3-4, Oscar Chess and Alfie Hawksworth were in close contention at the front of the fleet while Neil Robinson and Geoff Stubbs were gradually creeping through to the front of the fleet. The wind dropped towards the end of the beat, but Oscar managed to pull away from the fleet to take first place, with Alfie being chased by Geoff Stubbs and Neil Robinson.

With the winds staying light for the second race, it soon developed into a tactical battle between Alfie Hawksworth and Mike Mooney. However, by the last leg Alfie had guaranteed his first position, with Mike dropping to third behind Oscar Chess, who had been gradually working his way through to the front.

Sunday's weather proved to be almost a carbon copy of Saturday, starting off with blustery conditions for the first race. Here Mike Mooney did much to show the speed of his new boat by taking first place, followed by two new contenders, Ian Porter and Alan Cooper. With the wind dying away for the final race, the Championships were wide open. The last race was not quite the 'cliffhanger' expected, by the end of the first lap Mike Mooney and Oscar Chess had pulled out an indisputable lead. Meanwhile a battle was being fought for third place between Ian Porter, Geoff Stubbs and Neil Robinson. Geoff eventually 'pipped' Ian on the last leg but still failed to take third overall.

1st	Oscar Chess & Tiger Bridges.
2nd	Mike Mooney & Malcolm Clack.
3rd	Ian Porter & Nick Hewitson.
4th	Geoff Stubbs & Paul Green.

OGSTON NEWS
December, 1984

There's not many of us left, in fact marauding Lancastrians and Lincoln Imps have pinched potential competitors from mi-patch.

Ogopogo got homesick and decided just Pogo wasn't enough. Perhaps it's something I said at Ribble, either that or it's Arthur's

OGSTON SAILING CLUB

Osprey 25th Anniversary Open Meeting

20th/21st April, 1985

This is a four race series to be sailed as Ogston Osprey Open 1985. Prizes will be awarded for the first 20% of turnout.

1330 hours	Saturday, 20th April, 1985
1630 hours	Saturday, 20th April, 1985
1030 hours	Sunday, 21st April, 1985
1330 hours	Sunday, 21st April, 1985

Registration and signing on in the Club House 1030 hours - 12 noon, which may be followed by a briefing at 1230 hours on the foreshore.

Scoring will be by the R.Y.A. Low Points System.

Camping is available close to the Club site.

Overnight sleeping in the Club House will also be possible.

Evening Meal will be served at 1900 hours.

Breakfast will be served at 0800 - 0900 hours.

There will be evening entertainment in the form of a Disco. Tickets covering Dinner/Disco/Breakfast are available on arrival. Dinner and Disco £2.50, Breakfast £1.50. All Osprey Sailors will be welcome.

Decontamination is necessary before any visiting boat is launched. Please leave 30 minutes extra to carry out this procedure. Members of the club will be on hand to assist this operation.

✂----------

OSPREY OPEN MEETING 20th/21st April, 1985

Entrant's Name: .....

Address: .....

.....

.....

Tel. No. ..... Entrant's Club .....

Crew's Name ..... Sail No. .....

I agree to be bound by the I.Y.R.U. and R.Y.A. rules and also the Sailing Instructions and Rules of the Ogston Sailing Club.

Closing Date for postal entries - Sunday, 14th April, 1985.

Signature: ..... Date: .....

Entry Fee - £5.00 per boat (meals extra).
Cheques to be made payable to 'Ogston Sailing Club'.

Please post to: Karl Gorner
Hon. Sailing Secretary
Ogston Sailing Club
2 Ryegate Crescent
Crookes, Sheffield 10.

Telephone: 0742 665123

revenge in convincing respectable policemen they ought to work more instead of sailing. In fact, I understand tears were shed by both Mike Thornton (South Yorkshire Bobby) and wife (wait until I see that Publican!)

855 suffered at the hands of an Imp and more tears were shed by its builder and owner.

This leaves 905, 1122, 1090, 938, 1158 and 890 with a decrepit 662 somewhere on the end of the lot. The first three turning out regularly to give the flying fifteens (Old Mans Boat) a run for their money. In light weather that sometimes proves difficult. Once motivated they sit on the side with G & T and ghost past - very annoying - I was told that they were heavy and unresponsive - not true!

The sailboards still proliferate and 938's crew has taken on the look of a drowned rat and confederate spy. My bows have been specially sharpened to deal with plastic-bergs and one day I shall finish the job for Dennis.

Talking of Dennis, he's a changed man and does a lot of fishing these days. I have heard tell that he is doing a Doolittle and training the Ogston Trout to accept the discipline of centreboard racing. The theory being 'line astern formation with discarded fishing line and grapling hooks to white board marked 938 only.' Three taps at the top means No. 3 and so on. Dennis' only necessity being to steer P or S.

At the moment they seem lost to Ospreys and can only attach to ff's - flying fish or ? Still another year and he may decide to come back again. Seriously though, he is sadly missed!

1122 has had a few swims this year but my ex-crew now has it sorted (so my lad says).

1090 has suffered a bit from Harvest Blues but Sharon and Robert have given fair account of themselves when given the chance. Hope to see more of them next season.

Ogston celebrates its 25th Anniversary this year and again we host an early Ogston Open on April 20th/21st 1985, which will also celebrate 25 years of Ospreys on the pond.

This year I will try to stay relatively sober for breakfast. Also we will be holding a special anniversary event in the middle of the year plus orgy - that's what the 'Guvernor' says anyway - details available in April.

Oh well, another season gone; it only seems like last week I was falling off Oscar's board! Still, Bloody Mary here we come and 1985 season to look forward to.

Please come to see us in April or as many as can; bring your sleeping bags - we'll do the cooking and entertaining.

Ian M. Madeley Moonlight

FIXTURE LIST 1985

March 16th/17th	DINGHY EXHIBITION, Crystal Palace.
April 6th/7th	Lymington.
April 13th/14th	
April 20th/21st	Ogston† 25th Jubilee. **Scottish & Northerns.**
April 27th/28th	Mengeham Rythe.
May 4th/5th	Morecambe & Heysham Y.C.† 11.30.
May 11th/12th	Grafham Training Weekend. Contact Mike Jakeways.
May 18th/19th	Hornsea.
May 26th/27th	
June 1st/2nd	
June 8th/9th	Mumbles. Shoreham†
June 15th/16th	Poole.
June 22nd/23rd	Hayling Island.
June 29th/30th	Sheppey† **Southern Area Championships**
July 6th/7th	British Steel.
July 13th/14th	Blithfield/Lymington Regatta/Poole Regatta.
July 20th/21st	
July 27/Aug. 2	**NATIONALS - POOLE.**
Aug. 3rd/4th	
Aug. 10th/11th	Portishead.
Aug. 17th/18th	
Aug. 24th/25th	Burnham Open/Saundersfoot Regatta.
Aug. 31st	Sheppey Round the Island Race.
Sept. 7th/8th	Filey Chalmers Park.
Sept. 14th/15th	Mounts Bay Panmorra Cup.
Sept. 21st/22nd	
Sept. 28th/29th	
Oct. 5th/6th	Lymington/Stewartby.
Oct. 12th/13th	
Oct. 19th/20th	
Oct. 26th/27th	
Nov. 2nd/3rd	

Please note all dates are provisional and subject to confirmation.

NATIONAL OSPREY ASSOCIATION 1985

Clubs & Contacts

Southern Area

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Tees SC
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Andrew Dorey
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Stewartby: Roger Mant, 121 Cotton End Road, Wilstead, Beds. Tel: 0234 741382

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Editor

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Address: .....

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