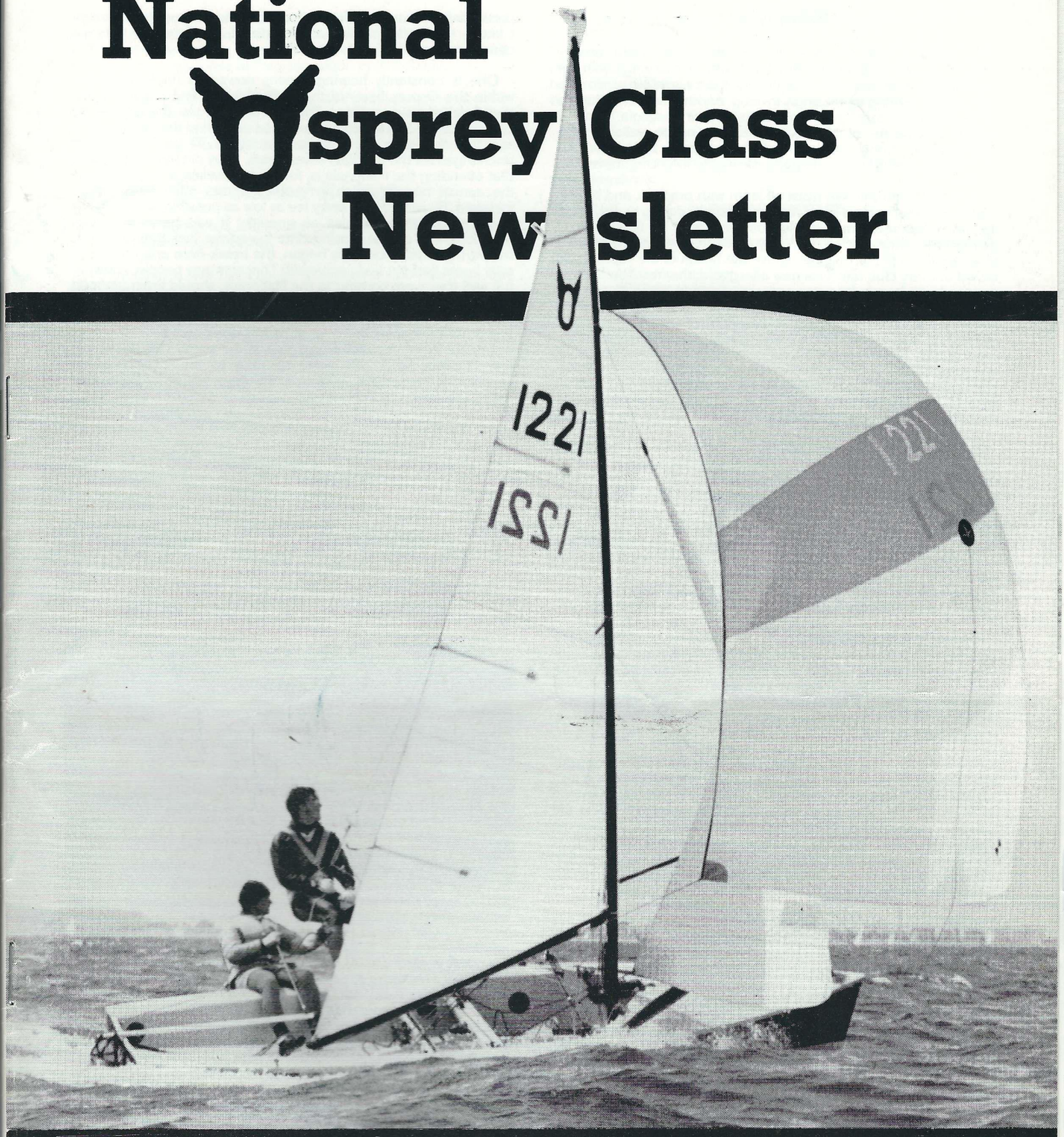
National Osprey Class Newsletter



Inside: **1285**

Bumper Issue:

NATIONALS REPORT
(at last)
NORTHERNS
SOUTHERNS

BRUSH UP YOUR GERMAN
CHAMPION'S TIPS
BOATS FOR SALE
ASSOCIATION INFORMATION

Editorial

Those long, hot, cloudless days of Summer (useful stuff - editorial licence), give way to crisp, cold Autumn mornings, with the night's frost steaming on the rigging, and the warm glow from the Club Bar becoming increasingly inviting. Another season splutters and stops, to be lost forever in the oblivion of nostalgia. Time to reflect, to relive the highlights, and failures, not to wallow in the depths of the "if only'" or the "might have beens", but to learn, to learn the lessons of failure, to point the way to future triumphs.

What of the future? We must all learn with practice, and by our mistakes. Every year we see a new "afterguard" daring to challenge the once vaunted, unattainable positions, held by those whose names are known by all, but only to be referred to in hushed whispers that appear to linger above the heads of the "apres sail" crowd of every club bar. This new afterguard, the new heads to be crowned with laurels for a new season, where do they come from? Certainly few can be said to be recent converts from other departments of the sailing store. Most of these faces are now new at all, they have been around for years, quietly germinating, nurtured, unknowingly by the organisation that is the Association. The news and information to be gathered, that floats around within a close-knit Association, cannot help but to fall on fertile ground from time to time, and the inevitable result is the sort of growth from within that we are currently experiencing.

A pleasant, comfortable feeling, to be involved in such an organisation, and one that a lot of Associations would love to encourage within their own ranks, possibly to replace a lot of petty bickering that has developed over the years. But is it all good, are we all so busy warming ourselves in the friendly glow eminating from the Association and its members, that we are blind to the one danger that will slowly destroy us from within - complacency. A complacency that, at times, makes us lose sight of our purpose. To administer and control, together with the R.Y.A., "The National Osprey". Note the title "The National Osprey", not "Something that vaguely resembles the National Osprey". Remember that thought.

During 1985 a Nationals host club took an unprecedented course of action. Instead of accepting the word of the helms that they sailed National Ospreys, they insisted on carrying out some rudimentary checking. For those that were there the horror story is already known for those that weren't; in one day a fleet of seventy nine hopefuls was reduced to nineteen Ospreys and sixty "well they looked like Ospreys".

"Now hold on just one minute", I can hear the muted roar from the massed crowd in the wings, "my boat only failed on one very small rule." Certainly it is highly unlikely that there was any intention to bend the rules, but is intention important, the end result is the same - a general lax approach which will do nothing to endear the class to its critics. We have already suffered once at the hands of certain of the yachting press for being a little lax with the registration rules. Let us not leave ourselves open to further criticism, especially when the root cause, complacency, is so easy to combat.

Mutters and mumbles about measuring were rife at Poole this year; let us place the blame firmly in the hands of the culprits; and now that you have your hands full, contemplate the fact that future Championship measurers will be trying to ensure a stricter adherence to the rules.

Remember, finally, that having a boat that measures and being a member of an organisation that enforces its own measurement rules, will not detract from the friendly atmosphere within the Association but it will reflect a responsibility and sense of purpose that can only help to attract the outside interest that we need to thrive as a viable class.

Chairman's Comments

One of the principal objectives of this newsletter, being published at, what is for most Osprey sailors, the end of the season, is to look back at and report on the 1985 season and, in particular, the National Championships which, this year, for the first time, were held at Poole. Assembling information of sufficient volume and quanitity plus the necessary supporting photographs, is a particularly onerous task for our long-suffering editor who, at times, I know, thinks the world has deserted him. Hopefully you will consider the results justify the wait.

One is constantly hearing moans nowadays (including from within the Osprey fleet) of the cost of items and consequently, therefore, when organising this year's Nationals, the organising committee tried particularly hard when preparing their budgets, to see that the entry fee remained at the £30 level - a figure unchanged for the previous seven years. They did this recognising that attending the Nationals is, for many families, a major item in the annual budget which very often causes other items to be forsaken. By making the entry fee as low as possible, we are trying to attract as many entries as possible. It was nerve-wracking, therefore, that on the closing date for entries less than a month before the Championships began, the break-even entry figure of sixty boats had not been achieved. That so many people, knowing full well they were coming to the Nationals, should enter late and apparently be quite willing to pay the additional late entry fee (excepting of course the genuine late entrants), is quite astonishing and makes one think that a lot of people don't care after all - a fact borne out in subsequent discussions at the event. This volume of late entrants (25% this year) so near to the Championship commencement date, makes it an organisational nightmare, especially when considering:

1. the financial contingency is being kept to the minimum for your benefit
2. the social events programme require numbers for some events to be accurately estimated many weeks in advance.

In future, please spare a thought for the guys who are laying on your Nationals, reach for the cheque book a little sooner, and make sure, if at all possible, that your entry is in well before the normal closing date for entries - usually the end of June.

This year's Championships saw yet a further increase in the numbers attending - the total being 79 - which is the best figure for the previous seven years.

As those who were there will recall, the weather could have been much kinder to us but in the event we did only lose one race although racing was cancelled on two days.

Another surprise to us was that many people thought the social programme too comprehensive and would have preferred a lay-day (lay-night?) which just goes to show, you can't please all of the people all of the time.

One or two problems did arise which, considering this was the first National Championships of this size out in Poole Bay that Poole Yacht Club had ever organised, were to be expected and hope these did not detract from the competitors overall enjoyment of the week. Poole Yacht Club certainly enjoyed hosting the championships and look forward to welcoming back the Osprey fleet in the near future. Hopefully the sail down Poole Harbour is more than compensated by the easy launch and recovery of boats from the water straight into the dinghy park.

This season has, at long last, seen a very worthwhile increase in the number of new boats being put on the water. All credit to those people who have dug deep into their pockets to provide themselves with up-to-date competitive machinery and a special thanks to Ian Porter and his company for putting the effort into producing boats which people can buy with confidence. The wooden boat scene is not dead either, with news that two new boats are to be built in Yorkshire. Of course, this activity on the new boat front releases onto the second-hand market, some very good used boats which, in some cases, has enabled young people on a tight budget, to purchase an Osprey and hopefully start them on a long and happy association with the class, which is so vital in replacing those who retire from the Osprey scene and to ensure the ongoing strength of the class.

With the close of the sailing season, the meeting season starts for those on the national committee and no doubt this winter will see much activity behind the scenes and many long telephone conversations ensuring that your class retains its much respected

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

Secretaries' Address:
Richard & Jennifer Marshall,
24 Westerings,
ROMSEY, Hants.
Tel: 0794 522486

profile and presence within the dinghy sailing scene. I am confident that the 1986 calendar of events will be as comprehensive as ever, whilst, at the same time, there will be new obstacles to overcome and stretch the response of the association membership.

I take this opportunity of wishing all Association members a Happy Christmas and prosperous New Year which, although it might not result in a new set of sails in the Christmas stocking, may bring the odd shackle or ball bearing block you've been promising yourself for years.

Secretaries' Report

Apart from numerous alterations to your fixture list, everything seems to be running smoothly.

Membership is well up. Thanks to everyone who has paid. We now have:

122 Full Members
12 Club
13 Support
3 Honorary

However, there are still thirty or so of you out there that paid last year but not 1985; we need your support to help offset the initial cost of the Yearbooks (over £1000).

Can we encourage any Club, Support or Honorary members to dig out £5 (+ 46p Post & Packing) for a Yearbook. Remember, it includes all the Osprey rules, a full boat list, not to mention profiles and pictures of some of your Committee.

FOR SALE OSPREY MK. III - GOOD CONDITION

If you have one for sale, please tell your secretaries and more importantly, if you are considering a new boat, there's never been a better time - Used prices are up and new boats are still quite reasonable.

BITS & PIECES

Advertise your bits and pieces on our travelling notice board or in your Newsletter.

ADVANCE NOTICE

Your holidays have been organised for the next three years as follows:

1986 Mounts Bay
1987 Saundersfoot
1988 Tenby

These places also coincide with the Nationals venue (don't tell the wife).

Finally, we have had several requests for information and help on how to convert a Mk. II to a Mk. III. Can we persuade one of you out there to write an article (e.g. Shaw, Willis or even Norris?)

Richard & Jenny.

ASSOCIATION INFORMATION

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!

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.

Responsibility for Merchandised Osprey Bits and Pieces has passed into the capable hands of Roger (call me Arfur Daley) Mant.

Any orders for these valuable limited (but not too limited) edition items to Roger at:

12 COTTON END ROAD
WILSTEAD, BEDS.

Tel: 0234 741382

Osprey Association Handbook

Could all members knowing of any amendments required in the Handbook please contact the Editor, in writing, before February 1986.

REMINDER TO ALL PROSPECTIVE MEMBERS AND MEMBERS SELLING THEIR BOATS: DO NOT FORGET TO INFORM THE SECRETARY OF ANY CHANGES SO THAT WE MAY KEEP YOU INFORMED.

There are still quite a few shirts from the 1985 Nationals available, please contact:

Nick Houlding

Printed Sweatshirts & T-Shirts

22, Wickham Court,
Gale Moor Avenue,
Gosport,
Hants. *TEL: (0705) 586676*
PO12 2TF

Important Dates for your Diary

EARLS COURT BOAT SHOW	**Jan. 1st-12th**
BLOODY MARY, Queen Mary Reservoir	**Jan. 4th**
CRYSTAL PALACE DINGHY EXHIBITION	**March 8/9th**
BLITHFIELD S.C. OPEN MEETING	**May 17/18th**
(Perks of the Editor)	
NATIONAL CHAMPIONSHIPS, Mounts Bay.	**July 26/Aug. 1**

Radio Times

31 August-6 September 1985

Tiger, once a Marxist, is now an ageing scoutmaster. As he camps with his troop near the scene of a great crisis in his life, the passions of the past – so at odds with the present – return to shame him.

Wilkinson Sword 1986

In future all Open Meetings carry Wilkinson Sword status. Qualifying requirements remain unchanged.

"LIVE AID APPEAL"

During the 1985 Blithfield Open a raffle was held for the Live Aid Appeal. Our thanks to everyone who took part and enabled us to send £41 to a very worthwhile appeal. Not bad for a very poorly attended Open.

FIXTURE LIST 1986

1-12 January	Earls Court Exhibition
4 January	Bloody Mary
8 March	DINGHY EXHIBITION, Crystal Palace
26 April	Ogston
10 May	Morecambe
17 May	Blithfield
7/8 June	**Scottish & Northerns, Hornsea**
14/15 June	**Southern Championships, Poole**
21/22 June	British Steel
28/29 June	Mengeham Rythe
5/6 July	Shoreham
12/13 July	Poole
27 July-1 August	**NATIONALS - MOUNTS BAY**
23/24 August	Burnham & Saundersfoot
6/7 September	**Welsh & Midlands, Stewartby**
4/5 October	Lymington
18/19 October	Plymouth

CREDITS

Grateful thanks to all those who have contributed in any way to this magazine.

NATIONALS 1986
Mounts Bay

DON'T FORGET TO BOOK YOUR ACCOMMODATION EARLY. 1986 WILL BE A BUMPER NATIONALS AND ACCOMMODATION WILL BE SCARCE.

ACCOMMODATION INFORMATION
TOURIST INFORMATION OFFICE
ALVERSTON STREET
PENZANCE

TEL: 0736 62207

A number of Association Members would like to come over from Lagos to sail in the Nationals. So if you know anyone with a boat to loan/hire for the '86 Nationals contact:

P. BARRACLOUGH
c/o P. RIGDEON
T.D. BAILEYS
BAILEY HOUSE
BARTELOT ROAD
HORSHAM, SUSSEX.

or contact the Class Secretary.

OSPREY SOLENT CLASSIC
Poole Y.C. - Lymington Town S.C.
Date: May Bank Holiday, 1986

The time is right for the National Osprey Class to introduce some adventure and variation into the dinghy racing scene. The class needs a prestige event to challenge its better crews and take advantage of the strengths of the boat.

This document proposes a race that would fulfil the above requirements and is within the organisational capabilities of the class.

The event is to consist of three races, all of a substantial length with an accent on coastal sailing skills. The overall winner of the event will be decided by a combination of all three races, or two if one race is not held. The individual races are outlined below:

RACE 1 - SATURDAY
START: Poole Yacht Club.
COURSE: Around appropriate marks to harbour entrance. Across bay to Solent, possibly with hitch mark, then up Lymington River.
FINISH: Lymington Town Sailing Club.

RACE 2 - SUNDAY
START: Committee boat start off mouth of Lymington River.
COURSE: Clockwise/Anticlockwise around the Isle of Wight, direction dependent on tidal considerations, but preferred as for original RTI race.
FINISH: As for start.

RACE 3 - MONDAY
START: Lymington Town Sailing Club.
COURSE: To river entrance, then across to Poole harbour.
FINISH: Poole Yacht Club.

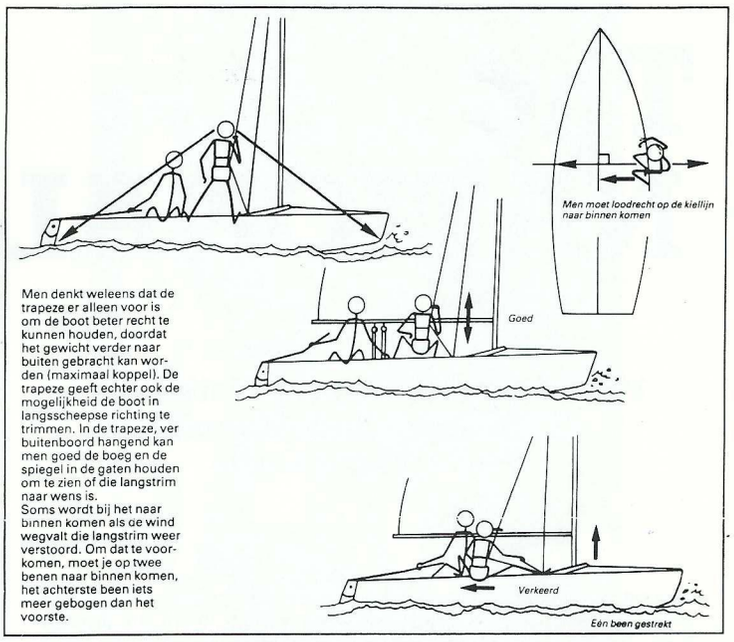
NEXT ISSUE: "The Race that started it all" - The first Round the Island.

And now for our Bi-Lingual Readers:

tips van een instructeur 6

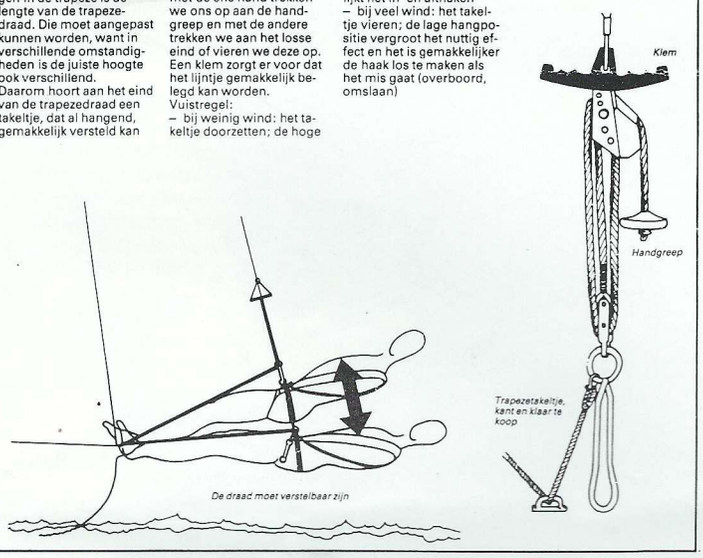
WIE DIT WEET, WEET GENOEG

Met het laatste verhaal over de spinnaker vorige keer, zijn we aan het eind gekomen van de behandeling van de verschillende zeilen. Rest ons nog in deze korte cursus de onderwerpen: de trapeze, uithangen en de boot oprichten nadat we omgeslagen zijn. Per aflevering wordt een onderwerp bij de kop genomen en we beginnen met de trapeze.
Eigenlijk hoort de trapeze bij het onderwerp uithangen, maar daar het een speciale manier van hangen is, bespreken we het apart. Maar wat voor alle vormen van hangen geldt, is ook van toepassing op de trapeze: je moet gemakkelijk hangen, zodat je niet vermoeid raakt, en de houding moet natuurlijk zijn, want anders raak je geblesseerd.
Het hangen mag geen enkele moeite kosten of de aandacht afleiden, want anders kan je niet volledig geconcentreerd varen. Dit geldt heus niet alleen voor wedstrijdzeilers. Ook wie zonder het doel sneller dan een ander te zeilen aan het varen is, beleeft het meeste plezier als hij alles uit zijn boot haalt wat er in zit. Daarom is het vaak onterecht als niet-wedstrijdzeilers minder hoge eisen stellen aan hun spullen dan wedstrijdzeilers. Waarom genoegen nemen met slecht geplaatste hangbanden, een simpele trapezegordel die de rug verknoeit of beslag dat niet voor zijn taak berekend is?
Dat slechte beslag zal waarschijnlijk alleen maar hinderlijk zijn, maar een verkeerde hanghouding kan een voor altijd beschadigde rug tot gevolg hebben. Weleens gehoord van een zeilersrug? Zorg er voor dat je er geen last van krijgt.
Om problemen te voorkomen, worden in de komende afleveringen van deze serie een paar adviezen gegeven.

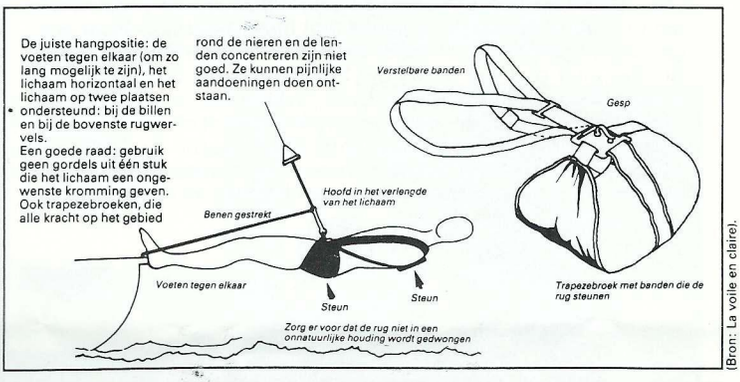


Men denkt weleens dat de trapeze er alleen voor is om de boot beter recht te kunnen houden, doordat het gewicht verder naar buiten gebracht kan worden (maximaal koppel). De trapeze geeft echter ook de mogelijkheid de boot in langsscheepse richting te trimmen. In de trapeze, ver buitenboord hangend kan men goed de boeg en de spiegel in de gaten houden om te zien of die langstrim naar wens is.
Soms wordt bij het naar binnen komen als de wind wegvalt die langstrim weer verstoord. Om dat te voorkomen, moet je op twee benen naar binnen komen, het achterste been iets meer gebogen dan het voorste.

Erg belangrijk bij het hangen in de trapeze is de lengte van de trapezedraad. Die moet aangepast kunnen worden, want in verschillende omstandigheden is de juiste hoogte ook verschillend.
Daarom hoort aan het eind van de trapezedraad een takeltje, dat al hangend, gemakkelijk versteld kan worden. Dat gaat als volgt: met de ene hand trekken we ons op aan de handgreep en met de andere trekken we aan het losse eind of vieren we deze op. Een klem zorgt er voor dat het lijntje gemakkelijk belegd kan worden.
Vuistregel:
– bij weinig wind: het takeltje doorzetten; de hoge hangpositie vergemakkelijkt het in- en uithaken
– bij veel wind: het takeltje vieren; de lage hangpositie vergroot het nuttig effect en het is gemakkelijker de haak los te maken als het mis gaat (overboord, omslaan)



De juiste hangpositie: de voeten tegen elkaar (om zo lang mogelijk te zijn), het lichaam horizontaal en het lichaam op twee plaatsen ondersteund: bij de billen en bij de bovenste rugwervels.
Een goede raad: gebruik geen gordels uit één stuk die het lichaam een ongewenste kromming geven. Ook trapezebroeken, die alle kracht op het gebied rond de nieren en de lenden concentreren zijn niet goed. Ze kunnen pijnlijke aandoeningen doen ontstaan.



(Bron: La voile en claire).

What is a Picture of an Albacore doing in an Osprey Magazine?!!

Well, on its first outing Graham Child took it to win the Northerns with 3 straight wins. At the next meeting it was 4th in the Nationals and went on to win the World Championships. On being taken to Canada, it won the Masters Cup for its new owner in the Canadian Nationals. The man beside it? That's me, Jim Corcoran and I built it.

I am now building Ospreys in my Hampshire workshop and although new to the class I can promise you a boat built to high specifications with the same degree and expertise. Whims and wishes of customers will be welcomed, provided that they're within Class Rules.

At £1550 V.A.T. incl. hulls will be finished to customer preference, polished or painted with resin based products. For further details please contact me at:

**Unit 3, Hammond Industrial Estate,
Stubbington Lane, Stubbington,
Fareham, Hants.**

Tel: Stubbington 667814



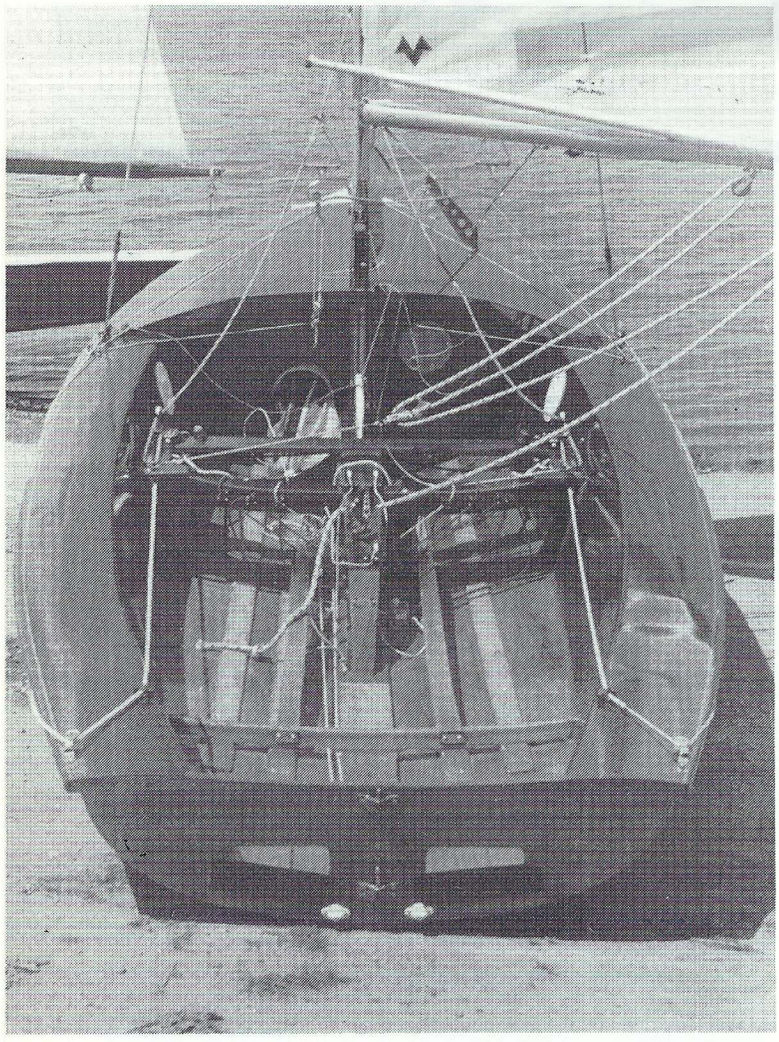
The NATIONALS

1985 Tornado Osprey Nationals
27th July - 2nd August
Poole Yacht Club

Difficult to say where the smart money was being placed. Two Welsh boats driven by superstars were missing from the line-up. Porter had a new boat called "Plonkadin" ('that sounds rude' said a man from local radio) and a seven foot hired assassin. Oscar and Tiger were trying hard as usual to look as though they were just planning a bit of a sail round the bay. Looking at last year, Mike Mooney was a tip for the top, Bob Shaw went very quick too, Marshall was mean, moody and magnificent; what about "Rooster" playing at home?; perhaps the great Hawksworth for 1985? In addition, of course, there would be newcomers to the prizes - either visiting hot-shots or established people climbing up the ladder.



Not sure who this is!



The new layout and decking on Graham Mant's boat "Hot Stuff"

The dinghy park looked promisingly full, with another increase in total numbers, but the weather looked alarmingly wet and windy. For the practice race on Sunday there were big waves building up too with the onshore winds and by the time we'd sailed round into Poole Bay the fleet was already diminished by breakages or by people who didn't want to risk a breakage so early in the week. Force 5 or 6 South-westerly was blowing in the race area, and several of the people who experimented with spinnakers on the way out got a chance to practise their capsize drill. Bob Jones in "Tickled Pink" was the first to reach the windward mark. Ian Porter hoisted first, followed by Hugh Carter, but both boats capsized at the gybe. Mooney led down the second reach, using his spinnaker only on this leg. Porter recovered very quickly and had passed Chess by the leeward mark to regain second place. Over the final beat of the shortened course the next group of boats judged things best, and the final positions were Mooney, then Trevor Brown, followed by Alf Hawksworth and Robert Shaw.

On Monday it blew even harder and racing was abandoned, but on Tuesday it was possible to hold two races back-to-back. For the first points race, the beat was very even and a big group reached the first mark together. Just ahead of the chaos ("it would have been much easier to walk round the mark across the boats"), Geoff Stubbs took the lead down the reach in "Lettice" followed by Oscar Chess. These two stayed in front for the rest of the race, with Geoff under constant pressure from the Picker but maintaining his lead to the finish. Porter was 3rd and Dave Griffiths 4th in 1066. One race and already we had a fresh contender at the front.

As we waited for the second start the wind began to diminish to force three. Porter went to the front early; Mooney passed him on the reach. At this stage the wind died even further and swung, leaving the beat an uncomfortable lollopy fetch. Porter re-passed

Mooney; in third place were Pete and Berry Small in "Blue Moon" who held off Chess to the finish.

Wednesday, in force four, saw plenty of contention for first place amongst a big group of boats. Hawksworth was first to the windward mark, with Porter second. Bob Shaw was third by the gybe, from Mooney and Chess. Porter passed Alfie on the second beat, and Oscar went into second place on the third reach. Alf took the lead again after the gybe, until the spinnaker pole came off the mast.

Ian Porter held the lead up the final beat from Oscar, followed by Mike Mooney and Robert Shaw. By the end Geoff Stubbs had pulled into fifth place.

On Thursday the fleet drifted out to the race area and waited nearly two hours for the breeze to settle. For a couple of minutes the sun nearly came out. After a recall when the wind shifted as the first boats left the gate, the race started in force three. The shifting breeze favoured the boats starting late, and many of the overall leaders reached the windward mark well back in the pack. Geoff Stubbs led from Richard Marshall and these two pulled well away while the other contenders tried to work their way up through the fleet. Stubbs and Marshall finished first and second, with Alan Cooper third in 1201 and Bob Shaw next.

Although we didn't know it, that was that. We had an entertaining sail back to the club against the tide (planing hard and making about half a knot over the ground), working out who had to do what to win tomorrow and looking forward to lots of hot food. The mental arithmetic continued down at the chip shop. Next morning it was pretty frightening stepping out of the lee of the clubhouse, and everyone I spoke to was happy to settle for a bit of leisurely packing up, collecting flying gear from the wire fence and dropping masts onto each other.

Ian Porter had won, with the most consistent series. Geoff Stubbs was this year's rising star in second place. Three other new names at the top were the brothers Small at 7th in "Blue Moon", Dave Griffiths at 8th in "Conquest" and Alan Cooper at 10th in "Up A Class". Very nice to know there's always room at the top. Congratulations Ian; see you all at Mounts Bay.

Mike Jakeways.







Miss Osprey 1985



Miss Osprey!!



The NATIONALS
Picture Parade

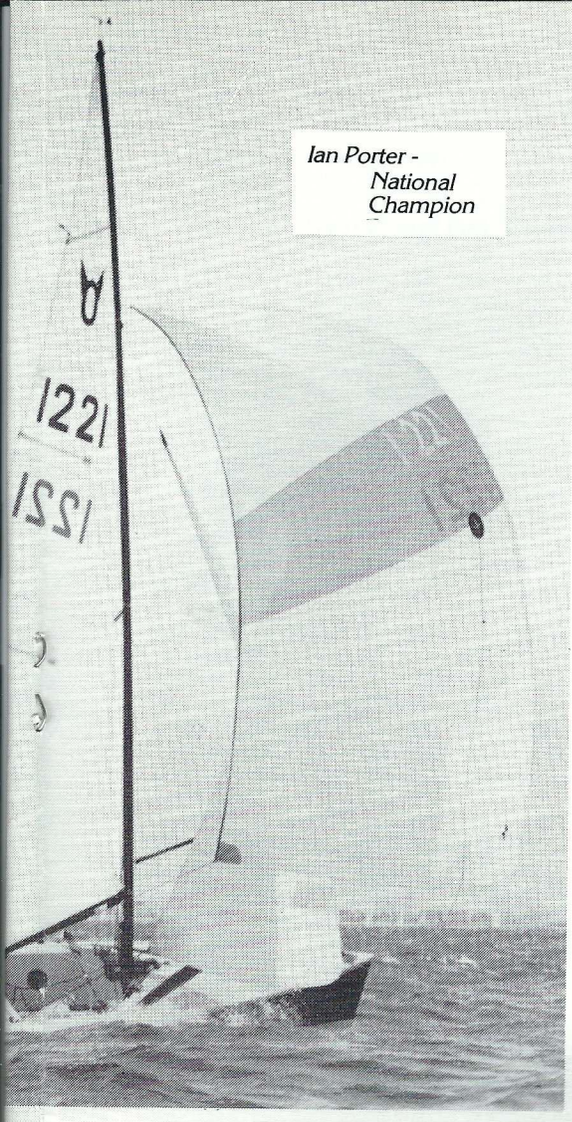


Oscar



Geoff





Ian Porter - National Champion



Bob Shaw



Trevor Brown



Mike Mooney

RESULTS

Psn	Sail No.	Name	Helm	Club	Race Results P	1	2	3	4	Net Pts.
1	1221	Plonkadin	Ian Porter	Hayling Island	5	3	1	1	10	4.5
2	1194	Lettice	Geoff Stubbs	Blithfield	8	1	6	5	1	6.5
3	1161	Easy Picker	Oscar Chess	Mengeham Rythe	6	2	4	2	8	8
4	1209	Hokey Cokey	Mike Mooney	Filey	1	5	2	3	17	10
5	1203	Bird of Prey	Rob Shaw	Creeksea	4	7	16	4	4	15
6	1214	Marilou	Alf Hawksworth	Blithfield	3	6	7	6	6	18
7	1198	Blue Moon	Peter Small	Poole	18	11	3	8	13	22
8	1066	Conquest	David Griffiths	British Steel	11	4	13	17	5	22
9	1187	Atomic Rooster	Trevor Brown	Poole	2	14	5	7	12	24
10	1201	Up A Class	Allan Cooper	Blithfield	19	16	7	78	3	28
11	1165	Movie Star	Roger Battersby	British Steel	17	8	10	11	21	29
12	1207	Schiaffino	Colin Popple	Sussex Motor	0	9	12	13	11	32
13	1150	Er Outdoors	Ian Wilson	British Steel	16	12	14	24	8	34
14	1195	Another One Bites the Dust	Richard Marshall	Mumbles	9	26	28	9	2	37
15	832	Chaotic	Ken Carrol	Morecambe	0	20	8	15	20	43
16	1172	Insoluble	Phil Mann	Stewartby	0	25	19	10	14	43
17	1169	In Answer to Fashion	Hugh Carter	Lymington	0	24	11	12	58	47
18	436	Soft Spray	Nigel Walbank	Lymington	10	10	18	21	27	49
19	1081	Rastus	Peter Dovey	Stewartby	0	22	15	46	15	52
20	1166	Supernova	Mike Murray	British Steel	15	17	21	16	26	54
21	1114	Just Pogo	Wally Gardiner	Morecambe	0	36	31	18	7	56
22	1141	Blunderbus	Glen Adcock	Stewartby	12	15	25	20	31	60
23	937	Superstar	Greg Goodrum	Creeksea	0	19	22	22	43	63
24	1212	Demon	Peter Tart	Mengeham Rythe	13	18	27	32	24	69
25	1216	Swift Half	Peter Firth	Poole	14	52	35	14	22	71
26	1222	Flying Star	Mike Corbin	Lymington	0	23	52	33	16	72
27	1206	Indecision	Ray Brooks	Hornsea	0	28	26	52	18	72
28	1155	Golden Brown	Phil Angrave	Poole	21	13	20	78	39	72
29	1205	Sarajon	Keith Gibbons	Blithfield	0	31	40	19	29	79
30	1167	Dodger	Mark Duffield	Gt. Yarmouth & Gorleston	0	27	30	25	28	80
31	881	Think Big	Phil Greetham	Poole	0	29	29	23	35	81
32	1175	Able Lady	D. Unsworth	Creeksea	0	21	23	48	37	81
33	834	Wardance	Alan Smith	Hornsea	0	32	33	31	19	82
34	903	Le Chien Noir	Dave Norris	Blithfield	0	33	17	34	46	84
35	947	Roll Over Beethoven	Chris Shelton	Poole	20	34	36	27	32	93
36	905	Moonlight	Ian Madeley	Ogston	0	30	46	29	41	100
37	1020	Sugarplum Pig	Peter Stubley	Lymington	0	37	39	26	60	102
38	1218	Misstress	Huw Pearce	Datchet	0	41	43	78	23	107
39	908	Bamboozle	Jonathan Burden	Poole	0	42	38	30	40	108
40	1043	Mony-a-Mickle	Andrew MacGregor	Poole	0	79	32	47	30	109
41	888	Pieces of Eight	R. Westwood	Lee on Solent	0	48	24	49	42	114
42	1110	On a Promise	Iain Williams	British Steel	0	39	56	44	34	117
43	959	Shape of Things	Maurice Henegan	Poole	0	79	48	37	33	118
44	738	Surf Rider	David Burden	Lymington	0	38	42	42	49	122
45	740	He 3	Paul Roberts	Morecambe	22	43	34	45	52	122
46	1103	Airborne	Jeffrey Wear	Poole	0	35	47	41	47	123
47	1138	Tickled Pink	Bob Jones	Loughton	7	49	41	36	50	126
48	1178	Psycho	John Lang	Filey	0	78	78	28	25	131
49	1102	Final Fling	Phil Holt	Poole	0	45	44	54	44	133
50	869	Windyanna	K. Brown	Sheppey	0	40	55	39	65	134
51	706	Squirrel II	Philip Popple	Sussex Motor	0	65	78	35	36	136
52	1101	Offbeat	John Smith	Blithfield	0	44	60	62	38	142
53	1113	Wings	Clive Hill	Hornsea	0	47	49	51	54	147
54	1144	Infidel	Michael Hood	Hornsea	0	57	37	61	53	147
55	1188	Popocatopetl	Nick Jones	Stewartby	0	55	45	58	51	151
56	760	The Other Mans Grass	R. Fuller	Blithfield	0	46	51	70	57	154
57	1082	Black Pig	Chris Abel	Morecambe	0	54	59	56	45	155
58	1220	The Coming Thing	S. Townsend	Emsworth	0	58	57	40	63	155
59	1146	One Jump Ahead	Allen Jesson	Roa Island	0	53	79	43	61	157
60	242	Lady Ann	Hilary Thomas	Lymington	0	50	50	59	59	159
61	804	Ogopogo	David Hollinrake	Morecambe	0	56	54	50	56	160
62	1107	Superstition	Don Flannery	Ribble	0	62	61	53	48	162
63	1112	Hot Stuff	Graham Mant	Stewartby	0	51	63	55	64	169
64	1090	Freebird	Robert Burdekin	Ogston	23	79	53	65	55	173
65	731	Malaboo	Sylvia Pepin	Lymington	0	60	58	60	78	178
66	633	Luneybird	Steve Postlethwaite	Roa Island	0	61	62	63	67	186
67	847	The Heavy	Robert Thomas	Netley	0	64	66	57	66	187
68	1063	Whispering Glass	Phil Blake	Poole	0	59	64	64	68	187
69	1123	Dark Horses	Ron Harrison	Sussex Motor	0	67	79	66	62	195
70	1018	Rampage	A. Mottram	Blithfield	0	79	79	38	78	195
71	70	Fandango	Ken King	Creeksea	0	66	67	69	69	202
72	857	Horseplay	George Waller	Ribble	0	63	68	71	78	202
73	376	Mr. Bump	Mike Jeffries	Portishead	0	70	70	68	70	208
74	764	Odile	Derek Jones	Poole	0	68	65	78	78	211
75	1219	No Name	R. Wyatt	Sheppey	0	78	78	67	73	218
76	184	Applecart	Roger Smith	Harlow	0	69	80	78	71	218
77	484	Tempest	R. Taylor	Sheppey	0	80	69	78	72	219
78	703	Silent Preyer	Geoff Willcocks	Poole	0	78	78	78	74	230
79	423	Merlin	Lewis Peake	River Towy	0	78	78	78	79	234

FIRST LADY HELM: Hilary Thomas, 242.
FIRST LADY CREW: Liz Ingram, 436.
FILEY NOVICE TROPHY: Roger Battersby, 1165.

STUBLEY EVERGREEN TROPHY: Nigel Walbank, 436.
Mk. II CREEKSEA TROPHY: Nigel Walbank, 436.
OFFER TEAM TROPHY: Blithfield, 1194, 1214, 1201.

Tips from the National Champion

a) The Hull

Once you have decided, wisely, to lighten your pockets and sail Ospreys, one naturally has to decide whether wood is good, or plastic is fantastic!

Both materials obviously offer advantages and disadvantages in theory whilst on the water both seem to be evenly matched. The low maintenance pre-impregnated colours and low water uptake of the later fibreglass composite materials certainly make the plastic boat the more practical and economical version (well, I am bound to say that aren't I?). Seriously though, the stiffness of modern composite plastic hulls and decks is now obviously comparable to that of the wooden version. So at the end of the day you pays your money and takes your choice!

The thing that should always be remembered, whether with a lightweight plastic boat, or a WESTed wooden boat, is that they have to be treated in a sensible manner if they are to retain their qualities. The days of turning your boat over on the concrete slipway, or even on a trailer should be past. If you need to inspect your mast head, turn the boat in water: this spreads the loads evenly, and avoids point loading which will inevitably create damage. In a GRP boat this will show as gel cracks: in a WESTed wooden boat it will show as fillet fractures, and even timber fractures.

The techniques of GRP are forever being improved, and as a consequence we endeavour to keep the boats up to date, and produce them to the best available specification/cost. One of the big advantages of actually sailing the boat is that it does give us an insight into any areas which we feel require modifications. As a result of this we are confident that the '85 boats are an improvement over those from '84, and we have one or two things in mind to improve the boats still further for '86.

b) Weight

The weight of the fitted out hull is of some consequence. Whilst a boat should ideally be within 10 lbs. of minimum weight, the "Chess-mobile" is a little more dense than this and it does not seem to be a significant factor. In older boats which are 30-40 lbs over, this will tend to continue to increase as they absorb more water. However, such a boat should still be competitive to windward; it will lose out off the wind as it will be slower to accelerate, and the weight will retard planing to some extent. Incidentally, with an old boat, if one wishes to reduce weight in a fairly simple manner, change the original keelband for aluminium!

c) Alignment

Before one tries to get the best from the beast, it is useful to ensure that the mast gate is equally spaced from each shroud, and that it is directly above the mast step. This ensures that the centreline of the mast aligns with the centreboard and case, which will ease problems at a later date when setting up spreaders; even setting spreaders will give even mast bend! Personally I believe that it helps performance to position the mast as far aft as the rules allow in the step. It will mean that a transverse strut is required to enclose the back of the mast gate (again for the rules). The old style mast gate will be too far forward to maintain mast control at deck level. I believe that the mast in this position (aft) decreases the jib overlap which in turn increases the efficiency of the rig to windward. Also this will require the centreboard to be positioned a touch further aft than is shown in the drawings. Thus the effect is to move the combined power point of the two sails aft, and thus the centre of lateral resistance (the centreboard) must be moved aft to compensate for this. This rig should give improved performance to windwards.

d) Hull Finish

Once the main positions of the rig have been checked, the less important factors all need some detailed attention. Hull finish is of some importance along with the condition of the bailers, keelband, slot gaskets, centreboard and rudder blades. The centreboard should have an eliptical entry with the maximum chamfer both along the leading and trailing edges. The entry should be approximately 1/3rd of the foil width. The centreboard should be as stiff as possible. I believe that all the rig's power acts on the centreboard, so a 25mm foil is thin in comparison with the weight and power of the Osprey.

So, unless you are exceptionally light (crew weight under say 20 stone) then get the rig to work when overpowered, and use a stiff board!

e) General Fittings

Sailing is an expensive and time consuming sport without the hassle of lightweight fittings blowing up, fittings in general dropping off and other equally galling experiences. It is wise, therefore, to choose fittings **wisely**; use other people's experiences whenever possible. On high-load fittings, bolt them through with doubling plates whenever necessary. If the total load on a fitting is in sheer across the fastenings, and the substrate has enough meat in it, then a self tapper may suffice. Rudder fittings should always be bolted with lock nuts. These, and pintles and gudgeons, take a great deal of load, so don't take any chances.

Fitting lay-out should always be planned so that the most important controls come to hand, and that mix-ups don't occur in moments of panic (and terror!). Kicker, cunningham, outhaul and mainsheet should be to the helm's hand, whilst the crew should be able to collect jib or spinnaker sheets, launch himself onto the wire, and never get it wrong (and the helmsman always makes the perfect start, followed by a brilliant tactical beat).

Whilst it does not seem that important, the layout of a boat can help to reduce errors, and this helps significantly towards the likelihood of success.

Ian Porter



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1985
OPEN MEETINGS

Lymington Town S.C.

The Fleet at Lymington has been slow in appearing on the water. This season, however, Mike Corbin has now launched his new all wood, highly varnished Osprey, and Hugh Carter is starting to get ready for sailing, with newcomers to the fleet, Nigel Warbank and Liz Ingram, who now own 436 'Soft Spray'. This puts the overall number up to around 10 boats.

The Royal Lymington Regatta over Easter, was very poorly attended, with only 6 Ospreys, however, the weather was only reasonable on the Saturday, with Sunday and Monday blowing 5-7, with racing being curtailed to the River, or even a short outside course. The overall winner with 4 races sailed for maximum points was 1119 M. Storrey from Portishead and "Sugar Plum Pig", 1020 P. Stubley 2nd and "Surfrider" 738 D. Bunden 3rd.

Over the weekend of May 11th/12th, three stalwarts and crews raced up to Hamble on the club's annual Hamble Scramble, with a 20 mile beat, into a N.E. 25-30 knots, the prospect looked daunting. However, there were no casualties and Mike Corbin and Gina Brown got their first winning gun, in their new boat, with "Another One Bites the Dust" helmed by Nick Willis, with Jayne crewing, getting second slot, and "Sugar Plum Pig", P. Stubley and Richard Aston 3rd.

The next day saw a broad reach back to Lymington, with at times, spinnakers, but the gusts of 25-30 knots made the downwind leg incredibly fast, with Richard Marshall and Nick in "Another One Bites the Dust" taking 1 hour seven minutes to cover the 20 mile course, with "Sugar Plum Pig" 2nd, and Mike Corbin unfortunately capsizing in Southampton Water, which put him into third place.

Sussex Motor Yacht Club Open Meeting - 8/9 June

The Sussex Motor Yacht Club Open Meeting at Shoreham on June 8th/9th managed again to produce an 'interesting' mixture of weather. Saturday's race started in a 3-4 North Westerly which increased somewhat during the race. Our old friends, the South Coast rollers, arrived as well to make for exciting (?) reaches. Richard Marshall led the eighteen starters round the windward mark, closely pursued by Colin Popple flying the flag for the home fleet. Alfie was third. This was the order through to the second triangle until Richard took a dip at the gybe mark letting Colin through with Alfie right alongside. These two also had their share of problems on the run which enabled Richard to regain the lead. Colin Popple was second and Ian Porter pulled up to take third slot.

A few lucky souls clutching broken or cracked rudders, etc., had the excuses they needed to 'reluctantly' duck out of Sunday's racing! In the end it was decided that the 30 knot westerly would be pushing it a bit even for those gorilla types. The start was postponed until 2 p.m. when SMYC's private bath (also known as the River Adur) had filled up enough to hold a race. Nine stout-hearted crews (but NO Hornets, who were sharing the Open Meeting) ventured out. After a lot of splashing about, Oscar came out on top to take the gun with Ian Porter second and Richard Marshall third. An influx of commercial shipping into the harbour (not known for giving water at the mark) meant that the third race couldn't be sailed so only two races counted for the overall result.

1st	1195	R. Marshall	(1st & 3rd)
2nd	1221	I. Porter	(3rd & 2nd)
3rd	1161	O. Chess	(7th & 1st)

Roger Lilley.

Blithfield Open Meeting July 13/14

As with every other Open Meeting so far this year, Blithfield suffered a drastic drop in entries, the vast majority of the fleet being made up from the host fleet. Still our thanks to those that made the effort; a good time was had by all, both socially and in the racing, with winds varying from light and fickle on the Saturday to a steady 4-5 on the Sunday.

By the end of the Saturday, the light and changeable winds had ensured that nobody could go into the second day with a definite lead; Alfie and Oscar lying at the top of the table, were only just clear of a tight bunch, including Geoff Stubbs, Mike Mooney and Alan Cooper.

Sunday morning promised a lot more wind, and sure enough by the start of the morning's race, sufficient wind had appeared to blow away the inevitable hangovers from the previous night's festivities.

Like all good Open Meetings, the first race on the Sunday proved to be very indecisive as far as the overall results were concerned. Superb steady winds brought some excellent sailing with more than one crew making a hasty inspection of the underside of their boats.

With the wind steadying to a good 4 for the final race, a fast and exciting race was enjoyed by all, including the spectators (that's one advantage of sailing inland). At the front Geoff Stubbs and Mike Mooney fought it out for most of the race and paid for the close fight with a protest that kept the final results waiting for some time.

1st	Oscar Chess & Tiger Bridges
2nd	Alfie Hawksworth & Neil Robinson
3rd	Mike Mooney & Malcolm Clack
4th	Geoff Stubbs & Paul Green
5th	Alan & Geoff Cooper

Ospreys at Poole Yacht Club

Twenty-eight Ospreys arrived on a bright and sunny Saturday morning for the 1985 Poole Yacht Club Osprey Open Meeting held over the weekend of 15th/16th June.

The racing over the weekend was held in Poole Bay, where the Osprey Nationals were to be sailed at the end of July. A steady force 3 sea breeze enabled race officer, Richard Cake, to send the fleet off on a large Olympic type course.

By the first windward mark, Oscar Chess in EASY PICKER had a slight lead over Trevor Brown in ATOMIC ROOSTER and Alfie Hawksworth in MARI-LOU. The leading positions remained the same for the following reaches, with many place changes behind the leading bunch - resulting in both GOLDEN BROWN and BLUE MOON II pulling through well. Sailing his brand new boat, Ian Porter in 1221 managed to overhaul MARI-LOU by the start of the last triangle. Richard Marshall in ANOTHER ONE BITES THE DUST, after a poor first beat, showed good all-round speed to pull up to fifth place on the penultimate beat. The breeze freshened by the start of the last beat, which proved to be of advantage to ATOMIC ROOSTER as she out-sailed EASY PICKER to take first place on the finish line.

Sunday morning failed to provide a steady wind in which the race officer could set a fair course, resulting in a lengthy postponement. Another major windshift just before the start caused a general recall on the starboard biased line. The fleet eventually started in what appeared to be a steady 2/3 breeze. EASY PICKER and ANOTHER ONE BITES THE DUST tacked onto port early and had a slight advantage over TICKLED PINK and GOLDEN BROWN at the first mark. GOLDEN BROWN soon powered through to third place on the tight three sail reach, which allowed EASY PICKER to extend her lead. The second beat saw the wind die to nothing at one stage - some boats even hoisted spinakers for a time. By the second windward mark, 1221 had pulled through to third place, and was in a good position to attack ANOTHER ONE BITES THE DUST. The leading positions remained the same until the final beat when 1221 took second place from ANOTHER ONE BITES THE DUST. ATOMIC ROOSTER did well in the testing conditions to take fourth place on the last beat. A third race was not sailed due to the fickle wind and time constraints. Therefore EASY PICKER had done enough to take overall victory from ATOMIC ROOSTER and 1221.

Results:

1st	1161 EASY PICKER	Oscar Chess/Tiger Bridges
2nd	1187 ATOMIC ROOSTER	Trevor Brown/Malcolm Palmer
3rd	1221	Ian Porter/Chris Powles
4th	1195 ANOTHER ONE BITES THE DUST	Richard Marshall/Nick Willis
5th	1214 MARI-LOU	Alfie Hawksworth/Neil Robinson
6th	1155 GOLDEN BROWN	Phil Angrave/Pete Lorretto

The Ogston Silver Jubilee Osprey Open & Scottish & Northern Championships 1985. April 20/21

It was a dark and stormy Saturday morning (and Sunday wasn't a deal better) when twenty of the famed fleet of Ospreys gathered at Ogston to join in manly and sporting contest.

Had such a thing been envisaged twenty five years ago, we might never have bunged up the end of the valley at all - and then they'd have looked pretty silly - be that as it may, they were greeted with hearty handshakes and merry jest as boats were decontaminated, rigged and launched.



Smoke on the Water 1122 is launched by willing members

Our Commodore and his officers, using the Bingo system, set the courses, briefed the assembled competitors, briefly, and departed for the start line in the Committee boat and a marked manner.



Our Sailing Committee check the starting horn ...



"While our Safety Officer, having pondered the course and number of laps goes afloat well stocked with individual boxes of cornflakes and his lavatory seat.

After one general recall, in the first race, the starts went very smoothly with only one exception, when, with thirty seconds to go, someone in the Committee boat broke wind so enthusiastically that several of the more highly strung helms dashed for the line prematurely. However, this caused little distress to the majority of the fleet, happily to windward, and only a few unfortunates down wind threatened to protest - had they known the appropriate rule.

The wind gusting 5 in all known directions proved testing for some of our visitors and those assuming that Ogston members might possess "local knowledge" tended to be disillusioned.

Four boats dominated all four races, Oscar Chess & Tiger Bridges from Mumbles, Alfie Hawksworth & Neil Robinson from Blithfield, Mike Mooney & Malcolm Clack from Welton and Geoff Stubbs & Paul Green from Blithfield again.

Mike won the first race, Oscar the second, Alfie the third, Geoff had two thirds and a fourth.

The rest of us thrashed about cheerfully behind marvelling as our leaders' masts oscillated obtusely and at the more picturesque routes they seemed inclined to take between some of the marks.

Between races the ladies of the club provided refreshment and sympathy.

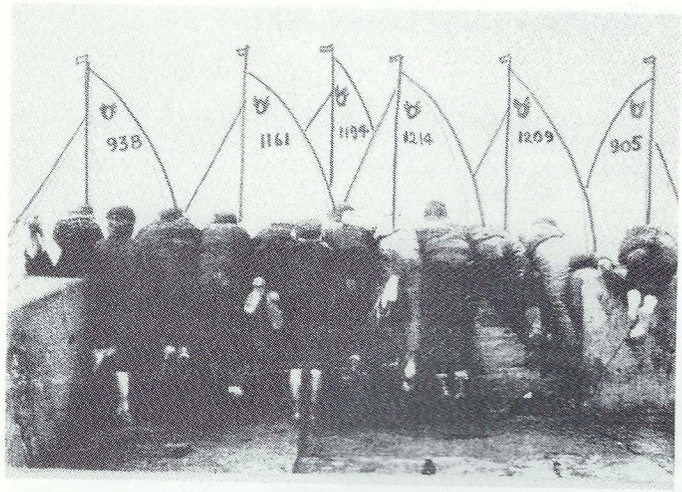


Miss Sue Ashton, sheltering from the rain under a tray of spaghetti which she offers to two unidentified guests - one of whom appears, either to have a wooden leg or is very, very pleased to see her.

With one race to go the final positions were unresolved - Mike, Oscar or Alfie could win. The wind was still as strong and fickle but Oscar, rather sneakily some thought, snatched the lead at the first mark and no-one could catch him. Geoff Stubbs lead Mike Mooney stray and held off Alfie and popular, young local helm Dennis West with Tony Allen managed to come in fourth when Mike retired in disgust.

OSPREY OPEN MEETING - SCOTTISH & NORTHERNS - WILKINSON SWORD

Pos'n	Boat No.	Boat Name	Helm	Crew	Club	1	2	3	4	Pts.
1.	1161	Easy Picker	O. Chess	T. Bridges	Mumbles	2	3/4	2	3/4	3 1/2
2.	1214	Mary-Lou	A. Hawksworth	N. Robinson	Blithfield	4	2	3/4	3	5 3/4
3.	1209	Hokey Cokey	Mike Mooney	M. Clack	Welton	3/4	3	4	R	7 3/4
4.	1194	Lettuce	J. Stubbs	P. Green	Blithfield	3	4	3	2	8
5.	938	Kindly Light	Dennis West	Tony Allen	Ogston	8	7	6	4	17
6=	903	Le Chien Noir	Dave Norris	M. Norris	Blithfield	9	6	5	R	21
6=	834	War Dance	Alan Smith	Chris White	Hornsea	11	5	DSQ	5	21
8.	1183	Hydrobates	Mike Stubbs	P. Anness	Creeksea	5	10	7	R	22
9.	1090	Pollution solution	R. Burdekin	Sharon Burdekin	Ogston	R20	11	9	6	26
10.	905	Moonlight	I. Madeley	P. Madeley	Ogston	12	13	8	7	27
11.	832	Chaotic	Ken Carroll	J. Gillow	Morecambe & Heysham	6	8	R19	DNS20	33
12=	1163	Prickly Pair	D. Prosser	R. Littlewood	Filey	14	14	10	DNS20	38
12=	1178	Psycho	John Lang	Miles Lang	Filey	10	9	R19	DNS20	38
12=	1205	Sara John	K. Gibbons	A. Butters	Blithfield	7	12	R19	DNS20	38
15.	1188	Poppa Catapetal	Nick Jones	D. Dingle	Stewartby	15	15	12	R	42
16=	1101	Offbeat	John Smith		Blithfield	16	18	14	DNS	48
16=	804	Ogo Pogo	M. Hollingrake	M. Hollingrake	Morecambe & Heysham	R20	17	11	DNS20	48
18.	1184	Nifty Shifter	D. Chalkley	D. Shariotte	Grimsby	13	16	DNS20	DNS20	49
19.	1001	Carpet Bagger	R.V. Cutts	M. Jefferies	Portishead	R20	R19	13	R19	51
20.	1122	Smoke on the Water	C. Addy	Kay Robinson	Ogston	R20	DNS20	R19	DNS20	59



Spot the Bum Competition: Young club members rush to the foreshore to cheer as their local hero Dennis West leads the way up the first beat.

Several boats did not sail in the last race and Dave & Margaret Norris, who were likely to finish 5th overall, were unlucky in having to retire when something supposed to be attached to the end of the tiller cracked under the strain.



"Miles Away"
John Lang's crew contemplates possible alternatives to going out with his Dad again in Race 4.

It remains but to thank our fleet captain (and Commodore elect) IAN MADELEY for his work in arranging the meeting.



Here's one for your scrap book:

A charming picture of Ian in his formative years as cabin boy to L.J. Silver, ex Commodore of the club.

and, of course, thank you for coming.

Burnham Week Open Meeting 24th/26th August

The meeting was held over the August Bank Holiday Weekend with only a few visiting boats from Filey, Gorleston, Sheppey and Lymington. There were a total of 18 entries for the weekend meeting which opened with some blustery conditions to greet the visitors on the Saturday morning.

The wind was a gusty force 4-6 from the West and Greg Goodrum led the fleet away in 937 on a beating start. He was closely pursued by Robert Shaw in 1203 and Dave Unsworth in 1175. By the time the leaders had reached the Cliff buoy they had opened up a huge lead over the rest of the fleet. On the beat to Canewdon Superstar got through Bird of Prey but was soon overtaken on the run. The reach proved to be quite gusty and 937 capsized with rudder problems to let several boats through. Bird of Prey remained unchallenged for the rest of the race with Peter Dyson in Lucky Star finishing second, Dave Unsworth in Able Lady third and Superstar struggling back to finish fourth.

Sunday dawned with very similar conditions to the day before. Superstar led the fleet away on a broad reaching start, but was overtaken by several boats after spinnaker pole failure. Dave Edwards in 1008, took the lead but was beaten to the first mark by 1175. 1203, Bird of Prey, 833 Lucky Star and 1178 Psycho were all close behind. Dave Unsworth then proceeded to fall in no less than four times, to let 1203, 1178, 833 and 1183 through to finish in that order.

By Monday the wind had moderated and everyone was out to beat Robert, but once again he proved his dominance in this fleet. The race started in a force 2-4 with a running start. The fleet was bunched for much of the first leg with much blanketing and place changing. Robert reached the first mark in the lead and proceeded to open up quite an impressive lead. 1183 and 937 rounded next followed by a large group of about 6 boats. The beat up the Roach was fairly eventful with several holes in the wind which allowed 1178 to reach the windward mark in second place. However, there was a long beat home from the Inner Crouch buoy which saw 833 Lucky Star, 1175 Able Lady and 1008 My Spare Lady all managed to overtake 1178 and 937 to finish in that order.

The weekend racing was dominated by Robert Shaw and Bob Farquason in Bird of Prey, but the rest of the places were very close with only about 5 points covering 2nd to 6th places. The overall results were as follows:

1st 1203 Bird of Prey	Robert Shaw & Bob Farquason
2nd 833 Lucky Star	Peter Dyson & John Dyson
3rd 1175 Able Lady	Dave Unsworth & Colin Bruce
4th 1178 Psycho	John Laing & Miles Laing

Ospreys at Filey

The Chalmers Park Open Meeting held over the weekend of 7th/8th September saw nine entries from as far afield as Hayling Island and Morecambe. True to 1985 tradition, the meeting started in a steady downpour with a light southerly force 2. The previous week's winds had left a fairly big sea running from the North making the sailing difficult in such a light wind. The first race was won by Mike Mooney with National Champion Ian Porter second. The positions were reversed in the second race.

On Sunday the wind, although still very light, had swung to the North. As the third race started a heavy mist rolled in off the land to completely obscure the windward mark. The wind continued to back lifting the fleet so that only a short tack on port was required to round the mark. With positions in the fleet continually changing, the gun was taken by Porter in clearing weather.

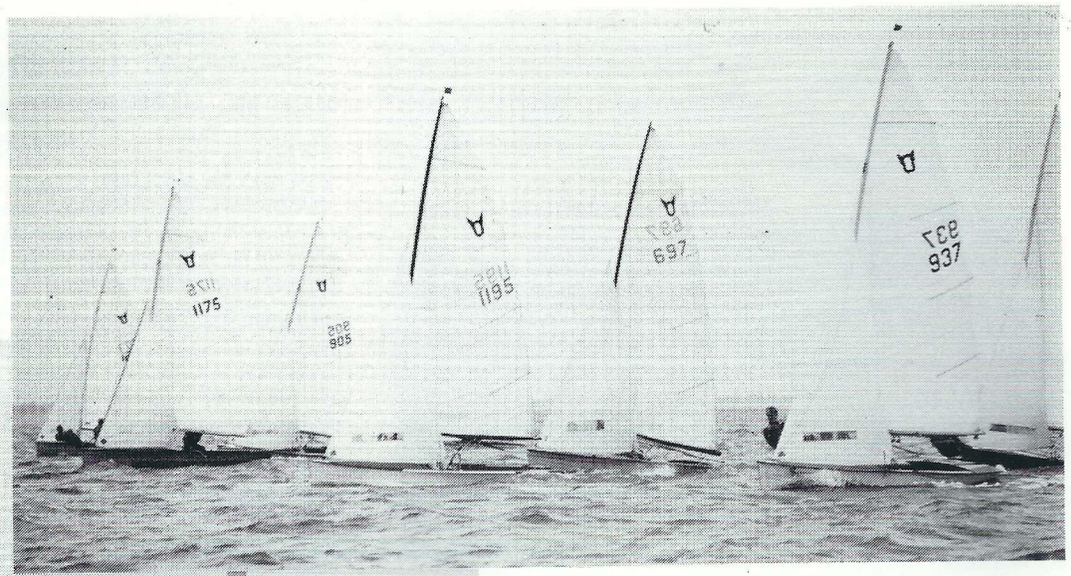
The first four places now depended on the last race. Ian Porter and Mike Mooney continued to cover each other in the freshening breeze. Their personal battle at one stage almost let John Lang through to split them up. The final windward leg saw the two leaders take the inshore route whilst John Lang and Alan Smith went out to sea to find the wind lifting them into the finish very close behind the two leaders. Mike Mooney won the race and took the trophy on a tie decision.

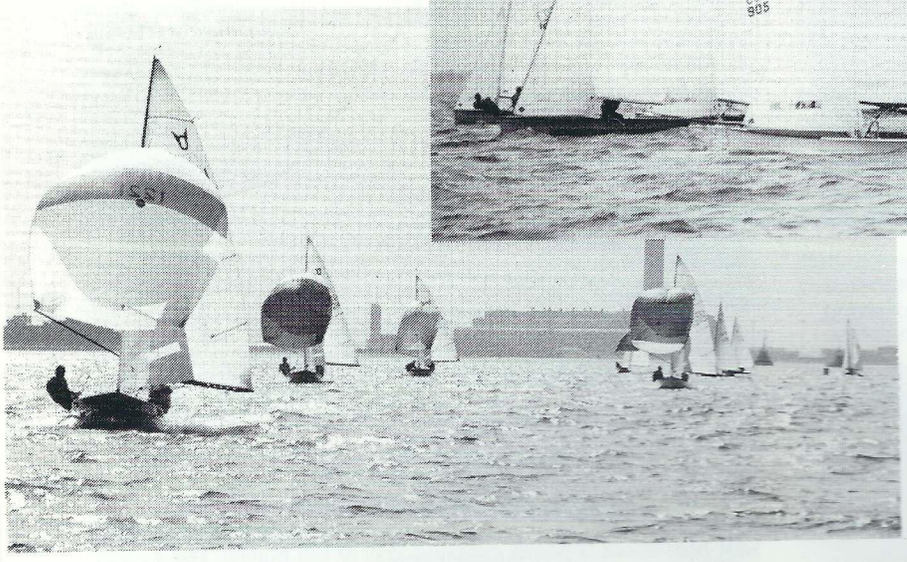
RESULTS:

1st "Hokey Cokey" 1209	Mike Mooney & Malcolm Clack
2nd "Plonkadin" 1221	Ian Porter & Nick Willis
3rd "Psycho" 1178	John & Miles Lang

	Boat No.		Race 1	2	3	4	Pts.
1	1209	M. Mooney & M. Clack - Welton	¾	2	2	¾	3.5
2	1221	I.L. Porter & N. Willis - Hayling Island	2	¾	¾	2	3.5
3	1178	J.M. Lang & M. Lang - Filey	4	3	4	3	10
4	1206	R. Brooks & N. Brooks - Hornsea	3	4	5	5	12
5	1085	A. Smith & C. White - Hornsea	6	5	3	4	12
6	1074	R. Drayton & B. McArthy - Filey	5	6	7	7	18
7	1113	C.J. Hill & S. Jackson - Hornsea	7	8	8	6	21
8	892	J. Littlewood & R. Littlewood - Filey	-	7	6	8	21
9	882	P. Gilmour & R. York - M/HYC	8	9	9	9	26

National Osprey Southern Area Championships





1st Race - 29 June, 1985 - Osprey Southern Area Championships, Sheppey Yacht Club.

Boat No.		Race 1	2	Total
1	1221 I. Porter & C. Parks	2	3/4	2 3/4
2	1209 M. Mooney & M. Clack	3/4	6	6 3/4
3	1207 C. Popple & S. Popple	7	2	9
4	1214 A. Hawksworth & N. Robinson	6	3	9
5	1198 P. Small & S. Small	3	7	10
6	1195 R. Marshall & N. Willis	5	5	10

The 1985 Southern Area Championships took place over the weekend of the 29th/30th June. In recognition of the newly established fleet at Sheppey Yacht Club, the venue chosen was the open waters off Sheerness in the Thames estuary. Unfortunately a series of accidents seriously depleted some of the best of the local boats prior to the Championships.

Three races were planned to take place over the two days, one on Saturday afternoon and two on the Sunday, two races to count towards the final placings.

On the Saturday afternoon the committee boat line start over the familiar Olympic type course got the fleet evenly away in the three to four South-westerly breeze - itself a pleasant surprise in view of the previous weeks' dismal weather conditions. A leading group soon broke away from the pack with the advantage being with Mike Mooney - although the other top helmsmen were always close behind - including Ian Porter, Robert Shaw and the Small brothers. At the turn for the final beat it was to be a closely fought battle between sailmaker Mike Mooney and Osprey moulder Ian Porter. At the line it was Mike who had the best of it, with Ian second and the Smalls third with Robert Shaw following. The wind had gradually eased over the period of the race, although the direction had remained fair, and the local fleet brought up the rear.

The morning race of the Sunday was delayed somewhat until the wind established a true westerly direction, and another clean start of an enlarged fleet was made. The local fleet had been strengthened by Dave Hall in a borrowed boat "Granny Smith" newly commissioned after a long refit. However, once again the wind eased from force two allowing Ian Porter to gain revenge winning from Colin Popple with Alfie Hawksworth 3rd and Greg Goodrun 4th.

The increasing ebb and falling breeze drew the race out so that nearly an hour covered the first and last finishing times - although never was the fleet spread over more than one and a half legs.

The final race allowed the local boats some glimmer of hope in that they managed to get on terms with the best boats in the light zephyr. However, it was the ebb tide that won and it was obvious to the visiting race officer, Ernie Brentnall from Creeksea, and course officer Chris Dugdale, that the race could not be completed and the race was abandoned without any boat crossing the start line!

The two results obtained by Ian Porter in his new glass Osprey gave him the Championship with Mike Mooney in his beautiful homebuilt wooden boat second placing.

The club was delighted with the smooth running of the event and look forward to a return visit of the Ospreys at the Island Race, while preparation starts for the Snipe Nationals later this month. The local Osprey fleet has already started to study the video recordings to see just how the top people obtain such boat speed!

R. Taylor, Fleet Captain.

Jack in the Basket Open

Lymington Town S.C. attracted 25 Ospreys over the weekend of October 5th/6th.

Saturday's race took place in sunny conditions with a force 3-4 sou-westerly, ideal Osprey conditions. The full Olympic course was sailed, with the winning gun going to Mike Mooney sailing "Hokey Cokey". 2nd "Another One Bites the Dust" helmed by Steve Worf (of Kestrel fame), crewed by Nick Willis. 3rd "Swift Half" S. Parry and P. Frith.

Sunday saw a complete change in the weather with a good 25 knots, and by the start the wind was gusting to 30 knots. The inevitable capsizes and retirements with broken masts followed, with only eleven boats completing the course.

1st Ian Porter sailing "Plonkadin".
2nd Richard Marshall in "Another One Bites the Dust".
3rd Robert Shaw in "Bird of Prey".

The final race was sailed "Back to Back" with only four boats finishing in the strong gusty winds. As in the first Sunday race, Ian Porter took line honours, to secure his first overall position. However, this time Robert Shaw beat Richard Marshall into second place but this was not quite enough to stop Richard retaining second place overall.

OVERALL RESULTS:
1st Ian Porter/A. Bowers.
2nd Richard Marshall/Nick Willis.
3rd Robert Shaw/B. Farquarson.
4th Graham Mant/Roger Mant.
5th P. Mann/I. Beardmore.
6th P. Smoker/S. Smoker.

The Wilkinson Sword Travellers Trophy was presented to Ian Porter, and the Lang Trophy for the Top Novice during the Travellers Trophy to John Lang.

Peter Stubley.

NATIONAL OSPREY ASSOCIATION 1985

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