National Osprey Class Newsletter



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Editorial

Well, we've done it now, Le Chien is sold, and we've defected to that product of a fertile mind, a south coast boatyard, and a plastic tree - A Porter Potty. Well not quite, delivery is not until February, that is, of course, if Mike Porter can put up with me changing the specification every other day. Warning to those considering a new boat - don't forget to budget for enormous telephone bills!

Anyway, it didn't prove to be as painful as we expected. The most painful part was losing Le Chien, but once this was over, the rest went like clockwork. A visit to the venerable boat yard, where long chats with Mike Porter proved him not only to be a soul mate (if only in sweater size), but also to have infinite patience.

Stage 2 was a discussion with some co-conspirators in South Wales (more from here in later editions) and a hasty trip to Saundersfoot to compare notes. Finally a return to the south coast to complete all the arrangements. One good thing about getting together with a friend and buying two boats is that you have twice as many heads to think up the specification details, although I doubt if Ian and Mike Porter would agree. Specification changes were coming fast and furious at one time and their patience has been admirable. Never mind, we'll get it right.

Rumour has it that there are a few more considering boat changes - the more the merrier. Good second hand boats are always in demand and with prices of second hand boats slowly rising, you can soon find that trading your current boat in for a new model is not as expensive as you at first thought.

Well, another season is over and very soon many fleets will be packing up for the winter; perhaps it is time to reflect on the year's happenings. On the whole not a brilliant year as far as weather is concerned, either too much or too little and the first wet and windy Nationals for a number of years didn't help. Still, despite this the fleet has grown; numbers are very definitely up and it is now very important that this trend continues. A new year lies ahead, a return to Tenby for the Nationals and a new set of Open Meetings. Your enthusiasm for your class reflects on other people; this, together with the hard working committee, combines to assist the fleet growth - everyone has a part to play and the results are achieved only by this combined effort.

Anyway, enough for now. Merry Christmas to you all and see you all next year.

Secretary's Report

Well, hopefully we have all recovered from a hectic but thoroughly enjoyable Mounts Bay Nationals and are looking forward to Tenby '87 when hopefully we **will** break that elusive 100 barrier. Certainly from the amount of phone calls and letters I have received since becoming secretary, we should have no problem; there is a great deal of interest being shown in Ospreys and the Class Association both from people wanting boats and from people who have already bought one and want to know what to do with it: "I've just bought an Osprey, how do I make it go fast?" is a common theme. Answers on a postcard please ... Specifically we have a growing fleet at Saundersfoot and also a number of boats being bought north of the border - if this trend continues, how would people feel about a Nationals in Scotland?

I am busily trying to establish and maintain an up-to-date boats for sale and wanted list so, please, if you are selling or looking to buy an Osprey, could you get in touch. On the subject of new boats, I am told that there are boat builders who would be prepared to build wooden Ospreys if they receive an order for 3 or more boats. Surely there must be 3 people out there who would like a new wooden boat - if so, please get in touch with me and I will put you in touch with each other and, hopefully, a builder.

On a less happy note, Osprey 949 "Pros and Cons" went missing recently from a layby on the A64 Scarborough road. Apparently there is a reward for information leading to its recovery so if anyone has seen or heard of it recently, please contact me or Newton Crum Insurance.

Missing Welsh & Midland Prizes - Where are They?

The two trophies pictured with this jotting were presented, in perpetuity by Pencil Studios at the Welsh & Midlands held at Datchet Water Sailing Club in 1981. The cartoon was awarded for the "Most Spectacular ....." and was won in 1981 by Graham and Samantha Mant. The annals of the Osprey Newsletter do not record who won it in subsequent years. The second trophy was similar to the other picture and was awarded to the winner of the Handicap prize - the calculations were organised by Nick Willis. The only two people to have won it, as far as I can determine, are:

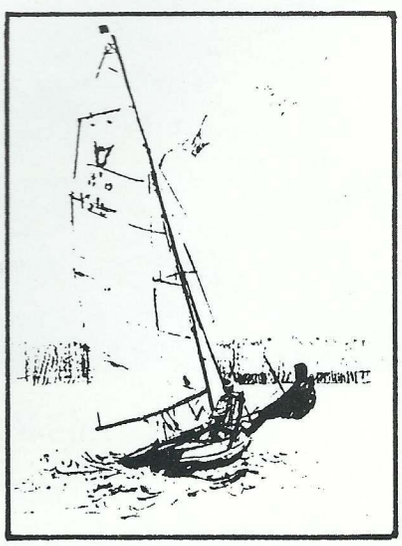
1981 Mike Mooney 1983 Greg Goodrum

Where are these two framed pictures? If you have either 'sitting' in your house, or have seen them in a friend's house, please inform me.

Talking of the Handicap Prize, is anyone out there willing to talk to Nick Willis about how he used to do the calculations - with a view to reactivating the Handicap system but using your home micro?

Huw (The Mistress) Pearce, 1218.





CLUB NEWS & OPEN MEETING REPORTS

Stewartby News

The highlight of the year so far has been the Race Training Weekend of 17/18 April. We must thank Tiger and Ian Porter for their excellent tuition on sailing technique and the finer points of rigging - I only wish it would work for me! It was good to see the visitors, who had come from far and wide.

The weather conditions were of two extremes: on Saturday a series of short races were held in a light breeze; these were videoed by one Graham Mant (including one sequence of an Osprey sailing vertically down the side of the screen). Ian and Tiger's most frequent comment was that too much kicker was being used.

On Sunday it was blowing a howler, but not enough to deter the Ospreys. The trip round the lake was certainly educational! I learnt how to bend a mast and Nick Willis learnt now to bend a boat.

I am sure that everyone who came to the weekend benefited in one way or the other and enjoyed the hospitality at Stewartby. We hope to be able to hold the same event next year.

Nick Jones,
1188 Popocatopetl

Lymington Town S.C. Report

The "Jack in the Basket" Trophy held over the weekend of 4/5 October attracted twenty eight boats, comprising a good selection of Osprey fleets from all over the country. Saturday's race was held in 'High Summer' conditions, but with only a light easterly wind. Mark rounding was very difficult with a strong Solent tide to contend with, many boats having to 'reround' after colliding with the large buoys. The full Olympic course was sailed, with Ian Porter and Jonathan Clark gaining 1st gun in 'Rodwell', 2nd was 'Psycho' - John Lang/M. Clark and 3rd 'Shadowfax' - R. Blake/J. Dyson.

On Sunday two races were scheduled to be sailed 'back to back', however a 1 hour postponement was needed owing to thick fog having spread in from the Channel. It was a dull and misty day, but with a 3-4 south westerly wind, giving better sailing conditions. After a general recall, the first race got underway and the full Olympic course was sailed with 1st line honours going to a local bod 'Lethal Lime' sailed by Paul & Steve Smoker, 'Another One Bites The Dust' - Richard Marshall/ Nick Willis was 2nd and 'Rodwell' 3rd.

For the afternoon race conditions remained the same with again 'Lethal Lime' pulling out a good lead and showing exceptional boat speed, especially to windward, to gain 1st gun. 2nd was Richard & Nick and 3rd "Atomic Rooster' sailed by Trevor Brown & Phil Angrave.

'Jack in the Basket Trophy' Results Overall:

1.	936	Paul & Steve Smoker	'Lethal Lime'
2.	1233	Ian Porter/Jonathan Clark	'Rodwell'
3.	1195	Richard Marshall/Nick Willis	'Another One Bites The Dust'
4.	1187	Trevor Brown/Phil Angrave	'Atomic Rooster'
5.	1178	J. Lang/M. Clark	'Psycho'
6.	1151	Barry Dunning/Robert Boalch	'Ayres&Graces'





Welsh & Midland Championships

This event was held on 6/7 September at Stewartby Water Sports Club and was attended by thirty boats. The winds were generally fair to light, but provided a challenge for those more used to coastal sailing.

After the two Saturday races, Alfie Hawksworth was well in the lead with two wins, followed by Andy Harrop in 1218 (placed 2nd and 3rd). The remainder of the fleet showed less consistency!

On Saturday night the usual social atmosphere prevailed, with the opportunity to see again on video the finer points of the day's racing.

Sunday morning dawned bright and clear. Andy won the first race, with Alfie falling back to 6th position. The last two starts gave Andy problems though (too impatient to cross the line first, perhaps) and this enabled Geoff Stubbs and Mark Wetton from Blithfield to secure the series with a first and a second in the last two races.

RESULTS:

1.	1194	Geoff Stubbs & Mark Wetton
2.	1218	Andy Harrop & Huw Pearce
3.	1225	Alfie Hawksworth & Paul Green
4.	1209	Mike Mooney & Malcolm Clack
5.		Chris Gorringe & Nadia Hosie

Special mention should be made of J. Matthews and R. Jebbett, who travelled from Mounts Bay in order to be at Stewartby for this event.



News from Kenny's Club - Sheppey!

Alright, alright - at long last we will let the outside world know what Kenny has been up to at home on the remote, exclusive paradise, Isle of Sheppey.

Last season was one where the modus operandi of a certain sailmaker, Paul Davis, got many of the fleet off on the wrong tack. The glorious weather edded to the feeling that almost anything but sailing was profitable and a quite dramatic reduction in Ospreys on the water. However, Kenny's improvement in the Nationals inspired him to take up twin trapezing!

Despite dire predictions, and the prompt departure of his crew to the Falklands to avoid the appearance of Kenny's horrible features next to him on the wire, the event took place. With Lee Allen up front old Windy-Anna reached speeds previously unknown at Sheppey, matching even the mighty reaching power of the five 05's and planing up wind. The exercise proved that the Osprey is far easier to twin-trapeze from than the 14's!

Alas, as the speeds rose the weakness of the foils and the box came to the fore, and after three boards and much strutting of the box, a dramatic capsize with the boat totally supported on the mast clear of the water, resulted in a new mast and the ending of the experiment! However, with a shorter, meatier board, a proper strong box arrangement, the Osprey must surely rate as second only to the F.D. if we were to allow a second wire.

Thus encouraged, Lee promptly finished rebuilding "Wicked Lady" over the winter, while Kenny refitted "Windy". First sail of the new season - force seven - Kenny and new crew Simon Barker tacked - kicker removed top of board - subsequent gybe -Loveday removed by boom - barely controlled run back to beach through surf resulted in removal of transom!

So Kenny turned to Lee's "Wicked Lady" and they settled down as the heavy weather experts of Sheppey.

With study holding me up from finishing "Think Tank", Bob Myatt has steadily moved up the fleet as the sensible influence abroad. Kenny and Lee took to introducing new members to sailing by quite novel methods - as described below by Carol, who joined the burial party!

Just a week before the Nationals Kenny and Lee were beaten by a five-O and after a debate in the showers decided that Dave Edwards (Creeksea) Mk. III was the answer. Renamed, and repaired, you saw it at Mounts Bay.

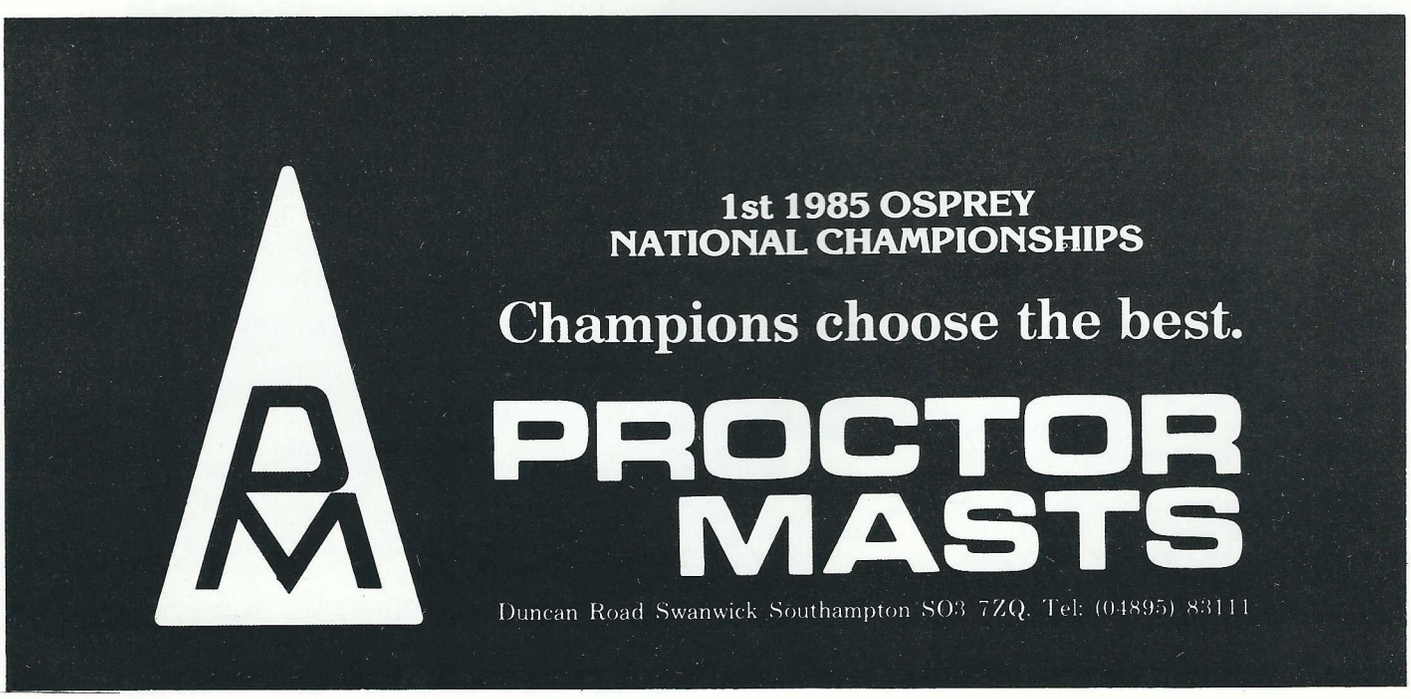
Well, after patching up "Windy" I joined Bob, Kenny and co. together with Carol for Mounts Bay. Enough said in that both Bob's Porter boat and Kenny's new Mk. III "The Blow Job" are currently undergoing major repairs and "Windy" is not currently sailable.

Still the stories of wave jumping in Ospreys has brought about quite a revival in the fleet with "Tarpan" and "Sound & Vision" rejoining the fleet afloat with new owners.

Hope to see you all at our Open! Roger Taylor.

Current Fleet:

1.	The Blow Job	1008	Ken Brown
2.	Miss Tiddle Winkle	1219	Bob Myatt
3.	The Think Tank	1004	Roger Taylor
4.	Windy Anna	869	Ken Brown
5.	Tri Ardour	1077	Mike Garland
6.	Granny Smith	805	Stan Garland
7.	Past your eyes	653	Tim Lang
8.	Sound and Vision	697	Tim Kift
9.	Wicked Lady	617	Lee Allen
10.	Tempest	484	Mark Yates
11.	Tarpan	333	Scott
12.	Navigator	817	Barry Willoughby
13.	White Herses	848	Peter Tester
14.	Dilemma	431	Tim Williams
15.	Flagship	565	Andy Fray
16.	Owl and Pussy Cat	132	Tony Phillips
17.	Sundancer	213	Gary Auger
18.	Fandango	70	Chris Saunders



Southern Area Championships
Poole Yacht Club - 14/15 June

A weather forecaster's life cannot be an easy one and they must be subject to constant criticism from the uninitiated. They certainly were from the competitors on this two day event.

On what promised to be the ideal conditions of continuous sunshine coupled with moderate to fresh breezes, the reality fell some way short. The sunshine was there in abundance but with never more than a force 2 for power and with l-o-n-g spells of flat calm, there too was an abundance of frustration.

It was a pleasure to welcome 16 visiting boats, faces old and new. Twelve entries from the home fleet made up the total and it was particularly good to see two entries from young sailors.

The first of two Saturday races was postponed to allow the wind to settle with, hopefully, the expected sea breeze filling in. A light breeze established and the race started but before long there were the frustrating calms, with whiffs of a breeze which seemed to select just sections of the water for action. At other times the wind, though fairly light, was steady and provided good competitive conditions.

The fleet came ashore after 7½ hours - Isn't it funny how the ground moves up and down?

An earlier start on Sunday also had to be postponed for the breeze to fill in, though conditions remained much as Saturday with spells of calm and light breezes.

The races were keenly contested and although the conditions were responsible for a good deal of the place changing (it mattered more **where** you were rather than **what** you were doing!) the leading boats showed some remarkable consistency - it can't all be luck! Chris and Nadia Gorringe displaying excellent form took a 1st and two 2nd places to win the Championship Shield and local Ball's Lake Trophy, ahead of last year's national champions Ian Porter and Jonathan Clark.

Best offer of the weekend came from David Burden in Surf Rider when, fully equipped with knotted handkerchief on head, he offered to be the ice-cream boat with shouts of "Luff me and buy one."

Ah well - next year, I promise, we'll get the weather organisation right.

1.	1223	C. & N. Gorringe	(Poole)
2.	1233	I. Porter & J. Clark	(Hayling Island)
3.	1198	P. & B. Small	(Poole)
4.	963	M. Lewis & D. Brophy	(Poole)
5.	1187	T. Brown & S. Hooper	(Poole)
6.	1225	A. Hawksworth & P. Green	(Blithfield)

Hayling Island Sailing Club
Osprey Open Meeting

Held over the weekend of June 28/29, the H.I.S.C. Open Meeting attracted a healthy entry of 19 boats including several past and present class champions.

With a variable easterly breeze over the weekend, the boats raced in Hayling Bay over Olympic type courses. The first and only race on the Saturday proved to be something of a procession with Oscar Chess and Tiger Bridges in Easy Picker leading throughout. Richard Marshall & Nick Willis in 1195 defended their second position to the finish ahead of Ian Porter and Greg Lamb in 1233 from the host club.

The second race, on Sunday morning, was led throughout by Marshall who took first gun ahead of Chess with Porter again in third position.

The final race was punctuated by a period of some 15 minutes on the first beat when the wind died completely. When it came back in, Marshall was left well behind by the majority of the fleet. Andy Harrop and Huw Pearce led at the first mark with Chess in second and Richard Bowens and Graham Mant ahead of Porter in third. Chess took the lead from Andy Harrop whilst Porter passed Bowens and came within ½ boat length of gaining second place at the finish. This last race disaster for Marshall meant that Chess was left in first position overall with Marshall second, Porter third and Harrop 4th.

Overall:

1.	1161	O. Chess & T. Bridges	N.R.S.C.
2.	1195	R. Marshall & N. Willis	L.S.C.
3.	1233	I. Porter & G. Lamb	H.I.S.C.
4.	1218	A. Harrop & H. Pearce	D.W.S.C.

BRUCE BANKS OSPREY SAILS HAVE WINNING WAYS

1st 1985 Nationals
1st Wilkinson Sword Travellers Trophy
1st Southern Area Championships

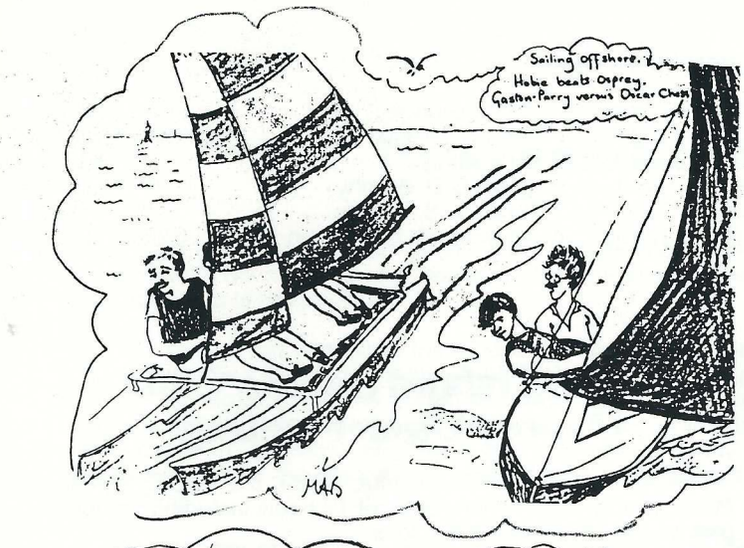
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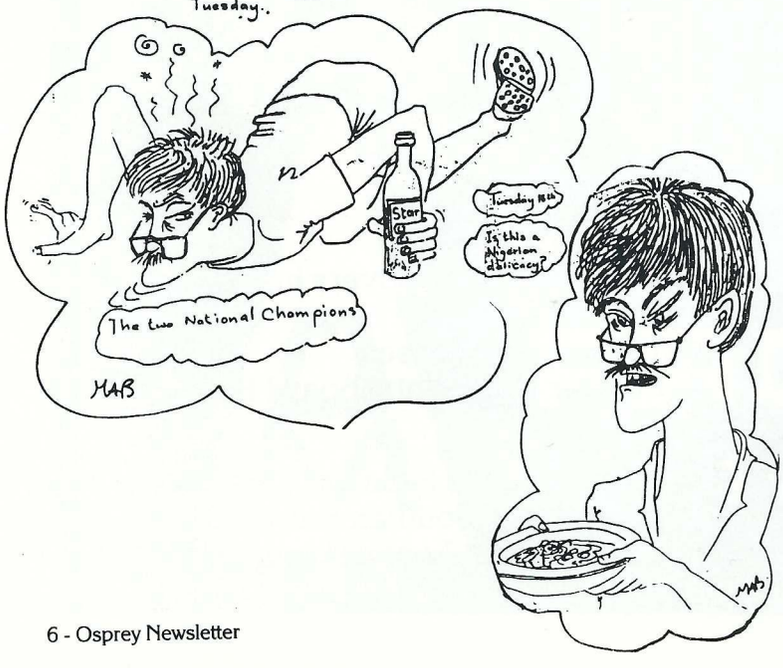
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Diary of a Well Travelled Osprey Sailor Part II

SUNDAY:

Thank God Kaolin and Morphine has wonderful healing properties, as in the afternoon the Club held an offshore race, the course taking us out of the harbour mouth and into the open sea, one mark of the course being the derricks of a wrecked cargo ship sticking up out of the sea. This race was sailed with the young keen Christian. Two Hobies led us narrowly out to sea, only pulling away on the return leg to win on handicap at the club line finish. We managed a win from a tightly bunched club Osprey fleet. Malcolm Frost, the Commodore, finished second and Pete Gibbons third. It was a fabulous sail and the amount of weed in the harbour had noticeably diminished since Thursday; the Harbour should be clear within the week.

This weed is formed from water hyacinth and grows at the top of the creeks that feed Lagos Sound. It then comes down into the harbour, initially in large green clumps. It gradually breaks up and by the middle of February it is in smaller brown lumps. Thankfully the problem is not as severe as last year when a boat could run aground on the green matted masses.

Sunday evening was spent in the shade of the tree on the patio of the Lagos Yacht Club, overlooking the harbour as the few compulsory drinks and some eats in the gentle evening heat were consumed. Superb. A few more drinks at Mac & Vera's back at the compound rounded off the evening. This place gets better and better.

MONDAY:

Monday morning Margaret took me shopping to Apapa market. Firstly, a quick tour of a fairly European style supermarket with prices that are just like Britain in fifteen years' time! Then across the "road" into a maze of shanty town style shacks in the local market. This was quite an eerie experience - eyes and hands everywhere between tables of groceries, the stallholders hoping to take advantage of a soft touch European, but Margaret's northern upbringing proved a good match. The rather nasty smells as we entered the market were soon forgotten as the fascination of the place took hold, as well as just a little nervousness at being truly in Nigerian territory.

"Once more into the breach" - on to the Yacht Club with an exhausting afternoon programme of sailing instruction on the water, followed by a discussion around a rigged Fireball, on some subtleties of the rig, as well as boat control. Two hours later as the chatting finished, I was asked the one question I was really dreading - "How much have you sailed a Fireball?" The answer was, of course, never. Oh well! On with the motley. The Fireball fleet were entertaining me that night in no uncertain fashion, with Ralph Wilson leading a gang of Fireball Trendies to an amazing Lebonese Restaurant "The Bacchus". The food there was like nothing I have ever had, beautiful. Fortunately I had already resigned myself to the "Lagos Quickstep" for the duration of the trip, unlikely that this food would produce any new side effects. The Lagos Fireball fleet, like the Ospreys, are extremely enthusiastic. Monday night stayed at Ralph's eleventh floor apartment on Victoria Island.

TUESDAY:

This morning was spent relaxing somewhat, as the heat and dicky tum were slowing me down. Had a wander along the beautiful beach at Victoria, then a look at the jewelry, wood carving and silins market in the car park of the local Holiday Inn. This was definitely aimed more at visitors, many of the carvings being rather ghoulish and not really to my taste. A fair proportion of the jewelry and small carvings are ivory, which is not allowed to be exported. For seasoned traveller consumption only.

Following another good lunch in the L.Y.C. I did two Fireball sailing sessions in the afternoon. A particular problem out here is lack of knowledge on care and maintenance of the boats - a lot of bad habits have been passed down through the fleets and the condition of the boats has suffered as a result.

The rise and fall of Oscar Chess continues in your next issue.

ASSOCIATION INFORMATION

ARFUR DALY'S EMPORIUM

As you will have read in the last Newsletter, some new style Jerseys and Sweatshirts can be ordered. Now some of you have taken the plunge and invested in one and some of you will be looking decidedly unfashionable as the season wears on (almost a pun there I think).
You will also be aware that I have madly agreed to take your orders for these and other Osprey goodies, so don't be shy, drop me a line together with a cheque and I will endeavour to send the items by return or in the case of items that need printing, as soon as possible.
Sadly, as always happens, prices of the new Jerseys and Sweatshirts have had to be increased. Never mind, they are still good value for money. If you would like to order one or more, be sure to tell me how much of the logo you require (see photo). You can order just the class symbol, just the word Osprey or the whole thing. Each one is embroidered to order and will take approximately 6 weeks from receipt of order.

Prices are as follows:

V NECK LAMBSWOOL JERSEY
Colours: Navy, Pale Blue, Grey, Bottle Green, Maroon, Red, Sand, White, Black.
Sizes: 34, 36, 38, 40, 42, 44, 46. £19.50

V NECK ACRYLIC JERSEYS
Colours: Same as Lambswool.
Sizes: 34, 36, 38, 40, 42, 44, 46, 48. £13.50

SWEATSHIRTS
Colours: Navy, Pale Blue, Grey, Bottle Green, Maroon, Black, Red, Royal, White, Cream, Pink.
Sizes: Small 34/36. Medium 38. Large 40/42.
Extra Large 44. XX Large 46/47. XXX Large 48/50. £11.50

Childrens sizes are also available from Size 24 - 32.
Acrylic £9.00
Sweatshirts £9.00



Remember, I need:
The Garment
Material (i.e. Lambswool or Acrylic)
Size
Colour
Colour and Version of Logo

Other Goodies still available:

Round Car Stickers	£0.60
Car Badges	£3.00
Boat Badges	£1.00
Gold Lapel Badge	£1.00
Pennants	£1.00

NEW STYLE TIES ..... Should be ready for Dinghy Exhibition.

IF IN DOUBT, GIVE ME A SHOUT. After 7 p.m. but please before 10 p.m. (Unless your name is Graham Mant who always rings at 11 p.m. - yawn, yawn).

ROGER MANT
121 COTTON END ROAD, WILSTEAD, BEDS.
Telephone : 0234 - 741382

ALF remembers ...





... POOLE!

1986 NATIONALS

The fact is, you don't get weather like that in Cornwall. Mounts Bay Nationals means racing in force four, getting out of your wet-suit on the way back to the beach, and lounging around all afternoon on the club balcony describing how close you were to being in the prizes. So what were we doing rigging the boats in the rain and huddling round the race office wondering whether the force six would moderate or blow up to a gale?

There's a sailmaker in Penzance called Mr. Matthews who really enjoys playing the ancient mariner. He makes the average hard sell sound like the Avon Lady. His chandlery is up an alley, up another alley and round a corner. Last time we came he had a sign outside, but now you have to go through a door to see where his name is painted on a second door. "What you bring it to me for?" and "Thought you wanted it for the end of the week" are typical sales patter. All the same, the work is always ready on time, and he charges with the same reluctance he pretends when he accepts your wrecked sail. "What you come back in for on Friday?" he asked. (That was the day the race was abandoned at the windward mark as the forecast gale arrived). "Haven't had any good weather for three years" he said. "Couple of days just before Christmas weren't bad."

Eighty nine boats wasn't bad either. The sailing conditions varied from exhausting to terrifying, but most of the evenings brightened up; the sherry-party in Lord St. Levan's back yard could hardly have been on a softer summer's evening. Everything about the club was just as we remembered it; everyone made a constant effort to make us feel at home; the beer was 50 pence a pint; the food was hot and available at the right time; the aforementioned invitation to fantasize around the steepest and most beautifully-sited stately-home in England added class to what might otherwise have been a long damp booze-up.

For my money, the arrival day is the best social part of the week. A continuous stream of old friends to greet, each with a story to tell, equipment to discuss, hopes and jokes to exchange. You can come early and spend the day watching masts go up and rivet-guns being borrowed. You can come late and make a dramatic entrance to the crowded field. Oscar made the dramatic arrival to beat them all this year. If you had to make a choice (assuming the choice was to be made, which it wasn't) between your loaded roofrack going through the windscreen of the car behind you in the outside lane, or being deflected by the mast with which you had been winning all season, smashing the mast, but ending harmlessly in the nearside hedge, you would be bound to make the latter choice. Wonderfully good luck that it happened that way : terrible luck that it happened at all, and on the way to the Championship.

There were plenty of new boats turning up; has Ian bought a job lot of black gel-coat? A couple of wood fore-decks on GRP boats. Clearly wood is good, glass is fast and black is beautiful. Some golden oldies too; Light and Bitter was resplendent in all varnish and half a mile of string.

It was difficult to believe later in the week, but the Practice Race started with almost no wind. A pattern was set even here though, that the best way to be down the pan was to start early and go out too far. On this occasion the wind filled in from the starboard side of the course, and anyone in the wrong place was in trouble. Another way to get lost was to head for the wing mark first. The club had some new race marks which while undoubtedly large were also black, and decorated with the sponsor's name in white. On a sparkling day like the ones we all expected this may be a clever colour scheme, contrasting with blue water and sky. As it happened, black and white were the predominant seascape colours during the week, and everyone learned to take notice of the compass bearings displayed on the committee boat.

Ken Robertson in "Back to the Future" (he always did name his boats cleverly) led for much of the race, with James Curnow at the front too. It would be unfair to suggest that these two famous names figured in the prizes because of local knowledge or because they trusted the race officer enough to believe he'd put the windward mark where he said it was. Certainly, once in the Pound Seats (a historical reference to the great days of Cornish Ospreys) they went fast enough to stay there. Bruce Hendon of Blithfield in "Bus", who figured later in the week in a different but equally impressive piece of seamanship, took the lead on the first reach. On the second triangle former champion Robertson was back at the front, and by the finish Hendon was second, with Phil Angrave third.

The first Points Race started in a force 4/5 Southerly, with a big swell. "The Mistress" sailed by Andrew Harrop and Huw Pearce was the pathfinder, and first to the windward mark, with Stephen Parry and Peter Frith next in "Swift Half", then Geoff Stubbs and Mark Wetton in "Lettice". Richard Marshall and Nick Willis hauled up the spinnaker on "Another One Bites the Dust,, and were third, then, after the gybe mark, second. Marshall contended for the lead with Parry for the next two rounds. By the fourth beat Ian Porter and Jonathan Clark had moved up from the middle of the fleet in their new black-and-white projectile "Rodwell" and finished in second place behind Marshall, who won by a clear two-and-a-half minutes. After them was Parry, then the brothers Small and the Popples.

Race Two had more wind, but it was from the West so the sea was rather flatter. "Swift Half" was first to the windward mark, followed by "The Mistress". On the first reach Ian Porter went into second place and on the second reach he took the lead. Richard Marshall was working on his own charge for the front when he broke his rudder blade. Porter extended his lead as the race went on, and Parry finished second with the Townsend brothers in "Up & Coming" third and then Harrop followed by Robertson.

Race Three looked even more horrible from the beach at ten o'clock, but turned out to be much like race one with smaller lumps of water. Early leaders were Richard Bowers and Graham Mant in "Hot Stuff", but they stopped to mend their kicker before the gybe mark, which seemed a good idea in the circumstances. Ian and Jonathan were now in front again, with Mike Storey and Steve Hunt from Portishead second in "Hagar the Horrible" and then Harrop and Pearce. Marshall was seventh to the windward mark, but third by the gybe and second on the second beat. Everyone was thankful for the small course set today except Marshall and Willis who claimed to be catching the Portermobile but finished behind it. I report them as "claiming" to be catching not because I disbelieve them, but because, like

TOP TEN GEAR - OSPREY NATIONALS AT MOUNTS BAY
27 July - 1 August 1986

	Helmsman	Crew	No.	Hull	Main/Genoa	Spi	Mast	Foils	Notes
1.	Porter	Clark	1233	GRP Porter	Hood	Banks	Proctor Epsilon	Porter	
2.	Parry	Frith	1216	GRP Porter	Hugh Myers	Hugh Myers	Boyce	Sapphire Marine	Short leech Main
3.	Harrop	Pearce	1218	GRP Porter	Leader	Leader	Proctor Epsilon	Porter	
4.	Chess	Bridges	1161	GRP Westerly	Hood/Leader	Seahorse	Elvstrom	Claridge	normally Sovereign mast
5.	Tart	Wren	1212	GRP Porter	Banks	Banks	Proctor Epsilon	Porter	
6.	Storey	Hunt	1224	GRP Porter	Hood	Banks	Proctor Epsilon	Miles	
7.	Townsend	Townsend	1220	GRP Porter	Hood	Banks	Proctor Epsilon	Porter	
8.	Smoker	Smoker	936	Wood Westerly	Hood/Banks	Banks	Proctor Epsilon	Milanes & White	Conversion: Rob Hunt
9.	Stubbs	Wetton	1194	Wood Creasey	Leader	Leader	Proctor Epsilon	Milanes & White	
10.	Small	Small	1198	Wood Creasey	Ullman	Ullman	Z Spar	Milanes & White	Adjustable rig and remote adjustable spreaders.

1986 OSPREY NATIONAL CHAMPIONSHIPS RESULTS

Psn	Sail No.	Helmsman	Crew	Race Results P	1	2	3	4	Discard Points	Total Points
1	1233	Ian Porter	Jonathan Clark	9	2.00	0.75	0.75	0.75	2.00	2.25
2	1216	Stephen Parry	Peter Frith	4	3.00	2.00	5.00	81.00	81.00	10.00
3	1218	Andrew Harrop	Huw Pearce	10	6.00	4.00	4.00	17.00	17.00	14.00
4	1161	Oscar Chess	Tiger Bridges	22	12.00	7.00	8.00	3.00	12.00	18.00
5	1212	Peter Tart	Alan Wren	41	76.00	6.00	14.00	2.00	76.00	22.00
6	1224	Michael Storey	Steven Hunt	33	13.00	11.00	3.00	8.00	13.00	22.00
7	1220	Jonathan Townsend	Simon Townsend	Ret	15.00	3.00	7.00	21.00	21.00	25.00
8	936	Paul Smoker	Stephen Smoker	Ret	11.00	8.00	6.00	81.00	81.00	25.00
9	1194	Geoff Stubbs	Mark Wetton	20	10.00	14.00	21.00	5.00	21.00	29.00
10	1198	Peter Small	Benny Small	34	4.00	19.00	25.00	7.00	25.00	30.00
11	1207	Colin Popple	Steve Popple	13	5.00	15.00	13.00	13.00	15.00	31.00
12	1201	Alan Cooper	Geoff Cooper	11	7.00	16.00	31.00	9.00	31.00	32.00
13	1205	Keith Gibbons	Neil Robinson	52	76.00	12.00	11.00	11.00	76.00	34.00
14	1112	Richard Bowers	Graham Mant	14	29.00	9.00	12.00	16.00	29.00	37.00
15	167	Robert Shaw	Bob Farquharson	31	8.00	18.00	15.00	15.00	18.00	38.00
16	1209	Michael Mooney	Malcolm Clack	26	18.00	21.00	23.00	6.00	23.00	45.00
17	1230	Vanslow Page	Gregory Lamb	40	26.00	17.00	22.00	10.00	26.00	49.00
18	1223	Chris Gorringe	Nadia Hosie	Ret	21.00	20.00	9.00	81.00	81.00	50.00
19	1225	Alf Hawksworth	Paul Green	8	9.00	24.00	20.00	81.00	81.00	53.00
20	1066	David Griffiths	Roger Davies	16	33.00	84.00	19.00	4.00	84.00	56.00
21	1141	Glen Adcock	Mike Jakeways	36	16.00	31.00	10.00	81.00	81.00	57.00
22	1150	Ian Wilson	David Sheperd	24	23.00	28.00	26.00	14.00	28.00	63.00
23	1165	Roger Battersby	Ian Williams	58	20.00	10.00	34.00	81.00	81.00	64.00
24	1081	Peter Dovey	Roger Mant	21	24.00	26.00	35.00	20.00	35.00	70.00
25	1222	Michael Corbin	Robbin Milledge	19	22.00	40.00	32.00	23.00	40.00	77.00
26	1197	Bruce Hendon	Steven Hendon	2	51.00	22.00	44.00	12.00	51.00	78.00
27	1172	Phil Mann	Ian Bardmore	28	25.00	23.00	30.00	81.00	81.00	78.00
28	963	Martin Lewis	David George	23	38.00	30.00	16.00	33.00	38.00	79.00
29	1151	Richard Gimmer	Tony Hodges	38	27.00	84.00	36.00	18.00	84.00	81.00
30	1195	Richard Marshall	Nick Willis	25	0.75	84.00	2.00	81.00	84.00	83.75
31	1155	Phil Angrave	Peter Loretto	3	31.00	29.00	28.00	27.00	31.00	84.00
32	1178	John Lang	Miles Lang	32	39.00	35.00	29.00	24.00	39.00	88.00
33	1184	Dave Charley	Ben Sharlotte	17	34.00	43.00	38.00	19.00	43.00	91.00
34	662	Collin Greenhough	Martin Lightoller	Ret	35.00	33.00	60.00	25.00	60.00	93.00
35	1203	Greg Goodrum	Dave Anness	43	76.00	25.00	39.00	30.00	76.00	94.00
36	1020	Peter Stubley	Simmonds Mank	12	30.00	34.00	89.00	31.00	89.00	95.00
37	834	Alan Smith	Chris White	27	32.00	32.00	33.00	81.00	81.00	97.00
38	1166	Michael Murray	Pam Murray	29	76.00	41.00	37.00	22.00	76.00	100.00
39	1227	Ken Robertson	Allan Smith	1	76.00	5.00	24.00	81.00	81.00	105.00
40	1234	Paul Hosking	Desmond Menaer	Ret	14.00	13.00	89.00	81.00	89.00	108.00
41	1120	Nicholas Houldine	Mark Houldine	15	76.00	46.00	40.00	29.00	76.00	115.00
42	1138	Bob Jones	Eric Billington	DNC	19.00	84.00	17.00	82.00	84.00	118.00
43	1228	Anthony Oliver	Paul Broomfield	18	76.00	27.00	18.00	81.00	81.00	121.00
44	704	Kenneth King	Bob Falkener	55	41.00	49.00	51.00	32.00	51.00	122.00
45	1008	David Edwards	Harry Wiggins	DNC	37.00	37.00	48.00	81.00	81.00	122.00
46	1111	James Curnow	Andrew Baker	5	42.00	39.00	43.00	81.00	81.00	124.00
47	1168	Robin George	Fae George	50	45.00	50.00	47.00	36.00	50.00	128.00
48	1007	John Rayner	Alasdair Maceman	51	48.00	55.00	89.00	37.00	89.00	140.00
49	242	Hilary Thomas	Jayne Willis	39	49.00	61.00	54.00	39.00	61.00	142.00
50	937	Keith Willis	Philip Johnson	37	76.00	84.00	41.00	26.00	84.00	143.00
51	1232	Paul Thomas	Unknown	47	28.00	36.00	89.00	81.00	89.00	145.00
52	1119	Edward Gadd	Geoffrey Saunders	Ret	55.00	52.00	89.00	42.00	89.00	149.00
53	1163	Dennis Ellison	Pauline Cooper	61	56.00	62.00	49.00	45.00	62.00	150.00
54	922	John Mathews	Raymond Jebbett	Ret	76.00	48.00	27.00	81.00	81.00	151.00
55	1024	Stuart Crebo	Chris Crebo	6	40.00	84.00	89.00	28.00	89.00	152.00
56	1235	John Smith	Stan Shaw	46	50.00	54.00	50.00	81.00	81.00	154.00
57	919	Chris Seymour	Paul Madeley	Ret	76.00	64.00	53.00	41.00	76.00	158.00
58	1063	John Tompkins	Philip Blake	63	57.00	65.00	56.00	47.00	65.00	160.00
59	1181	Geoff Dean	Jason Le Mesurier	44	44.00	84.00	89.00	35.00	89.00	163.00
60	1182	Graham Elliot	Kevin Headon	30	76.00	60.00	60.00	43.00	76.00	163.00
61	1102	P.J. Holt	Simon Webb	Ret	76.00	58.00	60.00	46.00	76.00	164.00
62	905	Ian Madeley	Gavin Faulkner	42	46.00	38.00	89.00	81.00	89.00	165.00
63	738	David Burden	Robert Bloath	35	89.00	44.00	42.00	81.00	89.00	167.00
64	1006	Bob Bradley	Terry Kingston	DNC	89.00	89.00	45.00	34.00	89.00	168.00
65	882	Paul Gilmour	Richard York	Ret	76.00	57.00	89.00	40.00	89.00	173.00
66	481	Chris Firth	Doug Harvey	Ret	76.00	51.00	55.00	81.00	81.00	182.00
67	1114	Walter Gardiner	Paul Sewell	Ret	17.00	84.00	89.00	81.00	89.00	182.00
68	1169	Hugh Carter	Andrew Selby	7	89.00	42.00	60.00	81.00	89.00	183.00
69	1113	Don Flannery	Peter Hawarth	53	43.00	59.00	89.00	81.00	89.00	183.00
70	1087	Mark Thompson	Andrew Hardy	59	52.00	84.00	52.00	81.00	84.00	185.00
71	1137	Dan Lewis	Ted Lewis	Ret	53.00	56.00	89.00	81.00	89.00	190.00
72	1206	Norman Broxham	Simon Broxham	62	76.00	45.00	89.00	81.00	89.00	202.00
73	1188	Nicholas Jones	Keith Dingle	54	76.00	84.00	89.00	44.00	89.00	204.00
74	1211	David Edwards	Harry Wiggins	49	36.00	84.00	89.00	89.00	89.00	209.00
75	903	David Norris	Margaret Norris	57	89.00	47.00	89.00	81.00	89.00	217.00
76	110	John Abraham	Steve Barley	60	54.00	84.00	89.00	81.00	89.00	219.00
77	1123	Ronald Harrison	Shaun Linscer	Ret	89.00	66.00	89.00	81.00	89.00	236.00
78	731	Sylvia Pepin	Tim Thornton	DNC	76.00	84.00	89.00	81.00	89.00	241.00
79	869	Roger Taylor	Simon Barker	DNC	76.00	84.00	89.00	81.00	89.00	241.00
80	847	Robert Thomas	Elizabeth Thomas	56	76.00	84.00	89.00	89.00	89.00	249.00
81	1219	Robert Myatt	Malcolm Bayliss	Ret	76.00	84.00	89.00	89.00	89.00	249.00
82	184	Roger Smith	Nicholas Smith	DNC	89.00	84.00	89.00	89.00	89.00	262.00
83	325	John Masson	Timothy Masson	Ret	89.00	84.00	89.00	89.00	89.00	262.00
84	1164	John Hunter	Kirsten Hunter	Ret	89.00	89.00	89.00	89.00	89.00	267.00

Nos. 442, 1001, 1018 and 1237 failed to produce certificates.

everyone else, I was too busy to see for myself.

At this stage two crews had shown the ability to move up through the fleet quickly, and to hold on to a lead. Porter and Clark had two firsts and a second, and were impressively comfortable and fast in the testing conditions. Marshall and Willis are regarded as heavy-weather experts, and had a first and a second along with their retirement. Parry and Frith had no first place points yet, but had been consistently close to the front. The replacement mast in "Easy Picker" (did it really have a Laser topmast inside for extra stiffness?) was clearly not giving Oscar and Tiger the speed they'd been showing all season.

The showdown on Thursday between Porter and Marshall ended with a broken mast. A shroud on Richard's boat was no longer holding up the rig, and despite efforts to save the stick it wasn't that sort of day, and over it went. Perhaps Ian had mounted an Exocet launcher, for when the chase was taken up by Roger Battersby and Ian Williamson their rudder broke. Peter Tart and Alan Wren finished second behind the apparently imperturbable Porter, with Chess in the prizes at last at third.

A look through my own records, which only go back ten years, shows that the recent times that the Championship has been sewn up before the last race were in 1977, when Tony Blatchford won the last of his four titles, in 1979 when Tony Powell won the second of his three, and in 1980 when Andy Barker flashed across our sky like Kahoutec's Comet. Ian Porter, and the bard of Yachts and Yachting (keep on writing about us, Jonathan) now join this distinguished company.

Friday wasn't going to be an anti-climax, though. Richard spent Thursday afternoon wrapping up his stint as Class Secretary at the AGM, and the evening rigging a new mast on a diet of pasties and bottled beer. A southerly gale was forecast on Friday; everyone was keen to get back ashore as soon as possible, but the tide didn't allow the rescue boats to get afloat until gone eleven. The first beat was a wonderful switchback-ride, with big waves just long enough to get right nine times out of ten. On the tenth wave the boat became in turn an aircraft, agog, and awash. By the time we got to the windward mark the gale had arrived, the race was abandoned, and we hurtled back to the beach.

We usually get one day of heavy weather at a Nationals. At Shoreham a few years ago it was the practice race, and at Tenby the hardest day was force four, but one way and another most of us are used to going to sea in a bit of wind sometimes. This year, though, it blew all week. Great for bragging about back at the pond, fine if you got the first beat right and were steaming down those reaches with the boat still in one piece. Short on relaxation, though, especially if you were camping and both your pairs of trousers were still damp!

Considering the bashing they all took, the boats stood up to the weather very well. Certainly the Porter boats proved themselves for toughness, and with six of the first seven coming from Ian's yard, they were proved for speed as well. Interesting to count the GRP craft. In 1982 there were two in the first ten. Ditto in 1983. In 1984 three. Last year four and a composite. This year there were seven, and they were the first seven boats. The last ten years have shown that the wooden Osprey has an appeal greater than anyone believed when the mark 3 boat was first produced; the argument then was that we had better get the GRP hull right because wood would soon be too expensive. In the event, wooden boats kept us going through some very lean years, and people will continue to want them and to win with them. But in truth we've staggered along depending on enormous enthusiasm from lots of people and some tough but ageing boats. People have often been unable to join the class because they haven't been able to find a good boat for sale. Owners of desirable boats got phone-calls from strangers ruffling wads of notes into the mouthpiece. For the first time since the mid-seventies it is now possible to order an Osprey from a professional builder who knows what the class needs.

What the class needed on Friday night was a few drinks, a prizegiving, a few drinks, a meal, a disco and a few drinks. A highlight of the prizegiving was the standing ovation for Bruce and Steve Hendon, who stopped racing to pick up the semi-conscious helmsman of another boat who was floating away from his boat face down. It reminded us of the dangers of our sport and we were proud to have them in the class.

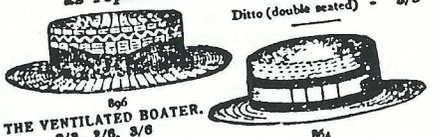
Congratulations, of course, to Ian and Jonathan on a brilliant series, and to Steve and Peter (second place) and Andrew and Huw (third). And to everyone who crashed their way through an epic week. Come next year and we can promise you just as much excitement and almost certainly less exhaustion. And possibly some sunshine.

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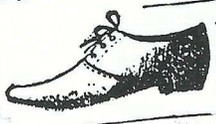
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Small Round-top Boat Binnacle of Brass, Seven inches high, top lifts off, with 2½ in. card, Liquid Compass, 57/6.
Teakwood Boat Binnacle with Liquid Compass, 3½ in. card, 95/-.
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Life Buoys of 14 in., 7/-; 16 in., 7/-; 18 in., 9/6; 20 in., 8/-; 22 in., 8/6; 24 in., 9/-.
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Life Belts of Cork, in Striped Covers, 5'6 each, or in Linen Duck, 6/-.
Oilskin Jackets, Black or Yellow, double all through, 33 in., 20/-; 36 in., 21/-.
Oilskin Coats, Black, 16/-, 17/-, 18/-, 19/-, and 22/-.
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The "Kampout" Wicklees Stove, size 12 in. high, 8½ in. by 8½ in., with Kettle, Boiler, Frypan, and Spirit Holder. Price, 30/-.
Marine Binocular Glass, with large eye-pieces, has 12 lenses for Day use. Price, in Leather Sling Case, 69/-.
Marine Binocular Glass, for Day or Night Use. A 6-lens glass. Price, in Leather Sling Case, 90 -.
Small Patent Log, for measuring distances sailed, 45/-.

PHOTOGRAPHS

Sorry for the lack of pictures but none suitable have been received.

SAILING.

A little bit of history for you. It makes interesting reading but I don't think the boater would fit over the balaclava!

E. F. KNIGHT.

other obstruction to sea room, should yachts not be clear of each other, the outside yacht or yachts must give room to the yacht in danger of fouling such obstruction, whether she be the weather or the leeward yacht; provided always that an overlap has been established before an obstruction is actually reached.

RULE 20.—A yacht overtaking any other shall keep out of the way of the overtaken yacht; and a yacht may luff as she pleases to prevent another yacht passing to windward, but must never bear away out of her course to hinder the other passing to leeward—the lee side to be considered that on which the leading yacht of the two carries her main boom. The overtaking vessel, if to leeward, must not luff until she has drawn clear ahead of the yacht she has overtaken.

RULE 21.—If two yachts are standing towards a shore or shoal, or towards any buoy, boat, or vessel, and the yacht to leeward is likely to run aground or foul of such buoy, boat, or vessel (a mark vessel excepted), and is not able to tack without coming into collision with the yacht to windward, the latter shall at once tack, on being hailed to do so by the owner of the leeward yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks at the same time.

RULE 22.—Any yacht running on shore, or foul of a buoy, vessel, or other obstruction, may use her own anchors, boats, warps, etc., to get off, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, boat, or warp used, must be taken on board again before she continues the race.

RULE 23.—Each yacht must go fairly round the course; and must not touch any buoy, boat, or vessel, used to mark it out, but shall not be disqualified if wrongfully compelled

to do so by another yacht. Any yacht causing a mark vessel to in any way shift her position to avoid being fouled by such yacht, shall be disqualified. If a yacht, in consequence of her neglect of any of these rules, shall foul another yacht, or compel other yachts to foul, she shall forfeit all claim to the prize, and shall pay all damages.

RULE 24.—No towing, sweeping, poling, or pushing, or any mode of propulsion, except sails, shall be allowed, except for the purpose set forth in Rule 22.

RULE 25.—A yacht may anchor during a race, but must weigh her anchor again and not slip. No yacht shall, during a race, make fast to any buoy, pier, or other object, or send an anchor out in a boat, except for the purpose of Rule 22.

RULE 26.—No other means of sounding than the lead and line allowed.

The following rules refer to various matters:—

RULE 6.—Each yacht entered for a race, must be the *bond fide* property of the person or persons in whose name or names she is entered, who must be a member or members of a recognized yacht club.

A yacht, whilst let on hire, shall not be allowed to compete under these rules.

No LEASING ALLOWED !!

RULE 7.—No owner shall be allowed to enter more than one yacht in a race, except in cases in which a prize is given for each rig, when one yacht of each rig may be entered; nor shall he be entitled to enter the same yacht under different rigs for any race.

WHY DIFFICULT!

RULE 9.—Every yacht sailing in a race shall have on board a member of a recognized yacht club, who, before the prize is awarded, shall sign a declaration that the yacht under his charge has strictly conformed to all the sailing regulations

RULE 12.—There shall be no restrictions as to sails, or the manner of setting and working them; but manual power only may be used for hoisting and working them.

SAM?

RULE 13.—There shall be no limit as to the number of paid hands, and no restriction as to the number of friends, or to their working. No paid hand shall join or leave a yacht after the signal to start, except in case of accident or injury to any person on board. [This rule is not intended to apply to Corinthian matches.]

RULE 14.—All yachts exceeding a rating of 10 shall be fitted below deck with the ordinary fittings of a yacht, including two transverse bulkheads of wood. The following shall apply to all yachts: their platforms shall be kept down, and bulkheads standing.

YOUR PROBLEM I BELIEVE

No water shall be started from or taken into the tanks after the signal to start has been made. No more than the usual anchors and chains shall be carried during a race, which must not be used as shifting ballast, or for altering the trim of the yacht. No bags of shot shall be on board, and all ballast shall be properly stowed under the platform or in lockers, and shall not be shifted or trimmed in any way during a race. No ballast or other dead weight shall be shifted, shipped, or unshipped, so as to alter the length of the load water-line, after a yacht has been entered for a race, nor without giving notice thereof to the secretary of the Yacht Racing Association, as enjoined in Rule 3.

The races organized by the recognized yacht clubs of the British Isles are all sailed under the Y.R.A. rules, but those clubs that have been established to encourage the construction and racing of small boats, such as are many of our Corinthian and river sailing clubs, adopt different methods of measurement from those of the Y.R.A., which

last are not adapted for the classification of small craft. As a rule, small boats are classed by length; in some cases, their rating is ascertained by adding length, breadth, and depth together, the sum being the measurement in feet and inches.

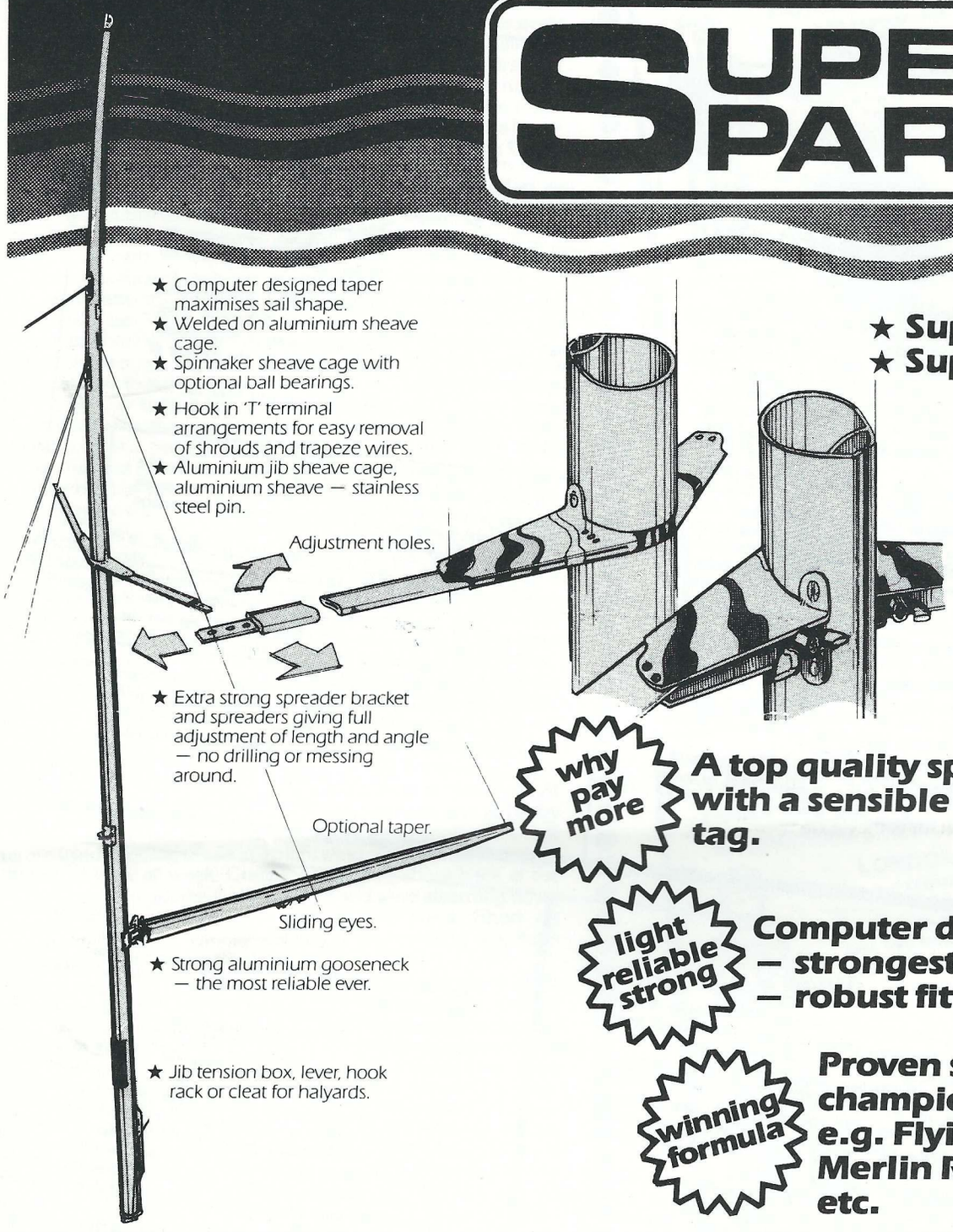
The Y.R.A. rules for ascertaining the area of sails for rating purposes seriously handicap small yachts rigged in what may be termed river fashion. For instance, the area of the head sails of a lug-sail boat is computed in accordance with the method provided in the rule for a cutter's headsails; that is, the after limit of the area is taken along the mast; whereas a lugsail, projecting before the mast, prevents the boat from carrying head sails that will reach so far aft as the mast.

Again, in the case of a Una or balance lug boat carrying a spinnaker, but no head sails, the whole area of the spinnaker is reckoned in the rating; whereas in the case of a boat carrying head-sails as well as spinnaker, the area of the spinnaker is not taken into account at all unless it be larger than that of the head sail, in which case the difference between them is added to the sail area. The result is that the first boat only carries the sail area for which she is rated when running before the wind.

There are various methods of arranging the start in a yacht race. One plan is to have the competing yachts anchored or moored in a line with all sails down, or after sails up and head sails down, or all sail up, as the sailing committee may direct. Lots are drawn for the different stations. Five minutes before the start a Blue Peter is hoisted and a gun is fired. At the expiration of the five minutes the Blue Peter is hauled down, and a second gun is fired as a signal to start. The yachts then slip from their

L

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I thought I'd learn to sail ...

So I visited Sheppey Yacht Club with a friend, who was much too keen to introduce me to the sport!

I visited, I watched. I talked (I do a lot of that!), I listened (I obviously don't do enough of that!). Then they told me to put a wet suit on.

I was ready to literally throw myself in the deep end, so I clambered into a 10 times too big wet suit (on loan) and all the rest of the paraphernalia.

Quaking and looking like a Michelin man, they pushed me to the beach, my awaiting Osprey, team and Cremation Casket. No doubt you've either screamed upon reading that or put the newsletter down immediately. You think I'm kidding!

Just because I'm a woman (hope you've all noticed!) and it was my first lesson, don't be fooled and imagine I was hallucinating, or that it was the 'casket' containing my shipmate's sandwiches!

Well it can be explained in one word really - Kenny - if you know him, I'm sure you'll understand - if you don't know him, just pray you never do!

Talking of prayers - it's just what we practically ended up doing - and not because it was a force 9 gale, or that we capsized - what I mean was a buriel at sea! (O.K. I didn't actually kill Kenny that time, he's not so bad!)

Setting sail towards sunny Southend (where?), I was told (in no uncertain terms) to - "hold this" - "push that" - "pick that up" - "shut up" - "sit here" - etc. etc. This did end eventually when I realised I was soaked to the skin and complained that I didn't want to get my hair wet! (I think they gave up with me then and there!)

Kenny now decides it's the time and place to complete this poor man's last wishes of being scattered on the Thames (estuary)!

I mean, we didn't even know the chap! Thing being - no one else would do it - someone had even persuaded Kenny and shipmate Lee (trapeze artist) with financial reward to finally finish this acquaintance off!

The yacht pitched about a lot while Kenny and Lee decided to 'swop ends' whilst trampling on me (in the middle), and then swopped back again, 'cause Kenny had left the casket the other end and Lee wouldn't touch it and I was too scared to move and had to swop back again. We were finally ready for the Ceremonial scattering!

We shut up (screaming!), sat down and Kenny took his woolly hat off. We looked at each other in peaceful silence and then as Kenny took the lid off the box he announced that he was going to say something peaceful and reverent - until the wind changed, he slowly started pouring ashes over the end - the force 9 suddenly 'chucked' the vast majority of the ashes, back into Kenny's solemn face, to which he "spake" a few very choice (but irreverent) words! Words I couldn't (as a lady!) even bring myself to write! Actually it didn't stop there - as he proceeded to spit out ashes and Sheppey sea water (which is the worst!) muffled and mumbles curses came streaming out (he did apologise afterwards to me!) ending only when the remainder of the deceased person was poured into the bottom of the boat! (as Kenny could no longer see, by now!)

There's more - we now had to remove the ashes by the scooped handful from the bottom of the boat!

We even scattered the casket lid somewhere on the Thames Estuary!

First sailing lesson over - we raced back to base.

Oh yes, my hair got wet! Please, please (if at all possible and you get the chance) avoid Ken wherever!

Carol Watts.

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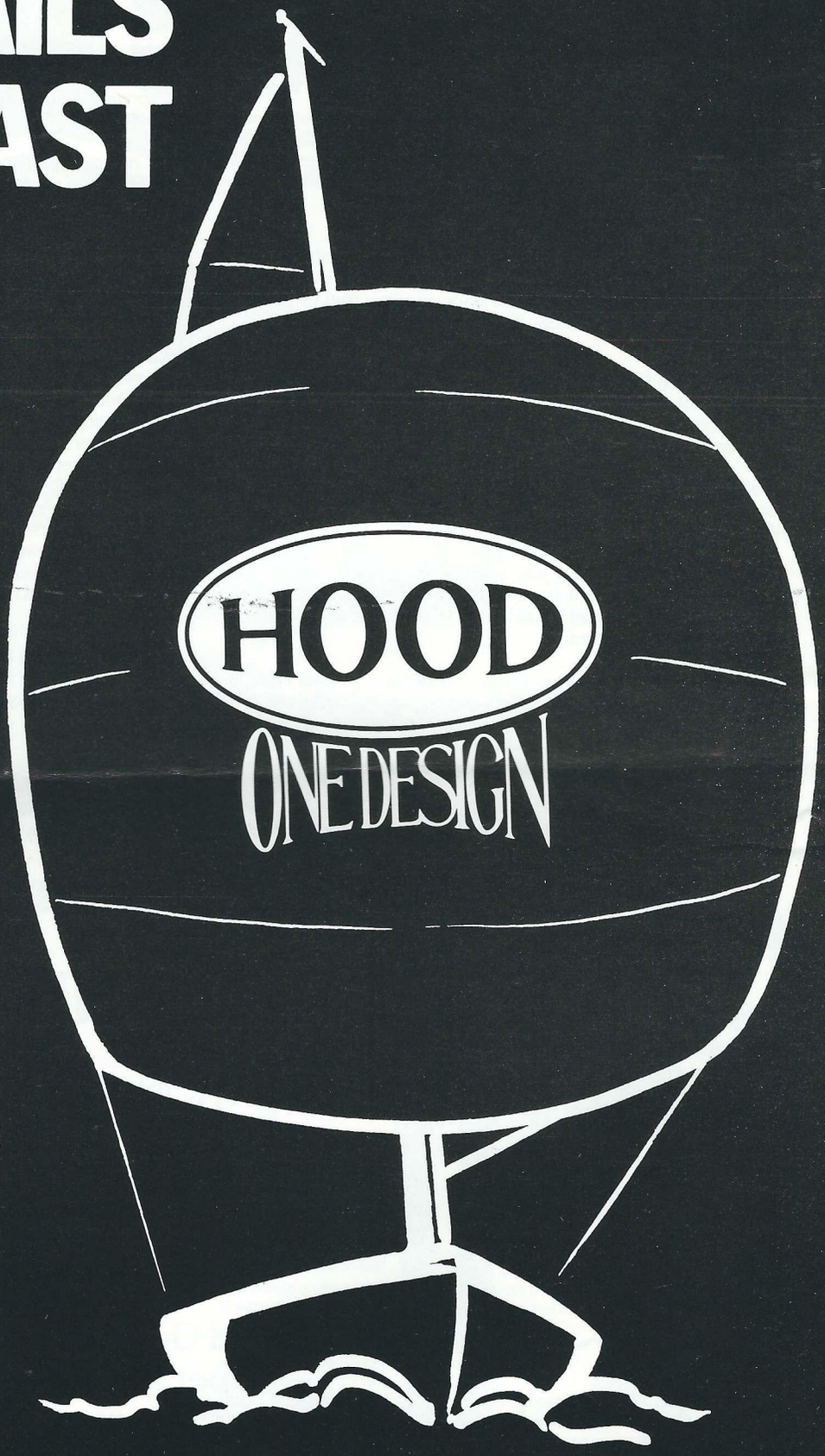
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