National Osprey Class Newsletter



Inside: 0787

Tiger's Tales
Round the Island!

Stewartby Training
Association Information

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Secretary's Address:
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Editorial

Once more the year flashes past and yet another National Championships looms on the horizon. Everyone eager and chomping at the bit. Those old competitive instincts beginning to stir deeper and deeper within your soul, boats receiving last minute tuning, the old books being dusted off and perused, lying open on the bedside table as you drift off to sleep, only to dream of the challenge ahead.

Very poetic, and I'm sure that a lot of it is fairly near the mark, but still, let us keep everything in perspective. By all means set yourself a target for improvement, but make it realistic. Last year's tail-enders only win this year's championships in books. An apprenticeship has to be served, long years of practice and disappointment before anyone can attain such heights. Even then there is only one champion. Set your sights on something you can achieve, i.e. moving up say 10 places on last year's result; you will still feel as great a sense of achievement on reaching your target, with the knowledge that you can do better still next year. It also adds to the one most important factor about sailing - we do it for pleasure, a fact that I am glad to say the majority of Osprey sailors still remember.

I recently had the dubious pleasure of being Officer for an Area Championships within another class, a class noted for its competitiveness but not unfortunately for adherence to the rules. Obviously an over generalisation but there is no doubt that certain fleets carry a higher proportion of the, shall we call them, 'boisterous element'. This is an element that I am repeatedly told is a necessary evil of a highly competitive class. Rubbish!! There are many competitive classes that do not feel the need for this sort of attitude to their sailing, and if one examines the instigators of any problems at Open Meetings, it is very rarely the few real superstars. Let's face it, they have nothing to prove, nor is it the bulk of the middle fleet or tail-enders, the majority of whom still sail for pleasure. It is usually the few just behind the leaders who are perhaps afraid that they will never make the grade and have lost all of the pleasure, only retaining the bitter taste of defeat. Many, I am sure, will blatantly flaunt a rule to be caught out. After all they then have someone else to blame for their defeat.

Anyway, enough of the soap box, I am very pleased to say that I am a part of a fleet where the competition stays in its proper place, on the water, and is noted for being a friendly fleet with a mature outlook. Keep it up.

Dave



ASSOCIATION INFORMATION

Daly's Emporium

On page 7 of the last newsletter was a prime candidate for this month's special offers. I'm sure the young lady in question would have looked much nicer in an Osprey 'T' shirt (WET). Maybe it's too late to catch her now but you lucky Association members can cetainly benefit. We have 6 T.Shirts and 7 Sweatshirts which desperately require a body to be worn on, preferably a warm one as they have spent too long folded up in boxes in our spare room. So come on lads treat your young lady to a new garment, you could even buy yourself a sweatshirt if you're quick. The logo on each article is SAIL OSPREY with the bird flying through our insignia, the same as the car sticker. Whilst you're about it why not order some new stickers: 1 for 60p or 2 for £1.00. These are this month's Special Offers. First come first served.

SWEATSHIRTS ..... only £5.00 plus 75p postage.
Green: 1 x Extra large, 2 x large.
Dark Blue: 1 x small.
Red: 3 x small.

T SHIRTS ..... only £3.00 plus 75p postage.
Pale Blue: 3 small
Red: 1 small
Yellow: 1 small
Turquoise: 1 small

If you want to order more than one garment then £1.25 will cover postage.

"BEAT THE PRICE INCREASE"

Sadly as is always the case the price of the new style V Neck Jumpers and Sweatshirts must increase slightly but we do have some in stock at the old price:

V Neck Acrylic jumpers £13.50

1 Red size 44)
1 Red size 34) All with Gold Logo as picture
1 Navy size 46)

Sweatshirts £11.50

1 Navy Extra Large	(44)	Gold logo
4 Navy Large	(40/42)	Gold logo
2 Navy Medium	(38)	Gold logo
1 Red Extra Large	(44)	White logo
3 Red Large	(40/42)	White logo
1 Red Medium	(38)	White logo
4 Maroon Large	(40/42)	White logo
2 Maroon Medium	(38)	White logo

1987 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. £20.50



V Neck Acrylic Jerseys
Colours: Same as Lambswool.
Sizes: 34, 36, 38, 40, 42, 44, 46, 48. £14.00

Sweatshirts
Colours: Navy, Pale Blue, Grey, Bottle Green, Maroon, Black, Red, Royal, White, Cream, Pink. £12.00
Sizes: Small 34/36. Medium 38. Large 40/42.
Extra Large 44. XX Large 46/47. XXX Large 48/50.

Childrens sizes are also available from Size 24-32.
Acrylic £9.50
Sweatshirts £9.50

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

If you want your boat name added it costs £1.50 extra.

Other Goodies Still Available:

Super Umbrellas	Blue/White Red/White Yellow/White	only £13.50
Latest Type Tie	Blue or Burgundy	£5.00
Round Car Stickers		60p each or 2 for £1.00
Plastic Boat Badges		£1.00
Gold Lapel Badge		£1.00
Pennants		£1.00
Metal Car Badge		£3.00

If you fancy any of the above then give me a call after 7.00 p.m. at the address below, to check availability or if you have any queries. Incidentally if you want more than one item then we can save on postage. If you have any ideas or would like to see a change why not let me know, always open to new (not rude) suggestions.

MONEY SAVERS

Roger Mant,
121 Cotton End Road, Wilstead, Beds. MK45 3DD.
Tel: 0234 741382.

SUPER VALUE

Race winners use Super Spars – so can you too!

Save up to 25% SUPER SPARS

In 1986 the winners of 11 World, European and National championships used Super Spars. Super Spars are now the dominant spars in many classes from singlehanders through non-trapeze to high performance trapeze dinghies.

Super Spars are designed and engineered to produce race winning performances, race after race. Super Spars for speed plus reliability.

Super Spars are made from computer-designed extrusions which produce the optimum bend characteristics and strength for your class and the minimum of windage. Only the best alloys are used and all spars are heat treated after tapering.

Super Spars can be supplied completely rigged and can be stepped straight away. Masts are also available to individual requirements.

It is detailed design that distinguishes Super Spars and produces trouble-free performance every time. In fact, we think Super Spars are super spars!

Super Spars are available from specialist racing dinghy chandlers. Contact us now for details of the correct choice of spars for your boat and the name of your local stockist.



SUPER SPARS

International Sailing Products
Mill Road Industrial Estate,
Fareham, Hants PO16 0TW
Telephone: 0329-232103

OPEN MEETING REPORT

Poole Yacht Club
16th/17th May, 1987

The annual Open Meeting at Poole this year provided really first rate competitive conditions. The four race programme was sailed within Poole Harbour and the force 4-5 Westerly winds which prevailed the whole weekend allowed a start conveniently close to the club. Olympic style courses of four rounds plus beat were set, the O.O.D. having performed an excellent job in positioning the marks to give a true course of good length suiting the fast Osprey.

Ten visiting boats plus nine from the home fleet made up the entrants for what proved to be a most exhilarating two days. The three sail reaches were just what Ospreys are meant for provided, of course, the sheer speed does not wrench the rudder off the transom!

In the first race on Saturday, the leading boats had taken up their finishing order by the end of the first lap but this disguised keenly fought battles within. Ian Porter (Hayling Island) in his new (out of the mould the day before) boat with hi-tec hydraulic rig tension adjustment was just beaten by the Townsend brothers (Emsworth), with Chris Gorringe (Poole) and Trevor Brown (Poole) taking third and fourth.

The second race was sailed immediately following the first in increasing wind strength. The Townsends again took the lead in the early rounds but were overtaken by Ian Porter until the final beat when gear failure on Ian's boat reversed their places again. Chris Gorringe again took third place from an impressive sail by Gerry Philbrick and Graham Mant (S.W.S.C.) in fourth. Gerry was, in fact, a Y.W. Dayboat sailor from Poole guesting as Graham's helm for his first competitive sail in an Osprey.

Following reports of an oil slick in the harbour, Ian Porter was later seen replacing the hydraulics with more conventional rigging!

Fresh winds again on the Sunday morning saw the dual continue for the leading place with Porter leading for most of the race, but overtaken by the Townsends towards the end to clinch overall first place and the 'Balls Lake Trophy'. Trevor Brown and Chris Gorringe took third and fourth respectively this time.

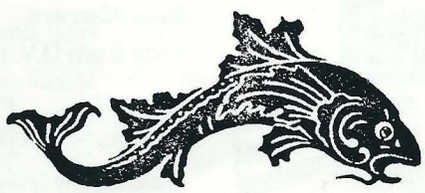
The lunchtime break for a drink and hot food was welcome relief for the jaded competitors, but brought on problems of lethargy for tackling the elements once more in the afternoon. Fifteen started the last race with Ian Porter absent and the Townsends in reverse roles, Chris Gorringe led throughout with Trevor Brown taking second, Townsends third and Martin Lewis (Poole) fourth.

Overall, it was a most successful event with ample sailing and ample weather for us all in two days. The consistency of the leading boats highlights the quality of the sailing in this part of the class, but there is also a depth of talent in the following places always pressing hard to take the honours.

Overall Results:

Pos'n	Boat No.	Helm/Crew	Boat Name	Club
1st	1241	S. & J. Townsend		(Emsworth)
2nd	1244	I. Porter/S. Weatherill	Last Fling of Freedom	(Hayling Is.)
3rd	1223	C. Gorringe/N. Hosie	Blind Faith	(Poole)
4th	1187	T. Brown/P. Angrave	Atomic Rooster	(Poole)
5th	1224	M. Storey/M. Cox	Hagar the Horrible	(Portishead)
6th	1112	G. Philbrick/G. Mant	Hotstuff	(S.W.S.C.)
7th	1240	V. Page/G. Saunders		
8th	1232	P. Thomas/D. Broxton		
9th	881	P. Greetham/G. Rose		
10th	963	A.M. Lewis/D. Brophy		
11th	908	J. Burden/D. Solly		
12th	1102	P. Holt/T. Higgs		
13th	947	R. Loving/		
14th	1103	J. Wear/R. Gentle		
15th	1151	R. Boalch/T. Hodges		
16th	1161	O. Chess/L. Powell		
17th	912	K. Ganter/P. Pascoe		
18th	1155	G. Willcocks/M. Aldridge		
19th	738	D. Burden/M. Burden		

P. Greetham,
Osprey Class Captain, Poole Yacht Club.



48, WEST STREET, LEVEN, NORTH HUMBERSIDE, HU11 5LF.
TELEPHONE: (0401) 43466

LEADERSAIL

National Osprey News

This year is Leadersail's 10th Birthday. To celebrate this momentous occasion we have embarked on a development programme to expand our range of sails designed exclusively for the 'Osprey'.

The new range includes a revamped version of the proven 1985/6 Main and Genoa, allowing the sails to be more 'user friendly' in high winds.

Most of the development has been, and is still, aimed at a composite Main and Genoa, using Mylar and Polyester. These sails are looking good and will be available soon. Look out for them at open meetings.

Added to our very popular Spinnaker range is a small reacher with more head width intended to promote lift.

Finally, a new Mainsail and Genoa is available made from high quality British Polyester. This 'no frills' racing suit is very competitively priced and overcomes the recent large price increases on imported yarn tempered cloth.

Please ring Mike Mooney for more details.

PROPRIETOR M. MOONEY

National Osprey Price List

Mainsails:

Championship design - Made from 5oz yarn tempered cloth, includes adjustable foot, clew slider, leach telltales, numbers, battens and long sail bag.	£215.00
Composite design - Made from Mylar and Polyester with stretchy foot and adjustable flow luff.	£220.00
Regatta design - High quality, no frills, sail made in hard racing Polyester, includes leach telltales, numbers, battens and sail bag. All the speed at less cost.	£175.00

Genoas

Championship design - Made from 4.4oz yarn tempered cloth, includes window and luff telltales.	£99.00
Composite design - Mostly Mylar with N.Y.T. in foot and clew to take the knocks. Includes luff telltales, window optional.	£95.00
Regatta design - Made from hard racing Polyester, includes tabled leach, window and luff telltales.	£79.00

Spinnakers

All spinnakers are cut from super H.S.T. 46. A mix of up to six colours is available.

Small reaching cross cut	£148.00
Medium reaching cross cut	£154.00
Maxi cross cut	£165.00
Radial head	£175.00
Tri radial	£195.00

Boat Covers

Made from U.V. resistant P.V.C. and Polyester.

Flat	£75.00
Boom up	£82.00
Trailing top cover	£65.00
Under cover	£89.00
Under cover in 4oz Nylon	£75.00

All prices are excluding V.A.T. and delivery.

NEWS

Wooden Ospreys by Claridge

Rob Boalch, Osprey helmsman (Ayers & Graces, Lymington) and boat builder, is now working with John Claridge and they would like to hear from interested parties who want wooden Ospreys for the 1988 season.

John is offering a range of options from bare shell to a fully fitted, ready to sail away and win the nationals, boat.

The bare shell would be the hull and all the pre-marked wood sections ready for home decking and completion. There will be a bare wooden boat option for home decorating and any other stage in between.

One feature will be a wooden spinnaker chute which will be built in. Any other special items required can be incorporated.

Bob Shaw has collected his new boat from John and can be seen at the Nationals. Dave Saville of Creeksea is about to collect his boat and may be ready in time.

Prices for all the various options are still being calculated but will be available by the Nationals so see Rob Boalch at Tenby and he will have the details and happily discuss your requirements.

Rob will have spare centre boards, rudder blades and epoxy kits with him at Tenby, so find him in the dinghy park around Ayers & Graces.

The Royal Torbay Yacht Club Regatta

Usually August Bank Holiday Monday, Tuesday & Wednesday - 1 race per day. £1 per race handicap fleet.

Your secretary has participated in this event for the past two years, coming 2nd to a Parkstone Merlin in 1985 (mind you we were in a Fireball then, so it didn't really count) and winning last year ("Here comes the flying Osprey ..."). The event is sponsored by Champagne Mumm and there is a champagne reception on the Sunday night preceding the racing, and bottles of champagne as prizes for the races. The regatta is a major event in the big boat racing calendar and the atmosphere at the club is really good, as are the facilities. Good practice for the Paignton Nationals!

Fixtures 1987

18 - 24 July	**NATIONALS - TENBY**
24 - 25 July	Tenby Regatta
15 - 16 August	Gt. Yarmouth and Gorleston
22 - 23 August	Sheppey †
30 August	Round Sheppey Island Race
24 - 30 August	Federation Week (Hayling Island)
29 - 31 August	Burnham† (Burnham Week follows)
29 - 31 August	Saundersfoot
5 - 6 September	Stewartby
12 - 13 September	Panmorra Cup - Mounts Bay†
3 - 4 October	Lymington†
10 - 11 October	Scottish & Northerns - Ribble

† : Sword Event

The Osprey special events to count for the sword will be Bala Long Distance Race and Royal Sovereign. Dates to be advised.

The conditions of the Sword trophy this year will be 5 out of 8, the eight being 6 non area championship Osprey Open Meetings and 2 Special event races.

Race winners are using Super Spars - are you?

In 1986 the winners of 11 World, European and National championships used Super Spars, Super Spars are designed and engineered to produce winning performances, race after race.

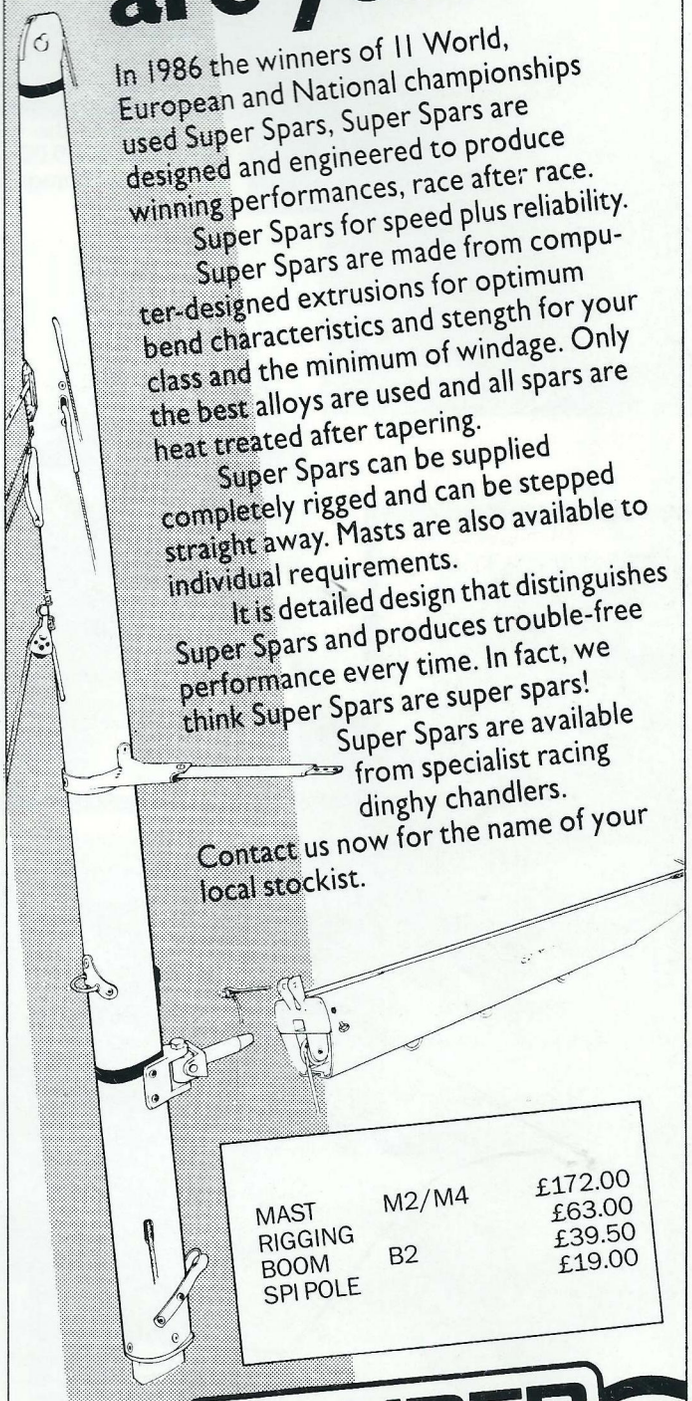
Super Spars for speed plus reliability. Super Spars are made from computer-designed extrusions for optimum bend characteristics and stength for your class and the minimum of windage. Only the best alloys are used and all spars are heat treated after tapering.

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Super Spars are available from specialist racing dinghy chandlers.

Contact us now for the name of your local stockist.



MAST	M2/M4	£172.00
RIGGING		£63.00
BOOM	B2	£39.50
SPI POLE		£19.00

SUPER SPARS

International Sailing Products
Mill Road, Industrial Estate, Fareham, Hants PO16 0TW.
Telephone: 0329-232103



Stewartby Training Weekend (11/12 April)

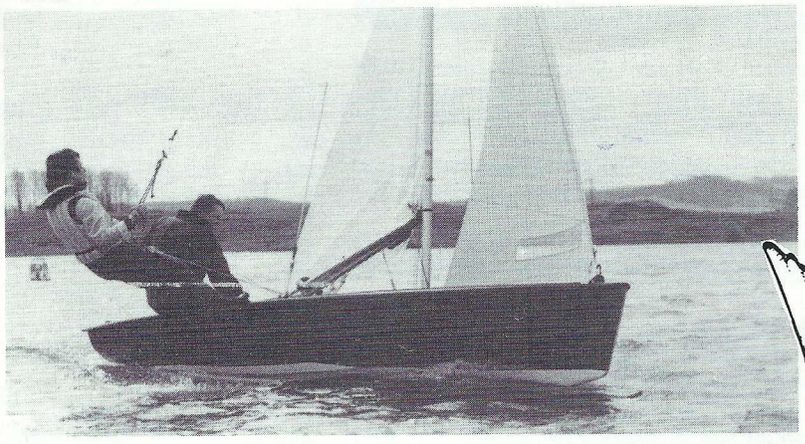
Just to refresh everybody's memory it was blowing a steady force seven. Naturally everyone wanted to get onto the water! Instead we spent Saturday receiving instruction on a variety of 'settings' on the Osprey ranging from the kicker, spreaders, outhall and mast ram, to make us all go that little bit faster.

The afternoon soon passed, and after an inexpensive three course meal we looked at a video of the Americas Cup and yet again a film of the Mounts Bay Nationals! After a few drinks and a good laugh, everybody who wanted accommodation went to members' homes for a much earned rest!

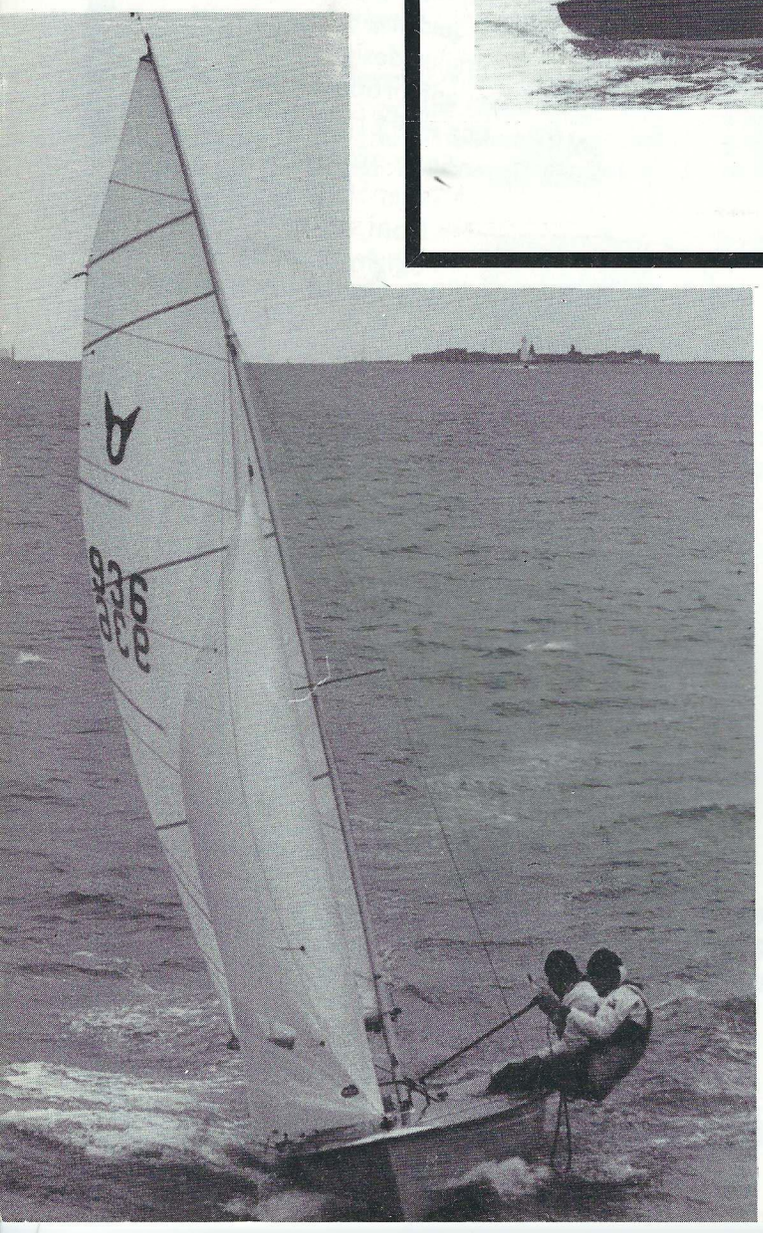
Sunday was a different day altogether, lighter airs being the order of the day. Hastily our visitors rigged their boats, and after a short meeting a few races were arranged. Whilst sailing our instructors were sharing advice on our shortcomings. Several line starts were held, the finish being the windward mark.

Owing to the very poor weather conditions, the cost was reduced to £5.00 per boat. We hope to have a similar fee next year to encourage more boats to attend.





I would like to thank everyb
Osprey training weekend, es
for their expert advice.



Osprey Round the Island Race 6-7 June, 1987

Twenty eight Ospreys travelled down to Lymington from as far away as Staffordshire and the west and east coasts. This event, organised by Lymington Town S.C. was based on invitations set to experienced helms and crews, and involved much detailed rescue planning and organisation to ensure the race could be sailed safely and up to 50 people were to be involved in the afloat and ashore administration!

However, on Saturday, 6 June, the scheduled day for the race around the Isle of Wight, over a course of 65 miles, saw a Force 6-8 arrive causing the race to be cancelled and postponed to Sunday, 7 June, when the wind subsided to Force 4-6 from the same direction.

However, owing to the large seas still running outside the Island, the actual race was cancelled and an 'Inside the Solent 20 Mile Race' took place.

12 starters crossed the committee boat line to a buoy off Hurst Castle, back across the Solent to Black Rock buoy off Yarmouth, and then a broachy spinnaker run where capsizes and one broken mast reduced the fleet considerably, to Delta buoy on the mainland shore. The three sail reach to Saltmeed buoy was unbelievable with two rescue boats doing 15 knots trying to keep up! The final leg back via West Cape buoy was a beat, with the tide, to the committee boat finish off Lymington River.

The actual 20 mile race took 2 hours to complete giving an idea of the speeds attained.

It is planned to rerun the Round the Island Race, weather permitting, in 1988 at the same time of year.



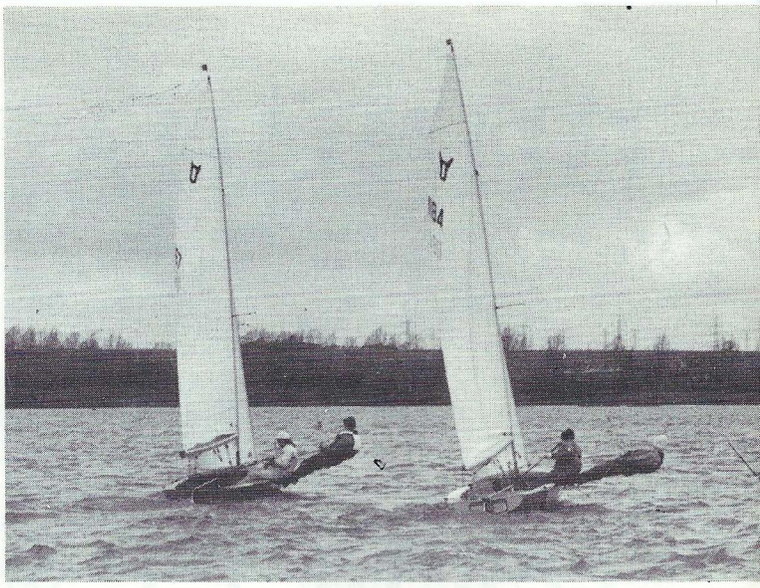
Results:

1. 1195
2. 1222
3. 1218
4. 1020
5. 1112

These we
a prize fo



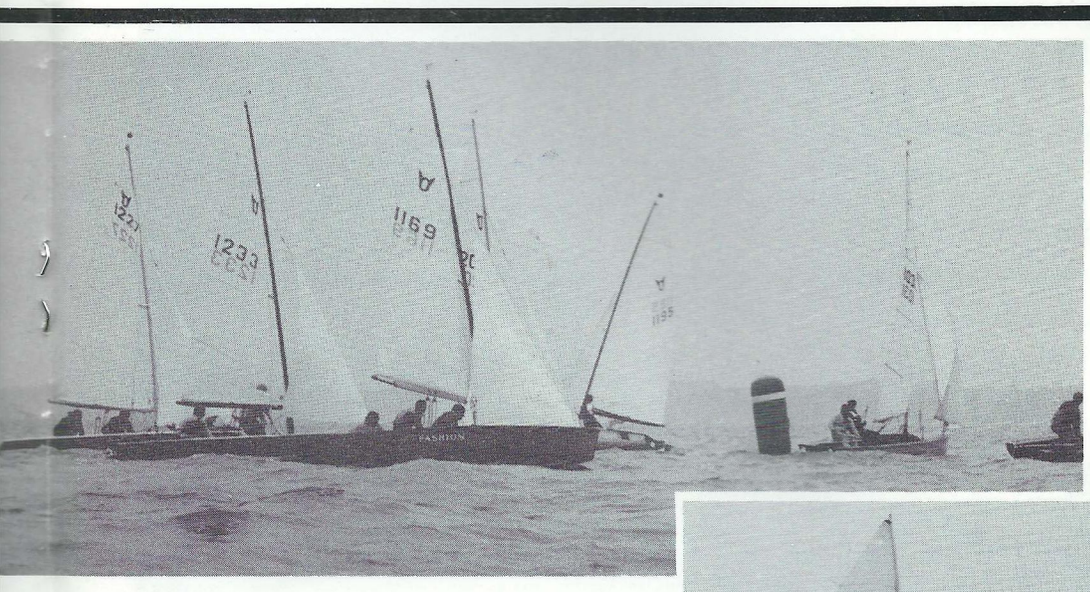


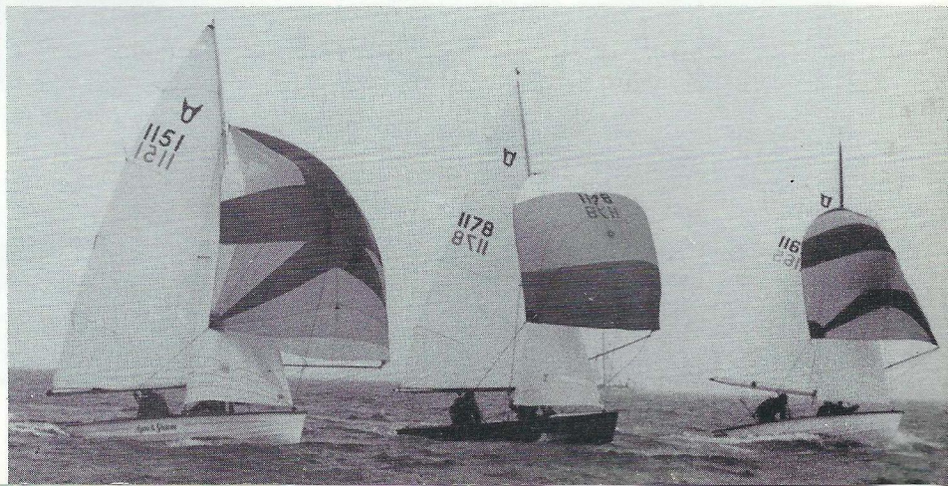






k everybody who attended the end, especially Ian and Tiger e.





Results:

.	1195	'Another One Bites the Dust'	R. Marshall/N. Willis
.	1222	'Flying Star'	M. Corbin/T. Jeffries
.	1218	'The Mistress'	A. Harrop/H. Pearce
.	1020	'Sugar Plum Pig'	P. Stubley/M. Simmonds
.	1112	'Hot Stuff'	G. Mant/G. Kinston Minnis

These were the only finishers, and all helms and crews received prize for effort!

Peter Stubley

BURNHAM WEEK

AUG 29 - SEPT 5

WANTED

OSPREYS WHO DARE TO WIN

REWARDS:-

WILKINSON SWORD TROPHY

CREEKSEA TROPHY

ENTRANCE FEE £1·50 per race
LINE STARTS AT 11am.
EXCELLENT FACILITIES

CONTACT:-KEN KING (0245) 322570



Osprey Sailors Look Up to Ullman

The results say it all – 2nd National Championships 1986.

Ullman Sails are a fast improvement for your Osprey.

Phone or write to Ian Southworth or Ian Simkins for knowledgeable and prompt attention and a consistently good suit of sails everytime, all the time.

Osprey	£221.00
Mains from	£108.00
Genoa from	£207.00
Spinnaker from	£207.00

All prices are exclusive of VAT

Ullman Sails
A fast improvement

Ullman Sails (UK) Ltd, The Sail Loft, Port Hamble, Hamble, Hampshire SO3 5NN. Telephone: 0703 454254

Stewartby Sailing Club

OSPREY OPEN MEETING
5th/6th September

Registration from 10.30 onwards. Briefing approximately 12.30.
Snack lunch available. Prizes for the first six places.

First race	13.30	Saturday, 5th September.
Second race	16.00	Saturday, 5th September.
Third race	10.30	Sunday, 6th September.
Fourth race	13.30	Sunday, 6th September.
Fifth race	15.15	Sunday, 6th September (if wanted - it's your weekend!)

Tickets for the evening meal will be available at the reception area.

All Osprey sailors are welcome. Please contact me at the address shown.

Keith Dingle

STEWARTBY OPEN MEETING
5th/6th September

Helm's Name: .....

Address: .....

.....

.....

Telephone No: .....

Boat Number: .....

Crew's Name: .....

Sailing Club: .....

Accommodation Required: YES / NO

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

ENTRY FEE: £6.00 per boat.
Cheques payable to 'Stewartby Sailing Club'

Keith Dingle,
60 Elmlea Drive,
Olney, Bucks. MK46 5HU. Tel: (0234) 712476

THE LAGOSIAN RISE AND FALL OF IAN PORTER. February 1987.

by Margaret Barraclough.

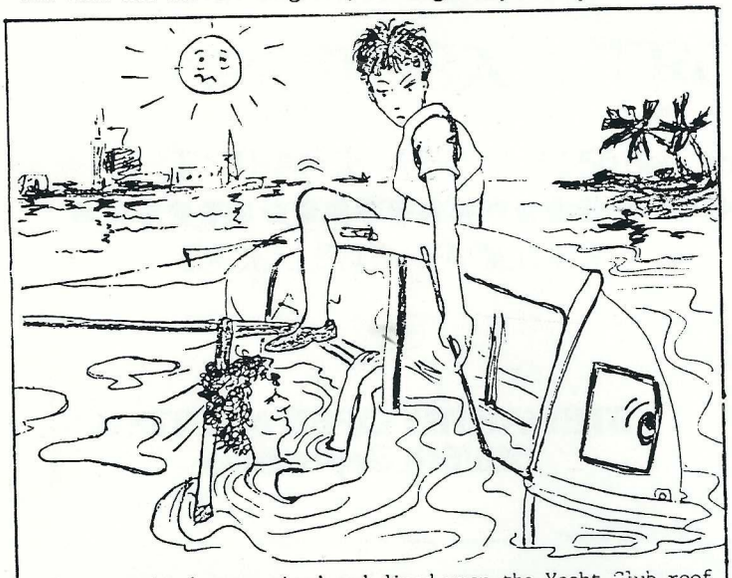
As Osprey National Champion and Porter Potti builder,
Ian was invited for a trip to the equator.
So on the twelfth of February, he flew towards the heat,
By courtesy of British Cal... and was met by Chris and Pete.

A gang of Yacht Club sailers had travelled down from Lagos,
To see him at Apapa, where they entertained the 'Famous'.
They hung around all evening and talked most of the time,
Of how the Potti vessels fared when racing on the brine.



I've won again!

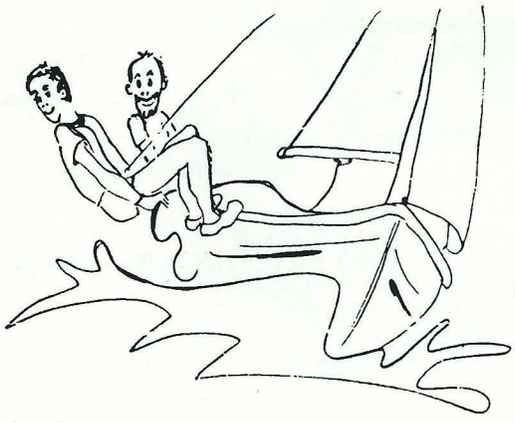
On Friday, after breakfast, he was whisked to L.Y.C.
By Pete, who hoped to make his boat go twice its normal speed.
Then later, after lunch and Star, he thought he'd take the rise,
And show his hostess Margaret, the right way to capsize.



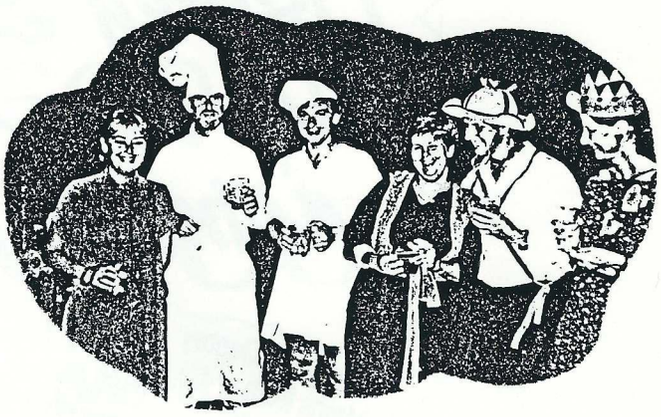
That evening he was wined and dined upon the Yacht Club roof,
And welcomed there officially, with talks and all that stuff.
But then, before the midnight hour, while he was still ahead,
Pete and Margaret took him home and packed him off to bed.

The Off-shore race on Saturday, sponsored by I.C.L.
Was met with ardent zeal by those, who often did quite well.
But the wind died off at two o'clock, and wasn't there at three...
And the race was slow as all the helms steered carefully out to sea.

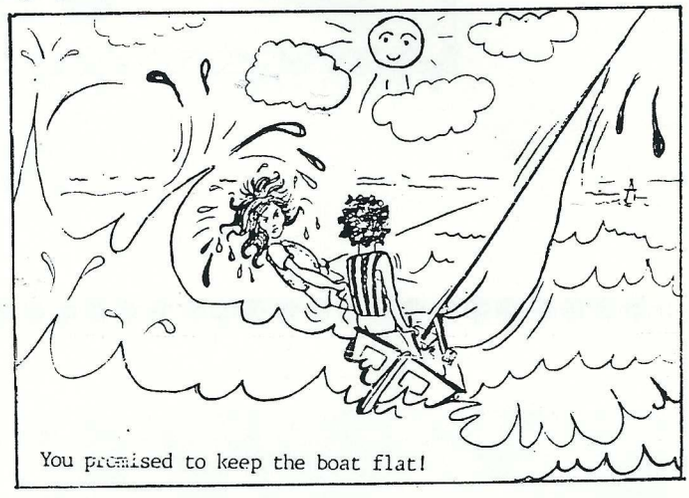
Now Ian lacked experience of Lagos winds and tide,
And started off his race by sailing off on the leeward side.
But Peter B. with mind attuned, and boat tacked up just fine,
Led them round the course as leading Osprey past the line.



That night the Osprey party was held at Viv. and Carroll's.
A Fancy Dress affair of Fairy Tales and frills and tassels.
And Peter wore a baker's hat and dressed up as The Pieman,
While Ian donned a peasant's smock, and went as Simple Simon.



On Sunday wind and tide had roughened up beyond the pale.
The waves were high; the breeze was stiff and threatened to blow a gale.
And Ian Porter raced ahead, with Gusty as his crew,
As bobbing up and down the waves... he did what he had to do... (i.e. win)



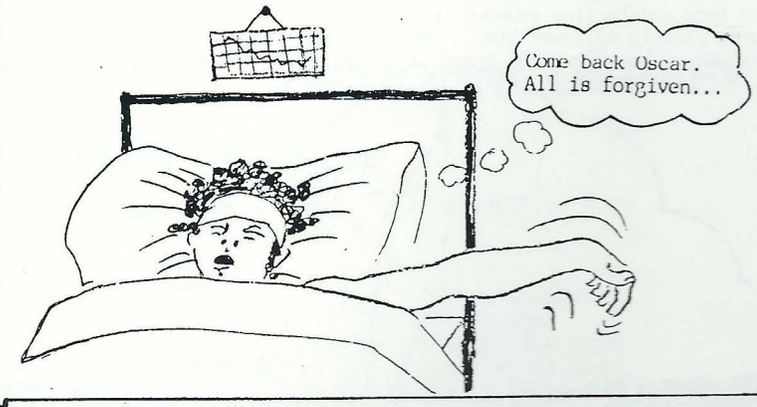
You promised to keep the boat flat!

Then Dinner quickly followed, washed down with jugs of ale,
As prizes were presented to the winners of that sail.
And the victor over-all was Peter Gibbons. Yes indeed!
While Pete and Ian won some Crystal Goblets for their speed.

Now Monday was a Practice Day, which started at eleven,
And Ian found that all the heat was not exactly Heaven.
That night he joined the Fireball crowd, with very little zest...
And the food and Star were pushed aside, as he did not feel his best.

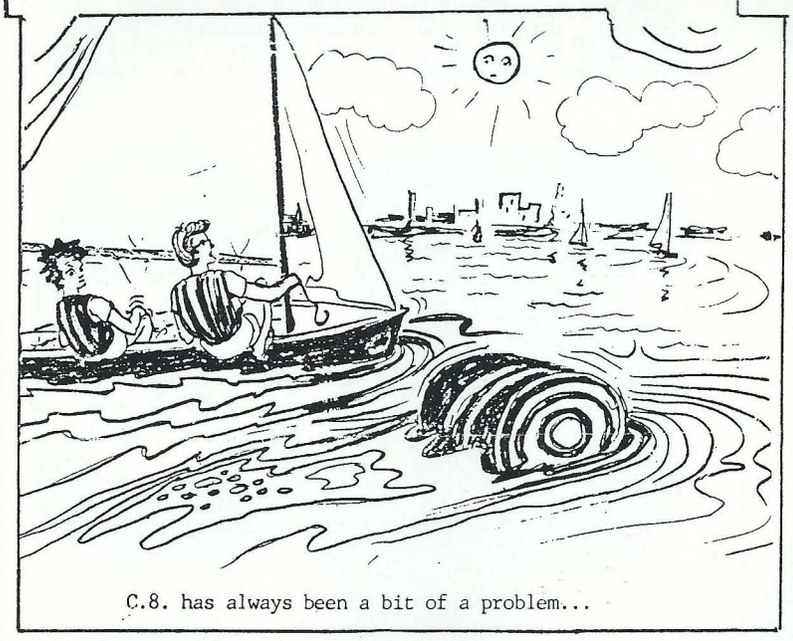


On Tuesday, feeling really bad, he had to stop his lessons,
And Margaret took him to a Doc. who gave him pills and potions.
Then home he sped and went to bed, as fast as he could caper,
While Maggie smoothed upon his brow, some vinegar and brown paper.



For four and twenty hours he slept, and felt right weak and feeble,
But come the Wednesday Evening Race...his body was more stable.
So raking up the stamina, he helmed his Potti boat,
And with Bernhard as his crew, he once again became afloat.

The tide was flooding heavily, with Lighthouse as first buoy,
But a liner passed betwixt the helms, making them deploy.
And then a sheet became entangled round the centre-board,
Which slowed down Ian's boat a bit, which he could ill-afford...



C.8. has always been a bit of a problem...

The finish was exciting, as Peter and Pauline,
Crossed the line in front of Ian, with only yards between...
But even more incredible was Maggie Barraclough,
Creaming Giwa Ruwa in, behind them, through the trough.

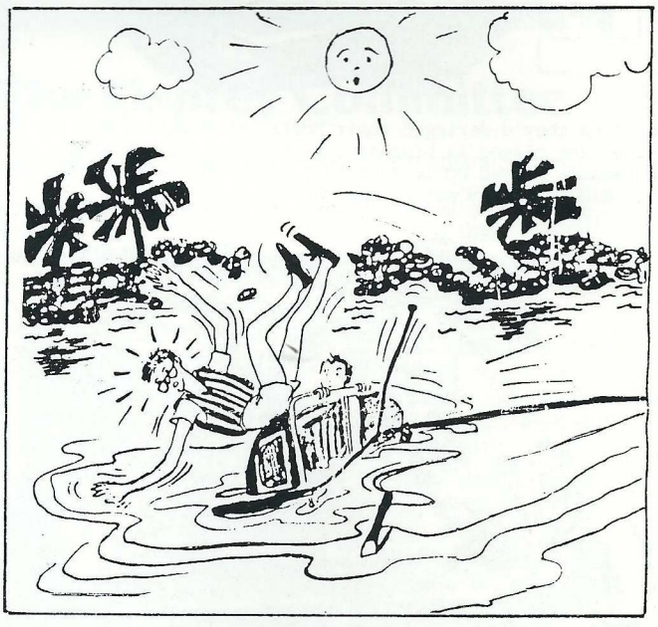
A snakeskin was the trophy for the very lucky winner,
And the prize was both presented and accepted after dinner.
And Peter Gibbons, with aplomb, examined it in wonder...
...Very undecided how to use his Anaconda...



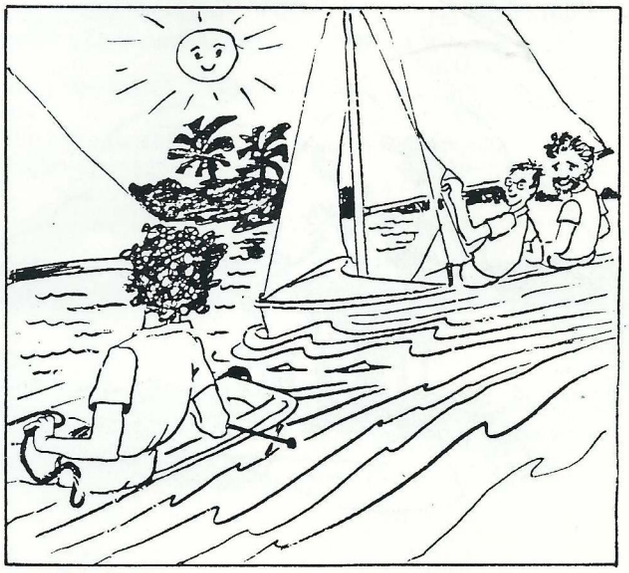
The next few days the Champ surveyed the boats and talked of plastic
And said The Annual Dinner Dance was something quite fantastic.
And by this time the word had spread of Ian's famous race.
So Andrew Barton flew from Jos, to meet him face to face.



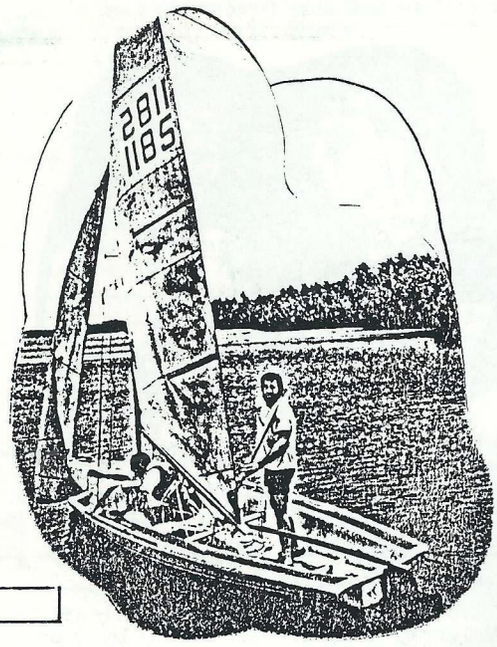
On The Creek Race at the weekend, they sailed up to Ibeshi,
And this time Ralph and Richard led the fleet up to the jetty.
Pete and Pauline followed them, with Gusty close behind,
While Ian Porter came in fourth, his brow all creased and lined.



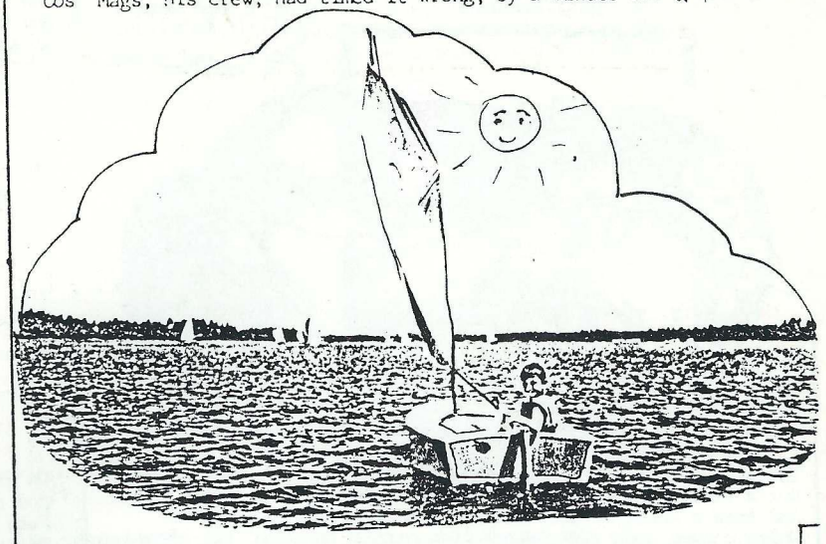
He'd found it quite a handful with a crew that liked to chatter,
As catching up the leaders had become a serious matter.
They cruised past Bernhard Zimburg who had fallen from the stern..
And they swept by Don and Andrew just before they reached the turn.



But Peter Taylor had the best idea about the route.
Arriving first, he beached his boat as Debbie gave a toot.
Instead of sailing eastwards as the others had that day.
He'd frisked along sedately, up the shortest, quickest way.

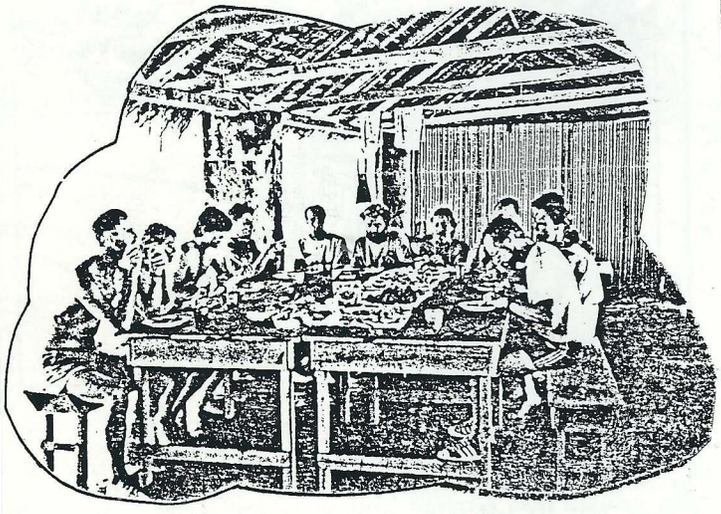


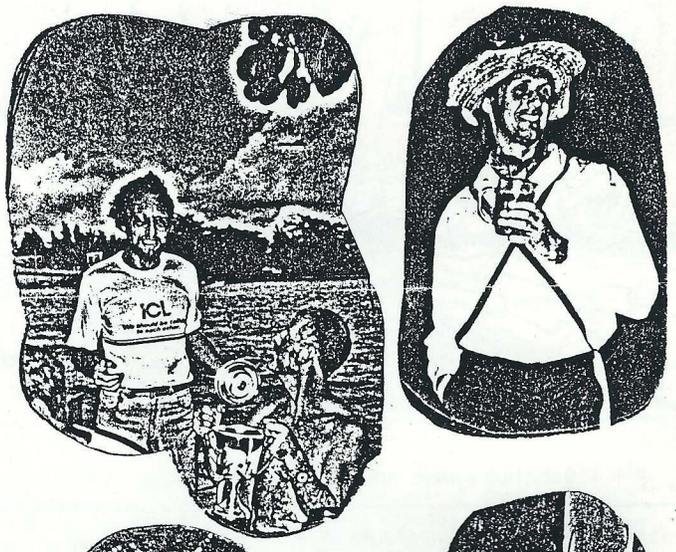
The start was round an Optimist, which Dagmar held quite steady,
And Pete and Pauline rounded it with Ralph lost in their eddy
Gusty closely followed him... and then came Ian Porter,
Cos' Mags, his crew, had timed it wrong, by a minute and a quarter...



Ralph and Richard were the winners of that week-end spree,
And Gusty, with her crew, received a cheer as number three.
Then after eating supper, bidding farewells left and right,
Ian left the Club to pack his suitcase for the flight.

Then after they'd derigged their boats, they walked down to the sea
And swam and played in breakers, till it was time for tea.
Then Pauline dished up lots of food...and some went on the floor.
But it didn't really matter, as there was plenty more.

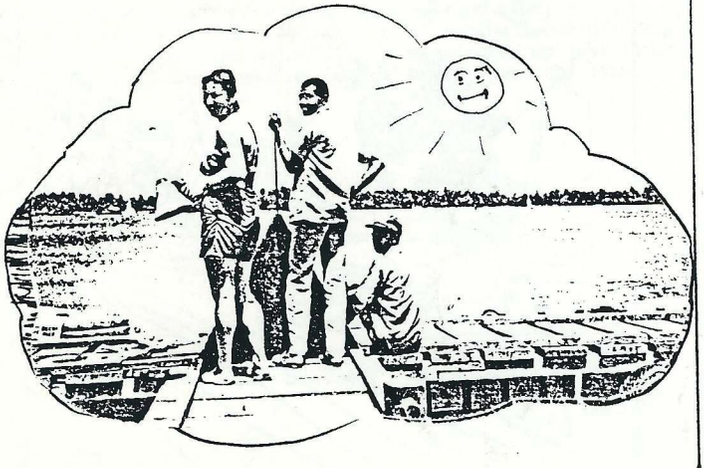






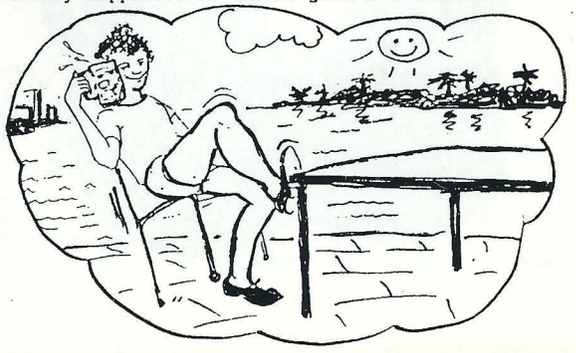


On Sunday, after breakfast, Ian gave a little chat,
About the way he built his boats with bits of this and that...
And then they went down to the Creek, and sailed up to the line...
But Debbie, as the O.O.D. had muddled up the time.



He was ferried to Apapa, where he donned his English mufti,
And was fondly cheeriood by Peter Taylor and by Gusty.
Then Margaret said goodbye to him as he was thus departing
To the Muritala Airport, with Pete and Andrew Barton.

Then bonnie Brit. Cal. ladies took him to his First Class seat,
And made him feel relaxed again with scrumptious things to eat.
And he was left remembering all the things that he had seen...
Did it really happen... or was it just a dream...?



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FIXTURE LIST 1987

See page 7

OSPREYS FOR SALE

1219 Porter, 2 suits. £2250. (0795) 874418

1137 Complete Outfit, trailer, trolley. £875. M. Beaman, (0543) 72080; (0527) 66580.

1087 Rompon Porgy, 4 sails, 2 boards (1 M&W), trolley/trailer. £1275. A. Hardy, 01-228-9139, 01-226-9159.

1031 Shadowfix, III Wood, Westerly, 3 sails, trolley/trailer. £1250. Roger Blake, Galstone. Gt. Yarmouth 732228.

901 II Westerly Wood 'E', 2 sails, 3 kites. Needs attention. £650. D. Hoare, Beconsfield 5945.

834 II West, new cover, Leaders. Excellent condition. Combi. £750 ono. A. Smith, Hornsea 2747, Leeds 435513.

1214 Marilou. Porter. Main, 2 Genoas & 2 spinnakers. Proctor spars, new top cover. £2000. (0621) 892246 (evening); (0708) 66070 (day).

960 Other Man's Grass, Westerly Wood III, road trailer, new covers, £950. Ray Fuller, (0785) 46129, (0889) 882294.

567 II GRP, Newbits, v.g.c. Combi neg. £345. I. Lummas. (0353) 5288.

1076 III GRP, Combi, £800. (0525) 715055.

1188 III GRP, Epsolom Leaders, £1695. (0252) 710273.

1150 III GRP, Cover, trolley, 2 sails, Proctor Compass. £1100. (0656) 59098.

1201 Composite, Ready to race. £2200. Contact D. Norris.

1203 III Wood, Claridge 'Bird of Prey', £2250. G. Goodrum, (0277) 213599.

283 Wood, good cond., trolley/trailer, ready to sail. £650. Hull 228418.

1023) Ullswater Sailing School, III GRP, £350. (08536) 438.
1025)

646 II wood, modern gear, 2 sails, Combi, Cover. £495. Peter Wilde, (0590) 22661, 22602 (day).

731 II Wood, new spars, sails, cover, trolley. 'Malabue'. £750. (0590) 74255 (evening).

238 Wood, 'Spanker', Proctor mast & road trailer. £300. Godalming 5062.

650 GRP, 2 sets sails, trailer/trolley, cover (Y/Y). £500. Plymouth 662590.

481 II Wood. C. Firth, Penzance 0736 65331.

509 Good condition. £350 ono, including old cover and road trailer. Iain McIntosh (0962) 880342 [home], (0256) 29211 Ext. 256 [work].

Wanted

Mast - Simon Bridges. (0202) 604065.

Bits & Pieces

Genoa - Oscar. (0705) 482599.

Main - Leader 'Brand New'. £140. Richard Marshall 1195. Telephone (0794) 522486.

Mast - Unused. Procter. Fully rigged. 'Offers'. Ann Watson. Telephone (06632) 3815.

Spinnaker - Good condition, £60. P. Stubley, (0590) 42647.

2 Osprey Mainsails. Phone Geoff Stubbs on Stafford (0785) 51356 (daytime) and Sandon (08897) 285 (home).

Osprey Mylar Hood Genoa £45 ono. Leader Genoa £40 ono. Tel: 0590 42647. P. Stubley.

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For G.R.P. Boats:

Porter Brothers
John King Shipyard,
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Tel: 0243 377522

For Wooden Boats:

John Claridge Boatbuilders
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Tel: 0590 74821

Guy Winder Boats
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Thanks to everyone for their entries in the Newsletter,

keep them coming, preferably on time.

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