National Osprey Class Newsletter



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Editorial

Mounds of white, cold, wet stuff are beginning to transform themselves into vaguely familiar shapes; could it be a boat buried under that cover? Time to dig the wetsuit out of mothballs, grease the wheels on the trailer and try to remember where the measurement certificate is. A new season is starting, with a new set of Open Meetings to go to. This year's calendar is looking fuller than ever, with more opportunity for members from all over the country, new and old faces, to be seen, different waters to race on. The Open Meetings may be repeated every year, but there is always something new. Already this year we have a high proportion of new members in the Association; let's see you on the circuit. You don't have to be in the top ten, just go to an Open. Most of those in the top ten at the Nationals got there because they did the Open Meeting Circuit, not the other way round. The lessons you learn and the experience you acquire on the circuit, will not only give you an enjoyable weekend but it will also help to improve your results at home.

Many may say they cannot possibly leave the family for a whole weekend - well, you don't have to. All host clubs of Osprey Opens would love to see your family and most are situated in areas where there are plenty of interesting things for the family to do. So this year, let's see you and the family, if they want to come. One look at Open Meeting reports is sufficient to see that Ospreys tend to attract more entries in relation to the size of the overall fleet, than 99% of any other class. In such a friendly, competitive fleet, it is perhaps not surprising, but we must never become complacent; Fleet Captains need to remember that the number of entries at their Open is directly proportional to the amount of work they do. 10% of the effort will acquire 90% of the entries and 90% of the effort will acquire 10% of the entries; but that final 10% is the difference between a good Open meeting and an excellent one!

With everybody arranging holidays, if you haven't already, remember to book your Nationals week. This year, not only an excellent venue, Poole, but also a brand new club. Early reports are good and the arrangements already made for both sailors and families would do justice to Thomas Cook. Last year's Nationals proved that the venue can make or break a week; for those of you who do not know Poole, then you are in for a pleasant surprise; I can still remember many amazing summer holidays based in Poole before I learnt the pleasures of dinghy sailing.

Now for a change of tack, and a shock for regular readers! For the first time in a year, I've had no trouble in filling the pages of the Newsletter - Plenty of reports, articles and general info; if only you were so good during the rest of the year! Well, thanks to everyone who contributed, but don't think that I am satisfied, the number of people taking the time to keep in touch is still very small and could easily be improved. You owe it to yourselves and to your club to advertise the fact that you exist. Whilst on the subject of advertising, anyone seen the 1985 RWO Catalogue - not one, but two photographs of a certain well known Osprey are to be seen adorning the pages. Congratulations to whoever pulled that one off, that is definitely a move in the right direction!

Well, enough for now, must get this to Alfie for printing. See you on the circuit.

Dave.

Chairman's Comments

Spring is in the air and a young man's thoughts turn to not only young nubiles suntanning themselves on Bournemouth's beaches, but other pleasant things like fresh sea breezes and the exhilaration as the Osprey responds to each touch of the helm as it rides each wave and swell. Also, of course, at this time of year, weekends away attending Open Meetings become ever more imminent with the prospect of exciting but friendly racing and pleasant Saturday evenings enjoying a few pints with Osprey sailors from different parts of the country. Our Open Meeting calendar seems to get fuller every year and on at least one occasion this season we have the unfortunate occurrence of good venues clashing on the same date. However, it is good to see the number of venues increasing. The north-west open meeting this year moves to Morecambe & Heysham Y.C. and in the south-west we have a welcome new venue at Portishead filling an important gap in the programme on August 10th/11th. On the south coast the Poole open meeting returns to the fixture list after an absence of several years due to their new clubhouse being built. This is now complete and ready to welcome Osprey sailors and families not only to the open meeting, but also to the National Championships being held during the week July 27th - August 2nd. This will be the culmination of a busy three week period of sailing in the Poole Bay area. Firstly, during the preceding ten days are the World 1 ton Championships and then in the week before our own championships are the OK class national championships. They, like ourselves, will be sailing down Poole Harbour and thence into the racing area within Poole Bay, offshore from the beaches at Poole and Bournemouth. As a class we really should be now trying to maintain our national championship entry at 100 plus boats. Registering one of the largest percentage increases at the Tenby Championships last year, in the 'Yachts and Yachting' class survey, let us maintain our momentum and make 100 entries the norm as it used to be in the mid-seventies.

By the time this appears in print some lucky Association members should be taking delivery of their new GRP boats with the consequent exciting period of final adjustment and tuning prior to the time when they appear on the racing scene. One gets the impression that people, having acquired over the years with one boat, 'surplus' equipment such as mast, sails, etc., are now prepared to buy new hulls and complete the boat from existing equipment. At the same time they are still able to offer to the market place a complete ready to sail second-hand boat. The 'lump sum' capital outlay is thus very much reduced.

In conclusion of 'Comments' this time, I am pleased at the way the Association is progressing from the small things such as the redesign of the Class Association tie through to the prospects of Grafham Water training weekends and all the many other aspects of the Osprey scene. With your support and enthusiasm many more things will be possible, not only for ourselves but for the many other people who have yet to enjoy the delights of Osprey sailing.

Secretaries' Report

Well, another exciting season is upon us and the calendar is already busy, so all you new boat owners and members will have plenty of opportunity to meet other Osprey'ers; of particular note, Portishead has sparked back into life, despite the lack of Fryer; well done, we look forward to the Open in August.

We are pleased to welcome twelve new members so far this year and the Association welcomes back and thanks all existing members who have paid their subs on time. Response to the controversial red warning has been fantastic; we apologise for any offence it has caused, but in view of the fact that about half of the Association's yearly monies have already been received (at the 25th February), people that have been inconvenienced may appreciate the reason. Thanks for an excellent response so far.

* Mike Gilbody is having a new wooden Osprey built. "So!!!" might be your reaction; the reason for mentioning this wonderful happening is because the builder is none other than Tony Farrow, famous for some very fast ½ tonners, Admiral Cuppers and Colt Cars G.B. More interesting is the price - Painted and varnished, wood hull, from £1400 inc. VAT!!!!! (see advert).

Richard & Jenny Marshall.

SYMPATHY

From the Committee and members of the Osprey Association, we send our heartfelt sympathy to Terry Kingston (1006) on the loss of Hillary his fiancée, who died suddenly on Tuesday, 22nd January, 1985.

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CLUB NEWS

NEW OSPREY GARMENTS



We've made an arrangement with an embroidery firm who can supply a wide variety of items with our logo. The symbol we've decided on is the one shown above, actual size. You can order just the class symbol, just the word 'Osprey' or the whole thing, and have it embroidered in any colour you like. You can have the symbol, the word and the underlining in three different colours if you like.

Each garment is embroidered to order, which takes a couple of weeks. If you want to save a little on postage, we might be able to pass items to you along the grape vine, or we could bring ordered garments to the Nationals.

On ties the embroidery will normally be done in a finer thread, giving a smaller logo. Ties have to be ordered in dozens: we've ordered some dark blue with a gold class symbol, and mid grey with a dark blue symbol. If any fleet can make up a dozen orders, we can get any colour, or use the word, perhaps, instead of the symbol.

You can have an individual name or boat name in addition to the basic logo for £1.00, or a name across your chest or back for £1.50. Unless you state otherwise, the logo will appear on your left bosom!

Examples of jerseys and ties will be on our stand at the Dinghy Exhibition.

JERSEYS - V Neck.
Acrylic: Red, Navy, Black, Grey, Burgundy, Bottle, Brown, Pale Blue, White.
Sizes: 2 inch intervals - 24-32 **£7** (No VAT). 34-48 **£9.**

Superwash Wool: Colours as above, plus Sand. White is 50/50% Acrylic/Wool mix.
Sizes: 35, 38, 40, 42, 45, 48. **£13.50.**

SWEATSHIRTS
Cotton Acrylic Mixture: Light Blue, Navy Blue, Royal Blue, Red, Black, Grey, Burgundy, White.
Sizes: 24, 26, 28, 30/32, 34, 36, 38, 40/42, 44. (Other sizes may be available).
Prices: 24-32 **£7.** 34-44 **£8.**

TIES
Good quality terylene.

ALSO: Jogging Suits, Tracksuits, Guernseys.

Your order (with cheque made out to 'The National Osprey Association') should state:
The garment
Material, if relevant.
Size
Colour
Colour and version of logo.

Send your order to:
MIKE JAKEWAYS
The Hollies, South Road, Oundle, Peterborough.
Tel : Oundle 73168

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.

NEW OSPREY HANDBOOK

Now available - The New Osprey Handbooks. Hard backed with a blue linen finish and gold Osprey insignia. Alfie has done a wonderful job, hurry before they all go!

Price to Full Members - F.O.C.

Club Members Associate Junior Non Members	£5.00 plus 46p Postage

Because of high postage charges, most of the Full Members will receive their copy by hand early in the season, the balance will then be sent by post.

APOLOGIES

The Osprey Association Committee wishes to express its apologies for any possible inconvenience caused by the printing of a Membership Reminder on the outside of the envelope enclosing the last issue of the Newsletter.

There was no intention to cause embarrassment to the recipients, only to speed up the mailing procedure.

Editor.

FORSYTH LANG TROPHY

John Lang, of Filey Sailing Club, has kindly donated a Trophy, The Forsyth Lang Trophy, to be sailed for for the first time in 1985. The Trophy will be awarded together with the Wilkinson Sword, but to the best placed Novice in the "Sword" events.

Qualifying helms will be any helm who has not won an Open Meeting.

MORE SPEED DOWNWIND

Tuning & Tactics

Tuning, believe it or not, although there is little or no aerofoil effect downwind, is not only possible, its extremely important.

Primary considerations:

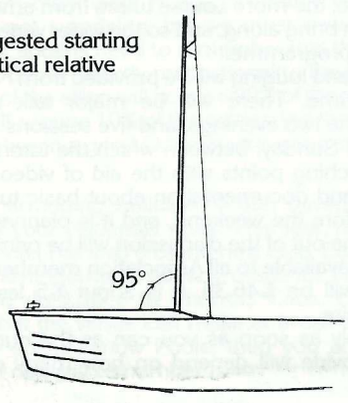
1. Mast Rake.
2. Hull Weight.
3. Kicker Tension.
4. Presentation of Sail area.

1. Mast Rake: Should be as far forward as possible, as a guide keep raking the mast further forward until you're on the verge of losing weather helm up the beat (with rig tension on and ram off your mast will probably be within 5° aft of vertical relative to the foredeck [see drawing]).

When travelling downwind always, if possible, tighten up genoa haliard tension with muscle box, to pull the top of your mast forward.

The reason for keeping the mast as near vertical as possible is to push the bow down, stop the transom digging in and generate the power forwards rather than upwards (surf board effect).

Mast rake suggested starting point 5° off vertical relative to foredeck.



2. Hull Weight: Obviously the less weight the earlier your boat will rise up onto the plane. 133.7 kg (295 lbs) excluding Mast, Boom, Rudder, Centreboard and all sheets is the minimum weight. If your Osprey is set up correctly and you know your sailing fairly well, this is the most likely reason why you are slow downwind, particularly if you own a Mk. II pre-800, many of which (not all) were built 30-50 lbs overweight!

(What about a new light hull and transfer your fittings, sails and spars!?)

3. Kicker Tension: Just enough is the answer, always better to have too little tension than too much.

Excessive tension encourages the tip of your mast to rake aft and flattens out the main sail. However - Health and Rig Warning - too little kicker tension downwind in a blow encourages the mainsail to twist off at the top, forming an aerofoil which pulls the mast to windward, resulting in spectacular chinese gybes! Therefore, for speed, use just enough tension to maintain control.

4. Presentation of Sail Area: Always keep the spinnaker pole guy end as far back as possible, this will enable you to present the maximum amount of sail to the wind without the spinnaker being shadowed by the genoa or mainsail.

NOTE: Even when it's honking plus, the boat will be much more controllable downwind with the kyte up (the only difficulty is usually getting it up!)

Gybing is also easier (if executed correctly) by keeping the spinnaker full to gybe from a broad reach to a broad reach in these conditions. If in doubt, pull the kicker on more before you gybe to increase stability as you finally bear away.

TACTICS

If you can plane going straight downwind to the next mark go straight, otherwise always broad reach and gybe back into the mark to promote planing or just to increase speed (the faster the class of boat, the more you broad reach/reach down a run!)

P.S. Don't forget the occasional pump to stay on a wave or promote planing.

Good luck again. Richard Marshall.

NOT THE SENSIBLE RACE TRAINING ARTICLE - by Tiger

During recent alterations to the back room of the Pilot Inn, a series of dusty, yellowing, tattered documents were found, stained with salt, beer, and nastier things. In addition to the Chris Stacey list of excuses, and the names of all the White Rose girls that Richard Davies never got off with, the following article was found, wrapped in a 1973 Mirror newsletter guide on which way up to hoist a spinnaker. Some of them make some sense.

The best site in the dinghy park is second to the roadway.

Being friendly to the committee and rescue crews costs nothing.

If you forget the tally or leave the trolley below high water, only tell the helm after the finish.

The best way to slow the opposition is to introduce them to your sisters, daughters, or even your mum.

Fiddling with a control you don't understand, is worse than not having that control.

Ignoring the sailing instructions loses more races than anything else.

It's best to pack the boat up in daylight, when sober. Later on it will also be raining.

The possibility of a trailer tyre puncture increases dramatically if you have no spare.

Better an hour early than a minute late getting to the start area.

Don't puke from the trapeze unless you're sure it will miss your helmsman.

There is not enough time in a championships race to think of everything that has to be considered.

People parading broken equipment around are not doing anything clever, only demonstrating an inability to maintain their boats.

Keep all the boat gear and your own kit in one place.

Make sure the warp is tied to the boat before throwing the anchor over the side.

You may feel like a rough, tough sailor with two days growth on your face, but you appear very differently to waitresses and barmaids.

Don't bother to roll the sails carefully if you are going to sit on them in the car.

Because you see a mark where and when expected, don't assume it's the right one.

With the controls all marked you can sail the boat however drunk or hungover you are.

Be nice to your helmsman, after all, it's his toy.

If you are rude to another competitor, it will prove to be the only person who could have lent you a replacement spinnaker.

Only sleep under your own boat.

If you are never over the line, you are not aggressive enough.

When dropping the kite on a reach, stay on the wire until the helm has finished and is sitting out again.

Paint the trolley, trailer and infrastructure the same colour as the hull.

There is a strong attraction between spinnaker nylon and untaped mast fittings.

There is a strong attraction between clean trousers and uncovered towballs.

There is a strong attraction between rolled up boat covers and dogpooh.

Only an egotist finds it more important to be on the video than in the prizes.

Better a well liked loser than a nasty winner.

Unless you are regularly in the prizes, it's more important to spend money on sailing, rather than on sails.

Wherever you finish, do it in style.

So you start badly, blow each beat, fart about round every mark, drop in gybing, tear the kite, come last, and it's raining; just try and remember how few people in the world have sufficient time and money to go sailboat racing, and be thankful.

CLUB MEETING REPORTS

News from British Steel Corporation Sailing Club, Port Talbot.

Who said we were dead in this part of the world? It's just a malicious rumour. The fact of the matter is, we are all Osprey sailing and too busy to write.

1984 Osprey Open was a great success. I'm afraid I cannot give a full report of the event other than to say a marvellous time was had by all and the winner was Oscar Von Chess and Tiger, 2nd was 1150 sailed by Ian Wilson and Dave Shepherd, and 3rd was 1085 helmed by Tony Powell and crewed by Glyn Jaynes. Two races were won by Oscar, Murray and Pam Gough won the third race and Ian the last race. Next year I will write the report immediately after the event and will be able to give more details - honest.

1985 promises to be a bumper season at the "Pond". The Osprey fleet is on the up and up with three newcomers at the end of 1984. The club used to be known throughout the sailing world for its chemical toilets. Not so anymore, the chemical toilets have been replaced with a proper "bog block" and in the Spring of 1985 we will be opening our new clubhouse. Yes, it's true, a new clubhouse made out of real bricks and slates. It is also rumoured that Murray's house will be ready for the 1985 Osprey open, so why not tune up ready for the Nationals at the B.S.C. Open meeting on 6th/7th July, 1985.

The reservoir is known as the "Pond" but really it's an excellent piece of inland water. For those who don't know the area, it's situated just off the M4 motorway at junction 38 at Port Talbot. The water is only ½ mile from the sea and most of the time we enjoy uninterrupted wind from the sea.

Colin Evans (1199)

P.S. I think Pam Gough should write the next article from BSC.

Creeksea 1984 Season

Creeksea at last have a good selection of Mk. III's changing their image from an all back deck club. (Claridge, Barnard, Creasey Porter and Westerly) using various makes of sail Musto's, Hood and Leader to get up front, some members have been experimenting using see through sails!

The highlights of the year must have been Burnham weekend, attracting 27 Osprey, the report can be read in last month's newsletter, thanks to Grey and our chief scribe, without which nothing would be reported.

Thanks to L.G. Wilkinson yacht varnish for supplying hats, balloons and prizes.

The club has been involved in sailing with Sheppey to help Roger Taylor kill off the last few 505 they have now been totally demoralised as the Osprey beat them Boat for Boat!

Another success for our fleet was D. Unsworth in the Round Sheppey Race, (Thanks to Ken Carrol's stunning book at Tenby), he even beat O'Chess, and guess who fell over.

We are hoping to send a team down to Poole (five, possibly six). (Provisional team as discussed at bar - wives not listening).

Ken King is a firm believer in Insurance, he is now on his third mast! Dot and Mike's new Porter Osprey is almost finished having spent the season carefully fitting it out, and hope to be on the water in 1985.

Denis has threatened to bring his Halsyon 27 to Poole as a service boat, although he still maintains "I'm an Osprey Man really."

Dave has promised Able Lady a metallic silver finish to match his Jensen, smooth eh!

CURRENT FLEET LIST

1.	70	Fandango
2.	167	Light and Bitter
3.	356	Jane
4.	397	Puff and Stuff
5.	449	Trapizius
6.	555	Schh you know who
7.	632	Sugar Puss
8.	723	Nadine
9.	790	Wish you were here
10.	870	Cow and Rough Drop
11.	937	Super Star
12.	1087	Atilla
13.	1088	Renegade
14.	1008	My spare lady
15.	1183	Hydrobates
16.	1203	Bird of Prey
17.	1211	

Poole Yacht Club Fleet Report February, 1985.

All is now quiet on the Osprey front at Poole. After a successful Winter Series, which ended on Boxing Day, all the boats were taken home to centrally heated garages for their period of hibernation and overhaul. The 1984 Winter Series was the best supported for many years, and produced some classic close racing in predominently light and moderate breezes. The final results, which were not decided until the final race, were:

1.	1066, Conquest	Peter & Berry Small
2.	1103, Airborne	Jeff Wear & Bob Webb
3.	959, Shape of Things to come	Maurice & Andy Henegan

Enough of 1984. 1985 is to be a bumper year for the Osprey fleet at Poole Yacht Club. The quality of club racing has improved vastly over the last few years, and we now find ourselves in a situation where any one of about ten boats is capable of winning races from time to time, which can only be a good thing! Racing at P.Y.C. starts on Easter Sunday this year, increasing the length of our season by three weeks. The main event of the year for us is, undoubtedly, the Osprey National Championships. This event is scheduled to take place from July 27th to August 2nd and should prove to be a superb week for all competitors and families. Entry forms will be circulated in a few weeks time, along with further details regarding the Championships. *Please try to get your entry in early, as this will ease much of the burden for the organisers.* Prior to the National Championships, there will be an opportunity to become accustomed to sailing in Poole Bay at the Poole Yacht Club Osprey Open Meeting. This meeting will take place on June 15th/16th - we look forward to seeing you then!



Poole Y.C. Winter Series Winners
Pete & Berry Small, Osprey 1066, 'Conquest'.

A large number of Poole Y.C. Osprey sailors will be invading Crystal Palace during the Sunday of the Dinghy Exhibition, so we look forward to seeing many of you while admiring the always impeccable Osprey stand.

See you soon.

Phil Angrave.

THE SHEPPEY ISLAND RACE

"It's quite simple," said Roger Taylor our Class Captain, "just write all you can remember about the Island Race."

"That's easy," we said, "all we can remember is booking in 225 entries, organising one of the biggest traffic jams Sheppey has seen recently and seeing the first mono-hull (an Osprey, of course) cross the line."

The 25th Silver Jubilee Sheppey Island Race (no, we **don't** mean the 625th) took place on Sunday, 2 September. The four starts, of which the first two upheld the grand old Sheppey tradition of procrastination, were at 10.47 for PY117 & above, 11.10 for sailboards, 11.30 for PY116 & below and 12.00 for Catamarans.

There was a superb reach down to Leysdown, but the lack of water (low tide at 11.45) and the many sandbanks, soon caused a few problems. One Condor, aptly named "Catapult 2" had an original idea, it tried to push a sandbank near the start line out of the way ... the sandbank won, and "Catapult 2" retired soon afterwards with a sick port hull.

Another calamity was "Granny Smith" helmed by Peter Borras, who limped back from Leysdown with a broken centreboard and rudder. Stan Garland who co-owns "Granny Smith" said, after deletion of expletives, absolutely nothing.

Between Harty Ferry. which exists in name only, and the Kings Ferry Bridge (the biggest obstacle on the course) the very light breezes caused severe problems and many boats were temporarily stranded.

After Kings Ferry Bridge, Andy Fray decided that playing Ospreys in a boat inappropriately named 'Flagship' was too easy and because of faulty transom flaps, thought a better game would be submarines. He soon lost interest in this game and retired soon afterwards.

The rest of the race went without major incident, although Rob Shaw had to capsize 'Bird of Prey' to avoid a motor cruiser who cut across his bows.

After the race there was a champagne reception which went very well, too well in fact, with so many people getting "nissed-as-a-pewt", we were unable to make the presentations. For this we offer our profound apologies and promise to try to do better next year.

Of the 225 entries (including 18 Ospreys) there were 189 who finished within the time limit (16 Ospreys), 13 retirements (including 3 Ospreys) and 1 disqualification.

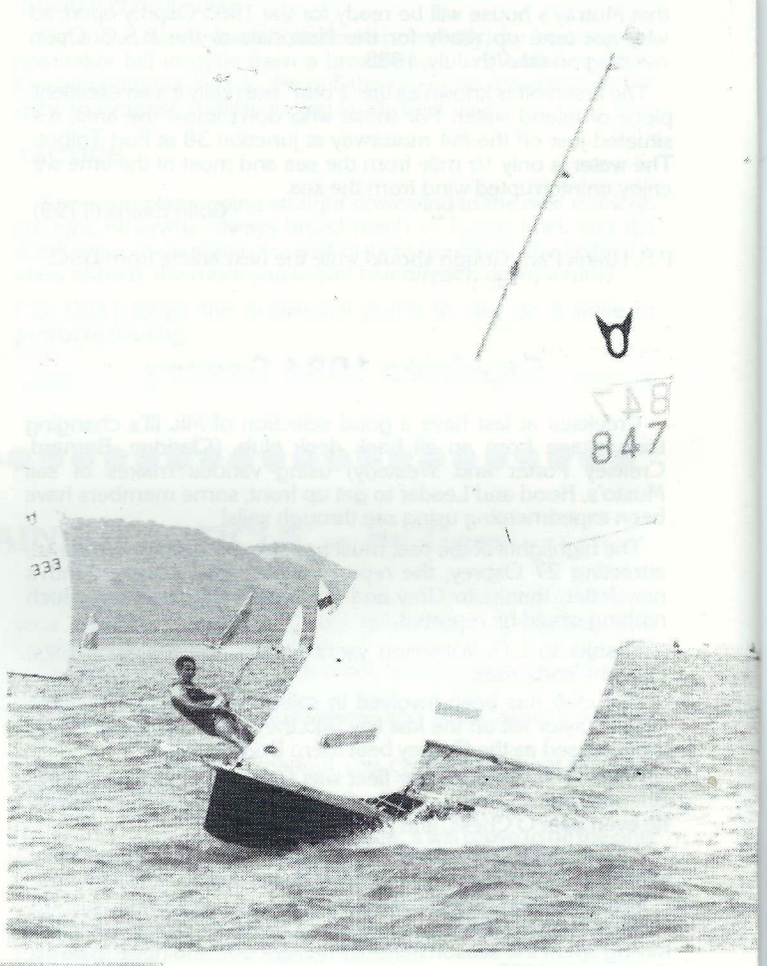
Peter Tester & Simone Gaston.

The Osprey results were:

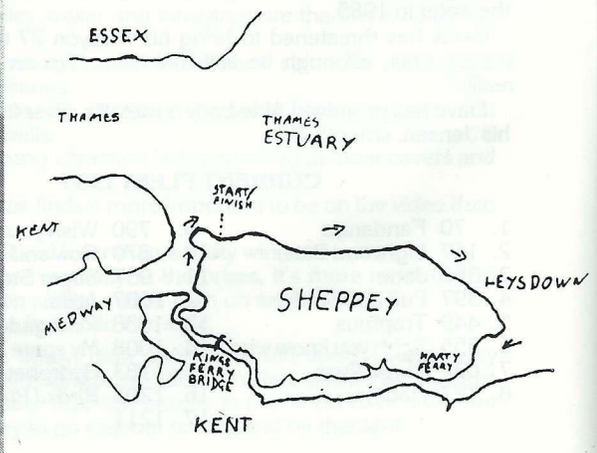
Position	Sail No.	Boat Name	Helm Name
12	1175	Able Lady	D. Unsworth.
14	1161	Easy Picker	O. Chess.
15	1203	Bird of Prey	R. Shaw.
40	697	Windy Anna	K. Brown.
46	937	Super Star	G. Goodrum.
75	632	Sugar Puss	D. Harrington.
94	704	Phyllosan	R. Taylor.
95	1004	The Think Tank	R. Myatt.
106	839	Wendy Louise	J. Burnfoot.
123	242	Lady Ann	N. Willis.
127	1077	Tri Ardour	M. Garland.
132	847	The Heavy	Mr. Thomas.
138	845	Flaming Menace	P. Walton.
156	853	Past Your Eyes	T. Leng.
157	333	Tarpon	Sitt. Sea Scouts.
166	617	Wicked Lady	L. Allen.

The three retirements were:

805	Granny Smith	P. Borras.
132	Owl and Pussycat	T. Phillips.
865	Flagship	A. Fray.







KENNY GOES TO THE NATIONALS (Animals Abroad)

Just in case you thought that the last but one Newsletter had been subject to a take-over bid from Sheppey, may I just mention that the article was quite a surprise to both Kenny and all of us who followed him to Tenby. Kenny turned bright red and shrank into his chair choking, "It's not true, not true," as he read the article. It seems that our Publicity Officer is just a little biased - I came 17th, not 57th!

The fleet continues to develop with Malcolm and Pryde Bayliss bringing 'Navigator' (817) from Minnis, while Andy Fray now has 'Flagship' (865) - bringing up the Garland family fleet to 3 Ospreys. Yet another 'White Horses' (848) owned by Peter Tester and crewed by Simone Gaston has joined us, and Bob Myatt after seeing what a Mk. III can do at Tenby, has just bought 'The Think Tank' (1004) our 16th Osprey. Tony Phillips has taken 'The Owl & The Pussycat' (132) from John Sherburn and 'Primate' Kirby who have returned to the lesser breed of 505s (Urgh). To round off the fleet Pat Love joined late in the season with the 17th Osprey.

As for the Nationals and Kenny's part in them ... Well, he explained to his devoted following prior to leaving for Tenby, he and his crew Chris Butters were not aiming too high - about 30th!

Now one must give credit where credit is due - they practised every day for weeks prior to Tenby, somehow managing to break four goosenecks in a row!

They were obviously devotees of Alan Bond, spending midnight of the final day fitting a secret weapon - four foot adjustable spreaders by means of candlelight! None of us knew this until all was revealed at Tenby. To the spreaders must be credited that Kenny was in front of Ian Porter all week - in the boat park! Kenny was often seen of an evening, like the Old Man of the Sea, offering Ian all the advice Ian could absorb as to tuning, etc. - while at the same time rejecting (politely) Ian's suggestion that a foot could be cut off each of the spreaders. Kenny took off just an inch a day to satisfy Ian. The results speak for themselves: Ian second, Kenny ... - well the photographer on the final day obviously required something special - Kenny used his spinnaker to remove the spreaders in one dramatic gesture, and once again retired.

Thus battle done he returned in time for the Sheppey 505/ Osprey Challenge. Little to say really, 6/7 NW, many launched, few started, three finished. Rob Shaw won, a 505 second and 'Wicked Lady' with Lee Allen fresh from the Nationals with Primate Kirby on the wire third - there were no more. Kenny? He saw Robert gybe, the 505 tack - Kenny followed Robert - end of centre board and rudder - and the mast through the bottom of the boat! A very expensive race was the challenge for both visiting and home boats.

Bob Myatt then decided that his boat was just not competitive enough and loaned it to Kenny for Burnham while equipping himself with 'The Think Tank'. Kenny promptly beat us all at Burnham coming 12th - and as a result is utterly unbearable! Bob by the way was the one who impressed the Royal Corinthian by starting with his spinnaker upside down! He didn't report a startling increase in speed - so he didn't repeat the idea! Kenny has now bought Bob's 'Windy Anna' and has just braved the Hoo freezer race in the snow. Don't ask how he defrosted the blocks at the mast step!!

Roger Taylor.

Sheppey Y.C.

It is well known that Class Captains should write reports to the Newsletter and here at Sheppey we certainly write them. But who posts them? Is mail posted on Sheppey allowed into mainland Britain, we all ask? Why hasn't anyone welcomed our presence at Burnham (the strongest visiting fleet) or the fantastic effort at Lymington!! Well as Kenny said, he never saw the QE2, it is possible he was on the wrong course and the fleet may have not noticed him.

Our fleet continues to grow, number eighteen is certain and twenty may well appear on the water this year - see you all at the Southerns.

Roger Taylor.

Report from Mengeham/Hayling

Over the winter, the Hayling Island Team (HIT for short) have been re-arming ready for the season's onslaught. Peter Tart has got the 1984 Portermobile and is getting used to the rod rigging and fancy set-ups. Ian P has promised to build a new boat, probably with a wooden foredeck.

Oscar - despite rumours to the contrary is pushing the Picker into the fray for yet another season. Some developments in the sail inventory, undercover and rig stakes may or may not be in the offing. Ken Robertson reckoned at the Boat Show that the resin should now be cured to perfection - giving a significant speed increase - true or bluff?

*Please note that the Mengeham meeting has been dropped, to maximise turnout at Hayling - who knows - this year even Frank Powell may come along!!

L O S T - Jack in the Basket Rosebowl

The Rosebowl went missing last summer, probably en route by hand back to Lymington.

Could you please check your shelves, cupboards, etc., if there is any chance that I might have handed it to you. I still have the wire gauze for the top.

REWARD for information leading to its retrieval!

Oscar Chess.

Osprey Gossip from Stewartby

The Stewartby Open Meeting in October once again suffered at the hands of the weather man with winds gusting well over 30 knots on Saturday, and no one eager to rig and take to the water. After several long postponements Richard and Nick were seen (from the safety of the clubhouse by most) to hoist a sail to 'try the conditions first hand.' This immediately brought the punters out with stop watches at the ready and pound notes eager to change hands. How long would they last? "5 minutes, 10 minutes, wait till they try and tack." I don't know who won the money but the return to shore with Nick trapezing under bare poles confirmed the Race Officer's thoughts and everyone made a hasty retreat back to the bar, the evening meal and fun and games with the visiting Kestrel fleet (they had females on their side).

Sunday brought a cold, misty, flat calm, although the wind began to fill as boats were made ready. By popular demand 4 races were run, 2 back to back, lunch and then two more.

Race 1	Richard Marshall, Nick Willis. Mike Mooney, Malcolm Clack. Phil Mann, Ian Beardmore. Oscar Chess, Tiger Bridges.
Race 2	Mike Mooney, Malcolm Clack. Oscar Chess, Tiger Bridges. Richard Marshall, Nick Willis. Andy Harrop, H. Pearce.
Race 3	Oscar Chess, Tiger Bridges. Mike Mooney, Malcolm Clack. Richard Marshall, Nick Willis. Andy Harrop, H. Pearce.
Race 4	Mike Mooney, Malcolm Clack. Oscar Chess, Tiger Bridges. Phil Herrietson, Carolyn. Richard Marshall, Nick Willis.

Overall:	1209 Mike Mooney, Malcolm Clack.	(Filey)
	1161 Oscar Chess, Tiger Bridges.	(Mumbles)
	1195 Richard Marshall, Nick Willis.	(Mumbles)
	1172 Phil Mann, Ian Beardmore.	(Stewartby)
	242 Andy Harrop, H. Pearce.	(Datchet)
	1140 Phil Herrietson, Carolyn.	(Stewartby)
	1103 Roger Edwardson, Mike Jakeways.	(Grafham)
	1081 Peter Dovey, Roger Mant.	Stewartby)

With the new season soon to start, I hope the Stewartby Ospreys will continue with the better turnouts that were seen at

the close of last season (8 boats on the water - TOGETHER!!) Phil Herrietson and Carolyn (wife?) have joined the fleet with 1140 and are going to be a force to recon with in light airs.

Once again, several members of the fleet have been active in the closed season and the stork will again be a regular visitor to Bedfordshire this season. Congratulations to the guilty. For my sins, I am once again charged with the duty of keeping the fleet in order for 1985 and I hope to be a bit more active on the circuit this year. Early days yet, but there appears to be about 5 Stewartby Ospreys saving up to go to Poole for the Nationals.

Good Sailing in '85.

Glen Adcock.
1141 (Blunderbus)

British Steel First & Last Race 1st January.

New year, early morning sun like a syringe of concentrated acid to the eyeballs, hands shaking, trying not to remember too much about the night before, stereo loud and the windows down, desperately looking for an antidote (orange juice) shop, something deep inside me says the new year has to be better than the old.

Thangs wus lookin' mighty bad tho', as down from the hills rode the Llandegfedd Gang, nigh on 10 505s in all, wearin' black hats, an' all lookin' purty mean. The first glimmer of hope only came as we round the first mark second to Neil in his 505, and he and his crew blow the hoist. Over the top, and don't look back, cos it's too scarey. A benefit race for big boats, 4 out of the top 6 were Ospreys, those Illife Brothers held their time from Ian and Dave, but we just beat them over the water, and the Tenby Teen Terrors were too close for Murray's comfort, with Ron (?) Battersby keeping ol' 1165 moving on, just behind. A good turnout, 40 boats, beat up the length of the lake, lots of reaches to get back down. A lovely sunny day too.

The new clubhouse is coming on well, will BSC be the same afterwards? They said that about the flush loos, and before that the showers, but there will always be something special about the old stomping ground of all the Welsh Heroes. Find out at the Open on July 6 and 7!

Results:

1. 1161 Oscar and Tiger.
2. 505 J & D Illife, Llandegfedd.
3. 1150 Ian Wilson and Dave Shepherd.
4. 420 D & R Marsden, Tenby.
5. 1166 Murray and Pam.
6. 1165 R. Battersby and B. Taylor.

P.S. The redoubtable Claire, after sneering at Lawries crewing, finally told me why they changed to a C.5 (05). The cockpit is wide enough for a baby walker. They should be three up on the Round Caldy Race this year!

The Charge of the Lost Brigade 1985 Bloody Mary Pursuit Race 5th January.

This year's Bloody Mary must rank with the First World War and the race for the South Pole in the annals of pointless endeavour. However, it was a good sail, and when we realised that 328 out of 352 starters had sailed the wrong course, even the fact that Richard and Nick had got it right couldn't stop us laughing. Four Ospreys competed: 1195 with Oscar Sheep, Phil Baagrave and Larry Horrop glad that so many others got lost too. To be fair to Richard and Nick, they did shout, but to be fair to us, if you were just ahead of those two, would you believe anything they said?

Our results in the 'informal' race were not too good, we never saw the smaller boats, or the first Fireballs, but we held off all but two of the large fleet of 505s, and stuffed the Hornets. The confusion arose when the leading Graduate, about an hour ahead of us, went round a mark very close to a windward mark, and almost every boat behind followed, including the first boat home, an International 14.

It didn't matter that much though, except to the P.R.O. perhaps, the day is really made by all the people, every serious dinghy sailor in the country seems to be there, and the atmosphere reminds me of championships 10 years ago, only knowing one group of people in the horde, rather than recognising nearly everyone. There was a quorum of Osprey Champions, the Marazion Mercenary was there, in the bar of course, and Tony Powell came along to protect his interests too. Going to the show on Sunday is fun, especially with the Pow thinking of buying a sailboard, but always an anticlimax after sliding round the icy sidedecks. Why pay good money to go to the Alps when you can get just as cold, wet, and exhilarated in Sunbury, come and try it next year!

ADVERTISERS WANTED

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FOR RATES & DETAILS
CONTACT
DAVE NORRIS

THE POMPEY PERISHER 27th January, 1985.

True to form, the morning of the 18th Pompey Perisher race dawned cold and wet, and by 10 a.m. a few hatfulls of wind had kicked up the obligatory Solent chop off the coast of Old Portsmouth. Two Ospreys arrived to take on a fairly impressive list of entries, which included about 6 hi-tech International 14s and smatterings of 50s, meatballs, lasks, laser 2's, tornado's, etc., etc. Eighty boats in all.

Peter Frith was on a spying mission, learning about the care and repair of placcy boats before he receives his Porter Perambulator about Easter time. He was on the wire of the Picker, making sure that the mast and rig could support Tiger for the rest of the summer.

Nick Willis was doing his stuff in his familiar role with Richard (Daley) Marshall.

Halfway up the first beat, it was obvious the Ospreys were in for a mauling - the 50's and 14's were all over us, while Chess and Marshall were slogging it out in their wake. The two sail reach over the remnants of the Mary Rose lifted the spirits a little, as the 14's started moving backwards, but the run to the leeward mark was amazing. The 14's were electric in the force 4-5 breeze, but extremely unstable. After 2 laps the Ospreys' tenacity in a war of attention had dragged them up to 9th and 10th overall, Richard having been pipped after headbutting the boom and losing his white tea-cosy. Will Henderson won in a 14 and only 37 finished out of the 80 or so starters.

Richard decided to hold his own athletics contest that day, and entered the biathlon. A new Osprey record was established when he equalled his personal best in the 'Stock a beam on the boom' event, followed by a superb performance in the 'Hop and Shout' event. The commentator said, in disbelieving tones, "if I didn't know better, I would have thought he'd thrown himself bodily onto a one foot high wall before the event."

How about a few Lymington and Shoreham boats for next year's event; or even better, how about the Queen Mary "Bloody Mary" next year?

S.M.Y.C. Osprey News

With the new season almost here, there is the usual last minute rush to get boats ready for the Spring series.

I am pleased to report no defectors to other classes; in fact Frank Powell has sold his boat to a club member to help swell the fleet. We eagerly look forward to seeing Frank's new Porter composite and wonder how many pieces of string he'll be able to put in it.

We hope to see a good turnout at our Open meeting in June, where once again the winner will receive free entry to the Nationals.

Colin Popple.



Ospreys at Morecambe

OSPREY 1985 WEST COAST OPEN
Morecambe Bay - 4th/5th May

Morecambe and Heysham Yacht Club are to host the 1985 West Coast Open Championships, the results from which will qualify towards the Wilkinson Sword Trophy.

Facilities at Morecambe have been greatly improved during the past few years. The Clubhouse was severely damaged during a storm in February 1983 which breached the sea defences. However, the building has now been completely refurbished and a new shower and changing room block added. Dinghy parking facilities have been relocated, on level ground, in a new, securely fenced compound, situated some 50 yards from the clubhouse.

Ospreys have been sailed at Morecambe for many years. Helms of yesteryear such as Vernon May, Gerald Iddon and Frank Peacock still roam the clubhouse. Charlie Gillow, who carried out the first Mk. III conversion when he sailed 466, is now a hardened cruiser skipper and runs a small charter business. He will be providing his boat as Committee vessel and act as Race Officer for the event.

Morecambe Bay provides excellent sea sailing conditions and although tidal, has a straight ebb and flow, giving five hours of suitable water on each tide. The West Coast Event will provide an excellent opportunity for crews to polish up their act before the "Nationals".

Morecambe itself is, of course, a holiday resort with plentiful accommodation and family amenities. There are a number of good campsites just to the North of the town at Bolton le Sands and Carnforth.

The event will basically consist of four races, held over two days, with the first race starting at 11.00 hrs on Saturday morning. A 'Social' will be held in the Clubhouse on Saturday evening and the prizegiving will follow the last race on Sunday afternoon. For those interested, and weather permitting, it is proposed to have an informal "Across the Bay" race on the Monday. This will total some 16 to 20 miles of hopefully reaching legs, if the normal prevailing Westerly breeze will oblige.


M.H.Y.C. Clubhouse

There is a combined home and local fleet of some 16 Ospreys who are looking forward to meeting both old and new friends, for what is confidently anticipated will be a most enjoyable Bank Holiday weekend.

For those who have not visited Morecambe before, the Yacht Club and dinghy park are situated just off the Promenade, behind seafront hotels, near the Town Hall. Across the Promenade is the slipway and Race Control Office. Ample car parking can be found both on the Promenade and in the car park adjacent to the Dinghy compound.

Dinghy compound access and Club facilities will be open on the Friday evening. Food and refreshments! will be available in the clubhouse throughout the event. Further details of local accommodation will be provided on request. Full Sailing Instructions will be posted in the Race Control Office.

Although entries will be accepted on the day, it would help the organisers if competitors could return the enclosed entry form as early as possible.

Entry fee - £5 ... After 1st May - £6.

For Entry Form please see separate sheet

1985 NATIONAL CHAMPIONSHIPS - Poole Yacht Club

Introduction

Poole Yacht Club is proud to be hosting the 1985 National Osprey Championships and looks forward to welcoming Osprey sailors, old and new, from all corners of the country.

Sponsorship

The organising committee take this opportunity of expressing their thanks and also those of the National Osprey Class Association, to Tornado Wetsuits for providing the principal sponsorship for the event, without which such a comprehensive championship programme could not be organised.

The Club

Poole Yacht Club has its roots tracing back to the earliest days of sailing in Poole Harbour. Over a long period, it has actively supported racing events for members whose yachts have ranged in size from Sir Tommy Sopwith's 'Endeavour' through to today's fleet of Topper dinghies. In recent years the Club's Osprey fleet has steadily grown to the point where fifteen now regularly participate in class racing.

At the start of the decade the Poole Harbour Commissioners initiated their plans to expand the commercial facilities of the port which included the displacement of Poole Yacht Club. After much negotiation and considerable impact on sailing activities, a purpose built clubhouse was officially opened in October 1984.

The new, much larger premises situated approximately 400 yards from the old, can now proudly boast facilities for cruising and dinghy sailors alike, which must rank amongst the best in the country. The south facing sun lounge, balconies and patios look out over the Club's own yacht haven with walk-on pontoon berths for 340 yachts. Incorporated within the Club perimeter are slipways providing launching facilities either into the haven or directly onto the beach adjacent to the Club. Large tarmac surfaced areas exist for dinghy and car parking. Below the first floor lounge, dining room and wet bar facilities are superb ground floor changing rooms and shower facilities for both male and female competitors. During the Championship week, the Club is planning on providing cooked breakfasts plus evening meals for competitors and their families. The normal Club luncheon facilities will also be available.

The Surrounding Area

In welcoming you all as honorary members of our Club during the Championships, we are confident that not only will you enjoy your sailing but should you bring your families (and we hope you will), they will enjoy the excellent beaches plus the many other varied attractions in the area. These include the quay at Poole where one can watch the constant bustle of activity associated with the comings and goings of ships, sleek cruising yachts and

occasionally the timeless elegance of square riggers. Comprehensive shopping facilities exist both in Poole and its near neighbour Bournemouth. Further inland lie the delights of the beautiful Dorset countryside with quaint villages full of thatched cottages. A few miles away stretch the vast woodland areas of the New Forest within which are Beaulieu House and the National Motor Museum. Nearby is the historic village of Bucklers Hard where Nelson's ships of the line were built.

Route

Competitors from the east on the A31 are advised to head for the small town of Wimborne Minster, taking the town bypass and hence south towards Poole on the A349. On all principal routes into Poole, competitors should follow the signs containing a lorry symbol indicating the route to the Cherbourg Roll-on, Roll-off ferry which is situated in the vicinity of the club.

Dates

The Championship week will commence on Saturday, 27th July through to the 2nd August inclusive.

Racing Programme

Sunday, 28th July	Start 14.30 hours	Plycraft Trophy
Monday, 29th July	Start 14.30 hours	Mounts Bay Trophy
Tuesday, 30th July	Start 14.30 hours	Martini Trophy
Wednesday, 31st July	Start 14.30 hours	Ian Proctor Trophy
Thursday, 1st August	Start 11.30 hours	Poole Bay Trophy
Friday, 2nd August	Start 11.30 hours	Saundersfoot Trophy

It is intended to lay courses in Poole Bay at a distance off shore to suit wind conditions. Competitors will sail from the club, down Poole Harbour and hence into the racing area. Poole Bay provides one of the best racing venues in the world as witnessed by the many World and National Championships held in its waters. (One World and two Nationals are scheduled for 1985).

Shore Facilities

The club has arranged for six beach huts to be available overlooking Sandbanks beach and the racing area. It is intended that these should be available on a visiting clubs basis (cost £30 per hut per week) for the use of visitors families. It is also hoped to run a mini-bus service several times each way per day between the beach huts and the club house. The championship beach master will also be present in a beach hut during racing.

The cliff tops at Bournemouth additionally provide an excellent vantage point to observe the racing.

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.

AMENDMENTS TO NATIONAL OSPREY CLASS RULES

Rule 5A. 3.7 & 5B. 3.7.
Delete "of" and insert "to".

Rule 5A. 2.10 & 5B. 2.20 to read:
The point of intersection of the line of the outside of the stem band, extended if necessary, and the line of the underside of the keelband, extended if necessary, shall be not more than 5280mm nor less than 5230mm measured around the underside of the keelband from the aft face of the transom.

Measurement Item Number 13a. (115) to read:
Distance of stem line intersection with keel line forward of transom Minimum 5230mm Maximum 5280mm.

The above amendments became effective from 1st March, 1983.

Rule 8 - Cockpit to read:

8. Cockpit.

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

Amend all subsequent Rule numbers to suit.

Rule 5A. 3.2 & 5B. 3.2 to read:
The extreme aft edge of the foredeck, including trim if fitted, at points 229mm athwartships from the fore and aft centreline shall be not more than 3556mm nor less than 3480mm from the aft edge of the transom.

Rule 5A. 3.7 & 5B. 3.7 to read:
The aft end of the mast slot at deck level shall be not less than 3395mm forward of the aft face of the transom. If the aft end of the mast slot at deck level is less than 3480mm forward of the aft face of the transom, the slot shall be braced athwartships at its aft end, either by extending the foredeck aft to that point, or by fitting a strut horizontally between the foredeck carlins. Any such strut shall be of metal or wood of not less than 15 sq.mm. in cross section and shall be continuous across the aft end of the mast slot; no part of the strut and/or its fixings, including bolts, flanges, brackets, etc., shall be less than 3370mm forward of the aft face of the transom.

Rule 5B. 2.7
Delete "2175" and insert "3175".

Effective 1st March, 1984.

As issued by the Royal Yachting Association.

PROPOSED RULE CHANGES OCTOBER 1984.

3A. 1. Replace 'In the Mark III ... GRP' with:

'In the Mark III Composite Boat the Hull Shell and lower portion of the Centreboard Case shall be of GRP.'

3A. 2. Replace 'Shall be of wood' with:

'Shall be of wood or GRP'.

Reasons for rule change:

The reason for these changes is to allow a more modern and attractive boat whilst keeping to the principles of a one design class.

NATIONAL OSPREY ASSOCIATION 1984

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Sheppey: Roger Taylor, Linden Cottages, Boarley Lane, Sandling, Maidstone, Kent. Tel: 0622 64007

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

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

Association Goodies

Sweatshirts	See article Page 3.
T. Shirts	See article Page 3.
Car Stickers	£0.35
Boat Badge	£1.00
Car Badge	£3.00
Ties	£3.00
Lapel Badge	£1.00
Pennant	£1.00

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.

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 and unused 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.

1122 Smoke on the Water - Wood Mk. 3 - Needlespar inside jib sheeted - Road and Launching Trolley, Under and Over Covers. 2 Suits Leader sails. Ready to sail - Repainted and varnished 1984. £1000. Phone: 0742 366873.

1119 Glass Mk. 3. Westerly. 0272 629681.

1147 Mk. 2 Wood. 01 1151 3531.

917 Gmac Glass, Beta Plus, Trolley. Only £300. Jim Turner, High Wycombe 711821.

731 Wood, Good condition, Trolley, New Banks Genoa, Mountimain, Mountikyte. Peter Tart, Hayling 465002.

376 Mk. II Wood. Good condition. Trolley. £350. Mike Jeffreys, Thorbury, 0454 418581.

697 "Sound & Vision". Wood. Mk. III conversion. Hoods/Mustos. Needlespars. New board. Trolley/Trailer. £490. Ken Brown, Maidstone 56912.

706 Plycraft GRP Mk. II. New Supaspar mast and boom. Morrison main and genoa. Musto spinnaker. Trolley and new cover. £550. Tel: 0273 592012.

1066 GRP Mk. III. New Supaspar boom. New genoa and spinnaker. Musto main. Cover. Trailer, Trolley. £925 o.n.o. (0202) 894157.

908 "Miser's Hoard" Wood, Mk. 2, Excellent condition, Combi trailer, Cover, Seahorse sails. £950. Peter Howe. 01 462 1897.

Bits & Pieces

Mountifield Spinnaker, Tri-Radial. Only used four times. £80 ono. Chris Moore, 0977 620572.

OSPREY BUILDERS

For G.R.P. Boats:

Porter Brothers
47 Cavendish Drive
Waterlooville
Hants.
Tel: 07014 52604

For Wooden Boats:

John Claridge Boatbuilders
Sadlers Farm
Lower Pennington Lane
Pennington, Lymington, Hants.
Tel: 0590 74821

Guy Winder Boats
Hollins Hill Garage
Baildon, Shipley,
West Yorkshire.
Tel: (Works) Bradford 583223
(Home) Bradford 586642

1985 OSPREY ASSOCIATION MEMBERSHIP APPLICATION/RENEWAL FORM

Name: .....

Boat No. .....

Boat Name: .....

Crew: .....

Club: .....

Address: .....

.....

.....

.....

Tel: .....

Full/Club/Support Membership *(delete where not applicable)*

Full Membership	.....	£12.00
Club Membership	.....	£6.00
Support Membership	.....	£3.00

(Eligible to sail in Club/Open & Championships).
(Eligible to sail in Club sailing only).
(Entitles Crews and others to Newsletters, etc.)

Return as soon as possible to:

Osprey Class Association, c/o Richard & Jenny Marshall, 24 Westering, Romsey, Hants. Tel: 0794 522486.