National Osprey Class Newsletter



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Reports of '87 Events Fixtures for '88
Trailing, Skiing and Knitting!

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Editorial

The season has now disappeared in the euphoric clouds of the Christmas festivities, the excesses of the feast have had a remarkable effect on the previously roomy sailing kit. Oh, well, time to consider toning up for the trials to come. Perhaps even time to dig up those well thumbed text books and remind ourselves of what we always forget as soon as we set foot in a boat.

Still, whilst on the subject of the written word, it is perhaps an opportune moment to remind everyone that the Association does have a Newsletter and it is always very difficult to find sufficient articles to fill the ever hungry pages. I often think that the lack of literary comment from the members of the Association is not due to an inability to string words together coherently, but more fear that grammatical expertise is not what it ought to be. If this is the case, and there are budding authors in our midst, do not worry, it is a far easier task to edit an offering for the Newsletter than it is to write the largest part of every issue. So if only to save yourselves from the demented ravings of this editor, please send in any vaguely suitable offering that you may have hidden away in the dark recesses of your minds.

A glance at many of the issues of the more popular publications suggests that sailing is once again becoming more popular. Certainly if the successes of the series of television programmes following the America's Cup are anything to go by there does appear to be an increase in awareness to what has always been considered a rich man's sport. If this is true, and there does not appear to be any reason to doubt it, we should all be awake to the possibilities of gaining converts to the Class. All other classes are competing for the same people and it will be the class prepared to extend a friendly and helpful hand to all those that ask, that will stand the best chance of success, together with the presentation of the correct image. Many of the Association members work in a situation where a corporate image is a necessary part of selling their company's wares. It is perhaps time to consider the 'Corporate Identity' of the Osprey Association? If it is, what should it be? Surely a reflection of the membership, and if it is a reflection of the membership then the membership should be active in its support of the Association. An Association with a passive membership will still have a corporate identity but it will be that if the committee, not of the Association; are you active enough?

Apologies

I would like to extend my apologies to the readers of this magazine for the lack of an issue at the end of last year, regrettably due to ill health on my part and a lack of sufficient copy it was impossible to meet the normal print deadline that I had set.

Thanks

To all the people that put pen to paper and sent in some copy for this issue; keep it up and let's see some more.

Cover Picture

Richard Marshall and Nick Willis in "Another One Bites the Dust". Runners-up at Tenby Nationals, 1987.

Chairman's Comments

As many of you will know, Oscar and Lisa were married at the end of September. On behalf of the Osprey Class, I wish them all the best and much happiness in the future.

Oscar and Lisa had the rare, if not unique, idea of holding a special open meeting: 'The Honeymoon Regatta'. With the co-operation of the British Steel Sailing Club this became a reality. Several crews towed their boats to Port Talbot to help Oscar and Lisa add an extra dimension to their first days of married life.

The events of Friday proved too much and the happy couple missed the first race at 1.30 pm. However, Team 'Pickers' honour was upheld by the other half. Julian (Tiger) and Cathy sneaked into 2nd place at the finish; in the sister boat 1159, borrowed from Mike Murray's brother for the weekend. Colin Evans in 1199 was first. The main feature of the race was the many place changes throughout the fleet. Interesting winds! at the 'Pond' when from the motorway.

Oscar and Lisa had now arrived. So on to the second race. Again much changing of places. Nick Willis in 242 led early on only to be passed by 1199 (Merlin casting his spells!). Further back Oscar and Tiger were trying to prove to each other who was the better helm. At the finish 1218 and 922 had moved into 1st and 2nd places.

Sunday dawned bright, cool and negligible wind. By the appointed hour a faint breeze appeared. Away we all went. The first mark arrives and who is in the lead? I don't remember. It wasn't us, especially after hitting it. But next time round it is Oscar and Lisa chased by Colin Evans.

The race is shortened. Oscar and Lisa win. Guess who 'storms' through on the final leg to take second place. Julian and Cathy. This result means ... they have won overall from Colin Evans 2nd and Andy Harrop 3rd.

Is the 'Pond' drying up? Will there be racing next year?! Why the questions? Jon Matthews in 922 ran aground a considerable distance from the edge. Not once but twice. To free himself he had to take the rudder off. We were more fortunate and didn't get stuck. Others too.

Oscar and Lisa thank you and British Steel for organising such an enjoyable weekend.

An appeal to Fleet Captains at clubs hosting Open Meetings. Please can you send a report of the meeting to Yachts & Yachting. Also can you send me a **full set of results** and a copy of the report. You could also consider sending a copy of the report to the likes of the Times, Daily Telegraph and the Independent. In the next Newsletter I will give more details of where to send reports and by when. The reporting of Open Meetings is important if we are to get sponsorship and, more importantly, keep it.

Finally, this year's Nationals will be at Paignton the week beginning Saturday, 30th July 1988. Did you know that the Nationals started 30 years ago in 1958 at Saundersfoot? I know I said finally, but now finally. Please consider where the class might hold its Nationals. We have to start looking now for the start of the 1990's.

Hugh Pearce.

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CLUB NEWS & OPEN MEETING REPORTS

Ogston Open 25/26 April, 1987

On 25 April 1987, 20 Ospreys and seven 505's started the practice race in a reasonable breeze for two laps of the pond.

This was the beginning of a busy weekend's sailing.

Although our top runners gave chase to the resident 505 aces, Koblanski and Briddon took the challenge with Oscar and Tiger a close second on handicap.

The first points race of the weekend for the opening meeting of the Wilkinson Sword Series started after a short break for sustenance and the like with three laps of the pond and at the end of the afternoon, following some good racing, the leading finishers found some silence at the line. The eagle-eyed race officer having noted their lack of compliance with the Round the Ends Rule. Consequently, the eventual winners were M. Mooney in 1209 followed by K. Gibbons in 1205.

The evening followed with obvious disappointment for some and an unexpected satisfaction from others that a third was a first and so on.

Dinner was taken, followed by much friendly banter between the so-called 505 'A-Team' and our stalwart drinkers.

The usual beer associated boat races and wibbly-wobbly rubbish continued into the evening with the usual mish-mash of "If only we had ..... etc."

Morning dawned with bright sunshine and not much wind. The Hotel Chef and Assistants got their act together and with some borrowed help, produced the usual 'shaken, not stirred' cocktail to start the day.

The first of the three scheduled races started at 10.45 am with 21 boats in a reasonable breeze, and after two laps in trying conditions Jeff Stubbs led throughout and although pursued by Richard Marshall and Nick Willis in 1195, held on to the end with Oscar's lot chasing up to third.

Lunch was taken and the wind began to drop to a feinting breeze coming over the hill to the North East giving considerable problems for both the O.D. and competitors alike.

A false start created a problem of restarting and many boats, not having heard the recall, continued until too late to return.

At the re-start, a battle of wills developed between 1195 and 1209 with the shortened course and at the end 1209 won through with 1195 second, and 1178 third, who had consistently worked their way up the top seven.

The finish of this race showed all too clearly that the wind was failing and another race looked distinctly doubtful.

Considerable discussions were held and the O.D. decided to abandon sailing. Consequently, Mike Mooney in 1209 with two firsts took the meeting, with Richard and Nick in second place and Jeff Stubbs third. Bob Shaw's 'Light and Bitter' lodged fourth place.

Osprey N. West Coast 16/17 May

Eleven Ospreys and ten International 14's took part in a joint Open Meeting at Morecambe on 16 and 17 May. All four races were sailed on an Olympic type course in a steady force 4. The first race was won by Andy Harrop and Nick Willis 242 followed by Chris Abel and Keith Byers 832 with John Lang and Malcolm Clack 1178 third. The second race followed a similar pattern with

Ogston Open Meeting Results

Boat No.	Boat Name	Prac.	R1	R2	R3	Points	Finish	
1209	Hokey Kokey	2	1	6	1	1½	1	M. Mooney/P. Elver
1195	Another One Bites the Dust		DNS	2	2	4	2	R. Marshall/N. Willis
1194	Lettuce		DSQ	1	4	4¾	3	J. Stubbs/M. Whetton
167	Light and Bitter	9	2	5	14	7	4	R. Shaw/R. Farqueson
1197		5	4	4	5	8	5	S. Hendon
1178	Psycho	3	9	7	3	10	6	J. Lang/M. Clack
1201	Uppa Class	4	5	8	9	13	7	A. Cooper/J. Cooper
1239	Dogs of War	14	7	11	6	13	8	D. Norris & Marg.
1225	Return of the Pink Panther	DSQ	3	DSQ	12	15	9	A. Hawksworth/D. Majer
1232	Orca	11	DSQ	9	8	17	10	P. Thomas/D. Burton
1006	Wildebeast	15	DSQ	10	10	20	11	
905	Moonlight	12	8	15	13	21	12	I. Madeley/P. Madeley
1240	Crusade	13	12	13	11	23	13	V. Page/Jeff
1235	Splot	16	11	14	16	25	14	John Smith/Keith McDon
1161	Easy Picker	1	DSQ	3	RTD	26	15	O. Chess/T. Bridges
1215	Green Peter	8	10	16	17	26	16	Stephen Sharpe
1018	Rampage	11	DSQ	9	8	17	17	A. Mottram/R. Cooper
242	Lady Ann	7	6	DNS	DNS		18	Nick Willis
1205	Sarah Jon	6	DSQ	RTD	7	29	19	K. Gibbons/N. Robinson
804	Ogopogo	17	14	17	19	31	20	M. & M. Hollingrake
847	The Heavy	19	16	DNS	15	31	21	Bob & Elizabeth Thomas
1184	Nifty Shifter	10	13	19	RTD	32	22	Dave Chalkly
882	Rapid Turnover	18	17	18	20	35	23	P. Gilmore

the first three boats breaking away from the rest but with John Lang taking second place and Chris Abel third.

The first race on Sunday was again sailed in very good conditions. Andy Harrop led on the first lap but was caught on the last lap by Chris Abel and despite a fierce tacking duel on the last leg Chris Abel held on to the lead with Andy Harrop second and John Lang closely behind in third place. The last race of the day was won by Andy Harrop with John Lang second and Chris Abel third.

In the overall challenge between the two fleets despite the thrashing we gave them last year, the best we could do was Andy third and myself fourth. Some of the best 14 crews were sailing as it was a round of the world qualifiers.

However, we did manage to salvage some pride when it was pointed out to the gloating 14 crowd that the leading two Ospreys were older than the entire 14 fleet put together. They found it hard to believe that 242 was 25 years old and my boat was hardly "run in" at 16 years. On behalf of the club I would like to thank all of the entrants especially Andy and Nick for travelling all the way from Hayling Island.

Chris Abel 832 Chaotic

1.	242 A Harrop/N Willis	Hayling Island	2¼ Pts.
2.	832 C Abel/K Byers	Morecambe & Heysham	5¾
3.	1178 J Lang/M Clack	West Riding	7
4.	1184 D Chalkley/B Charlotte	Humbermouth	14
5.	804 D & M Hollinrake	Blithfield	18
6=	882 P Gilmore/R York	Morecambe & Heysham	18
6=	857 G Waller/J Abraham	Ribble	18
8.	1113 D Flannery/P Howarth	Ribble	22
9.	740 D Roberts	Roa Island	25
10.	1215 S Sharpe/D Metcalfe	Hornsea	26
11.	1143 A Whiteside/Palmer	Glasson	29

Report on Osprey Southern Area Championships

held at Hayling Island Sailing Club over the weekend of 11 & 12 July, 1987

The Osprey Southern Area Championships were held at H.I.S.C. on 11/12 July with an entry of 22 boats from all over the country. Hot and sunny conditions, with winds of force 2-3 greeted the competitors for the first race. Jonathan and Simon Townsend (Emsworth Sailing Club) led the fleet to the weather mark closely pursued by Richard Marshall and Nick Willis (HISC), who overtook on the run and went on to win the race. Ian Porter and Jonathan Clarke (HISC) got through to second narrowly beating the Townsends, with Martin Lewis and Dave Gorringe (Poole) taking fourth.

The second race was led from start to finish by the Townsends. Marshall/Willis went from 5th to 2nd at the first gybe only to be overtaken by Bob Shaw and Bob Farquharson (Creeksea) in their brand new Claridge-built wooden boat before the finish.

In the Sunday morning race, Marshall/Willis led round the first mark, closely followed by Van Page and Geoff Saunders (HISC), Alan and Jeff Cooper (Blithfield) and Lewis/Gorringe. Lewis/Gorringe moved up to first on the second beat, where they stayed until the finish. Oscar Chess and Tiger (MRSC) moved from 6th to 2nd on the run and held off Marshall/Willis to the finish.

Marshall/Willis were again first at the weather mark in the final race, chased closely by Porter/Clarke and the Coopers. Porter/Clarke overtook Marshall/Willis at the end of the run to lead for the rest of the race, with Marshall/Willis second and Chess/Bridges holding off Paul and Steve Smoker (Lymington Town) to the finish.

Overall Results:

1. R. Marshall/N. Willis	1195	Another One Bites the Dust	HISC 5 3/4
2. I. Porter/J. Clarke	1244	Final Fling of Freedom	HISC 6 3/4
3. M. Lewis/D. Gorringe	963	Poole Magic	Poole 9 3/4
4. O. Chess/T. Bridges	1161	Easy Picker	MRSC 12
5. J. Townsend/S. Townsend	1241	The Innocent	ESC 13 3/4
6. R. Shaw/R. Farquharson	1245	Two Bob Bit	Creeksea 15

Report on Lymington Town S.C. Jack in the Basket Open Meeting held over the weekend of 3/4 October

(Wilkinson Sword Qualifier Event also)

Twenty seven Ospreys, from as far away as Hull, Great Yarmouth, Creeksea and Midlands Clubs took part, with the weather putting on a force 4-5, occasional six, S.E. breeze! With a Solent wind against tide chop to contend with as well, causing many capsizes and one broken mast, the full Olympic course was sailed on Saturday, from a committee boat start in the Solent.

Sunday dawned the complete opposite with little wind and some boats being late for the start, by not allowing themselves sufficient time to get out to the committee boat, on station well to the east of the river. The morning race was completed with the wind filling in to about 1-3, direction mainly from the south.

A sole 3rd race was scheduled 'Back to Back'. A long postponement was necessary as the 'wind gods' switched off completely and by 3.00 pm the last race was cancelled and competitors slowly sailed back to the Club for much needed food and refreshments, before packing up boats for the journey home.

Unfortunately the weather played a major part with complete extremes on Saturday and Sunday, ensuring trying sailing conditions, for heavy weather and light weather experts alike.

Results:

Jack in the Basket Trophy

1.	'Ayers and Graces'	R.Boalch/A.Hodges L.T.S.C.
2.	'Schaftwerk'	I. Porter/S. Weatherill Hayling Island S.C.
3.	'Flying Star'	M. Corbin/T. Jeffreys L.T.S.C.
4.	'Blind Faith'	C. Gorringe/Nadia Housey Poole Y.C.
5.	'The Mistress'	A. Harrop/H. Pearce Datchet Water S.C.
6.	'Dodger'	R. Blake/P. Lee Great Yarmouth/Gorleston S.C.

Wilkinson Sword Trophy

Presented to A. Harrop/H. Pearce, Datchet Water S.C.

Peter Stubley

Stewartby Sailing Club Osprey Race Training Weekend Saturday 9 & Sunday 10 April

The novice and experienced sailor will both benefit from this weekend of race training, as I am sure that people who have been before will confirm.

We hope to provide the usual hospitality and accommodation so it helps if we know you are coming. So please ring Keith Dingle on 0234 712476.

1987 Osprey Scottish & Northern Championships 10/11 October Ribble Cruising Club

Twenty-two Ospreys from as far afield as Dundee in the North and Hayling Island in the South converged on Ribble Cruising Club on the Lancashire coast to attend the Scottish and Northern Championships.

The forecast of light to moderate winds for Saturday did not materialize and the O.D. was forced to abandon the Olympic

course in the estuary and settle for a short course directly in front of the Clubhouse.

With little or no wind and a strong adverse tide the leading boats made headway by staying out of the main channel. 1209, sailed by Mike Mooney, built up a good lead to the windward mark, only to throw it away by misjudging the strong tide across the river letting in Bob Shaw (1245) closely followed by Van Page (1240). These two boats held their position until the finish with local boat Hg3 (740) sailed by Paul Roberts in 3rd place.

The second Saturday race was cancelled when the wind fell completely.

A promise of light to moderate winds for Sunday was slow to develop. The wind then freshened to Force 5 a minute before the start only to fall to nothing again, leaving everyone short of the line. With the strong tide still on the flood, the boats that went out into the tide made the wrong move. John Lang (1178) made no mistake by staying in-shore and overstanding the mark. Unfortunately this tactic on the 2nd lap led to his disqualification when he failed to recross the start line (he was not alone, 12 other boats making the same mistake and not reading their sailing instructions). Recovering from a poor start Oscar Chess in Easy Picker worked his way through the fleet to take line honours with Bob Shaw (1245) 2nd and Mike Mooney (1209) 3rd.

The next race was sailed back-to-back with the wind a steady Force 3. The stage was set for the final showdown.

After a general recall, Van Page (1240) set a pace for the first lap with Bob Shaw, who only needed a 2nd place for the championship, in 5th place. Oscar Chess had other ideas and by the end of the second lap had forced Page into 2nd place with Bob Shaw having worked his way up to 3rd place.



John Lang & Bob Shaw at the Scottish & Northerns.

The race finished in that order with Oscar Chess winning the Championship by ¼ point from Bob Shaw and Van Page third.

Final Positions:

1.	O. Chess	(British Steel SC)
2.	R. Shaw	(Creeksea SC)
3.	V. Page	(Hayling Island SC)
4.=	P. Rowlands	(Hoylake SC)
4.=	M. Mooney	(Royal Yorkshire SC)

Don Flannery

Scottish & Northern Results

Sail No.	Boat Name	Entrant	RACE 1		RACE 2		RACE 3		Pts.	Pos'n
			Pos.	Pts.	Pos.	Pts.	Pos.	Pts.		
1161	Easy Picker	O. Chess	4	4	1	¾	1	¾	5½	1
1245	Two Bob Bit	R. Shaw	1	¾	2	2	3	3	5¾	2
1240	Sham	V. Page	2	2	5	5	2	2	9	3
1209	The Hokey Cokey	M. Mooney	11	11	3	3	4	4	18	4=
1165	Movie Star	R. Rowland	5	5	7	7	6	6	18	4=
1114	Just Pogo	W. Gardiner	12	12	6	6	7	7	25	6
1143	Black Looks	A.J. Whiteside	7	7	8	8	13	13	28	7
1036	Sonata in C	K. Carroll	9	9	RTD*	23	8	8	40	8=
1112	Hotstuff	K. Corner	6	6	RTD*	23	11	11	40	8=
882	Rapid Turnover	P. Gilmour	R†	22	4	4	15	15	41	10=
1178		J. Lang	13	13	RTD*	23	5	5	41	10=
740	Hg3	P. Roberts	3	3	RTD*	23	17	17	43	12=
1230	Riff Raff	R. Edwardson	10	10	RTD*	23	10	10	43	12=
1146	One Jump Ahead	G. Gibson	R†	22	10	10	12	12	44	14
1115	Papageno	K. Lawton	R†	22	9	9	14	14	45	15
857	Superstition	G. Waller	8	8	RTD*	23	18	18	49	16
110	Carousel	J. Abraham	R	22	RTD*	23	9	9	54	17
1113	Wings	P. Howarth	R	22	RTD*	23	16	16	61	18
642	Loki	I.R. Steven	R	22	RTD*	23	19	19	64	19
1188	Popocatopetl	D. Hennings	R	22	RTD*	23	20	20	65	20
905	Moonlight	I.M. Madeley	R	22	RTD*	23	RTD	22	67	21
510	Cha Cha Cha	D.J. Waring	R	22	RTD*	23	DNS	26	71	22

Note: All boats shown RTD* failed to pass through line at end of lap.

† - Time limit expired.

CLUB NEWS

Poole Yacht Club

1987 has been a year to remember for enjoyable and competitive Osprey racing at Poole. The dozen or so starters to most races could all expect some close racing whilst at the front of the fleet some four or five boats proved capable of winning. Next season promises to be even better.

Ten visiting boats joined the Poole fleet over the weekend of 16th and 17th May for what proved to be a most exhilarating Open Meeting. The programme of 4 races was sailed in the wide expanse of the harbour, with force 4-5 Westerlies prevailing throughout. First overall were S. and J. Townsend, followed by I. Porter, C. Gorringe and T. Brown (fourth).

Next year's open is to be held over the weekend of 18th and 19th June with the slightly later date expected to increase the turnout and level of competitive sailing still further - see you there!

The Poole contingent at the Tenby Nationals experienced the usual mixture of success, satisfaction and disappointment. But the undoubted star of the Poole fleet was Martin Lewis sailing Magic (963). Martin achieved 3rd place overall - and that in a Mk II!

Finally, after some two years of organised dedication Phil Greetham is stepping down from Class Captain. Oh yes, I should mention Phil's replacement: me.

Alan Laing
PYC Osprey Class Captain
12 Sheppards Field
Wimborne
Dorset
Tel: 0202 841427

Lewis Wins The Lionheart

Martin Lewis, with Chris Gorringe on board as tactician, won the prestigious Lionheart Trophy for Match Racing held at Poole Y.C. on 10th October. The event was held in R19s (19' keel boats) and Martin and Chris were one of six teams competing in the final - the others included Eddie Warden, Owen and Nick Ridley (Vyella Cup winner) so a win by an amateur Osprey sailor was perhaps unexpected and well deserving of congratulations!

Mumbles Y.C.

You are probably all aware of the decline of the Osprey fleet at Mumbles over the last few years. Well, now Oscar is back at his old haunt and would like, as would all of us, to see the fleet rebuilt. In a small way we can all help. The weekend before the Nationals Mumbles are holding their Regatta - a good turn out of visiting Ospreys could well help, so get some sea practice in early and help Oscar to rebuild the fleet.

FIXTURE LIST 1988

April	
9-10	Stewartby Training
30-1 May	Ogston, Scottish & Northerns
May	
14-15	Blithfield
21-22*	B.S.C.
28-29	Great Yarmouth & Gorleston, Welsh & Midlands
June	
4-5	Round The Island, Lymington (Invitation)
	Morecambe
	Keilder Dam Regatta
11-12	Hayling Island
18-19*	Poole
25-26*	Humbermouth
July	
2*	Bala Long Distance
2*	Royal Sovereign
2-3	Poole Regatta
9-10	Shoreham
16-17	Ribble
23	Mumbles Regatta
30-6 Aug.	**NATIONALS, PAIGNTON.**
August	
15	Hayling Island, Federation Week
27-29	Burnham, Southerns
September	
3-4	Stewartby
10-11	Mounts Bay
17-18	Sheppey
October	
1-2	Lymington

WILKINSON SWORD: 5 Events to Count.

3 Area Championships
3 Open Meetings *
2 Special Events *

IF ANYONE HAS A TROPHY BELONGING TO THE ASSOCIATION OR KNOWS ANYONE THAT HAS A TROPHY, PLEASE ADVISE YOUR LOCAL REPRESENTATIVE.

Also, the Committee would like to take this opportunity to remind you that you are all responsible for ensuring that your boats comply with the rules. Clubs are frequently advised to take what measures they see fit to enforce these rules and we would not like to see anyone lose their opportunity of racing dur to lack of foresight and planning.

"DOGWATCH"

Proposed Rule Amendment, to be discussed at the National Osprey Class Association AGM 1988.

I would like to review the current rules on correctors, to try and reduce the beneficial effects on boat speed of max correctors being fitted.

The current situation is that the correctors can be bolted to the thwart, at approximately the centre of gyration of the hull, the point of least interference with the pitching moments.

An Osprey a few years old that has been increased in weight uniformly along its length would have reduced or removed its correctors, and although the all-up weight would be unchanged the ends would effectively be heavier, putting this boat at a disadvantage to the new boat.

"I propose that the correctors should be split into two halves and affixed onto the forward buoyancy tank aft bulkhead and the position of the Mk.II aft tank forward bulkhead respectively."

This rule is already used in the International Contender class, and I feel its logic is inescapable.

The argument that a builder would just fill up the side tanks with resin to obtain the same effect as correctors (weight concentration in the middle of the boat) I feel is negated by the requirement of most new owners to have the facility of correctors to keep the boat at minimum weight as it gets used. Any comments on this would be welcome - as long as they are not too rude.

Oscar Chess

Message from Paignton S.C.

On behalf of the Flag Officers and members of Paignton Sailing Club I would like to tell you that we are pleased that you have chosen Paignton for your Championship Venue in 1988, and that we are looking forward to meeting you and welcoming you to our Club at that time.

The Club is over 100 years old, having celebrated its Centenary in 1986. Over the years we have managed to host at least one major Nationals a year for classes; some of which we sail, and others that we can watch performances, quite often resulting in members changing dinghies. You will find that in Torbay we can offer some of the best sailing waters in the South West, with plenty of scope for setting good and true courses, which makes for enjoyable and competitive racing. Ashore there are plenty of attractions to keep your families interested while you are afloat within easy reach of Torbay.

It only leaves me to say that we will endeavour to make it a Championship to remember, both on and off the water. See you in July.

Judith H. Clements Commodore Paignton Sailing Club

ASSOCIATION INFORMATION

DALY'S EMPORIUM

Happy New Year and Good Sailing in '88!

I am pleased to tell you that we have managed to clear out most of the old stock of T-Shirts and Sweatshirts and this has enabled us to clear the decks of idle money.

There are only **two** items left: 'First come First served'.

Red Sweatshirts, size Small ..... Only £5.00 plus 75p postage each.

I am trying to come up with some new ideas but as always they cost money and we don't want to buy too large a quantity and have it lying around for years to come.

I have seen some rather nice Ties that I think will fit the bill but unfortunately quality does not come cheap, still before very long, a decision will have to be made. Must learn to be more positive, but when your elder brother holds the purse strings, you can't go too mad or he rings you up and tells you off for overspending.

OLD PRICE CLOTHING

V-Neck Acrylic Jumpers £13.50

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

Sweatshirts

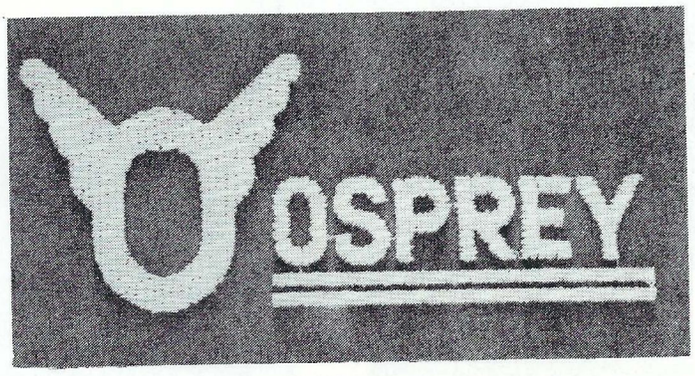
1 Navy, medium (38)	Gold logo
1 Red, large (40/42)	White logo
1 Maroon, large (40/42)	White logo
1 Maroon, medium (38)	White logo

Other Goodies Still Available:

Super Umbrellas Blue/White Red/White Yellow/White	Only £13.50
Round Car Stickers	60p each or 2 for £1.00
Plastic Boat Badges	£1.00
Gold Lapel Badge	£1.00
Metal Car Badge	£3.00

If you fancy any of the above then give me a call after 7.00 pm. 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.

1988 PRICES



V Neck Lambswool Jersey
Colours: Navy, Pale Blue, Grey, Bottle Green, Maroon, Red, Sand, White, Black.
Sizes: 34, 36, 38, 40, 42, 44, 46 £21.50

V-Neck Acrylic Jersey
Colours: Same as Lambswool.
Sizes: 34, 36, 38, 40, 42, 44, 46, 48 £14.50

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	£10.50
Sweatshirts	£10.50

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 £1.75 extra.

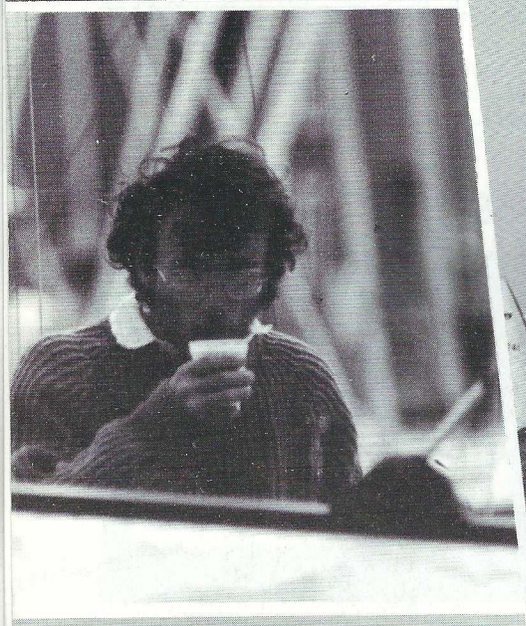
Roger Mant,
121 Cotton End Road, Wilstead, Beds. MK45 3DD.
Tel: 0234 741382



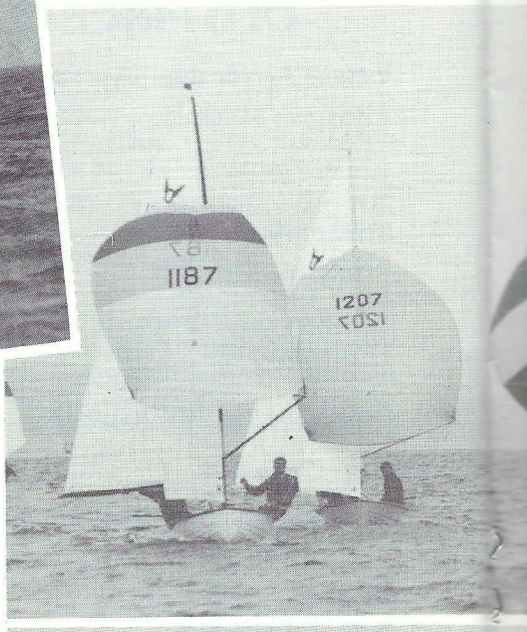




The NATIO



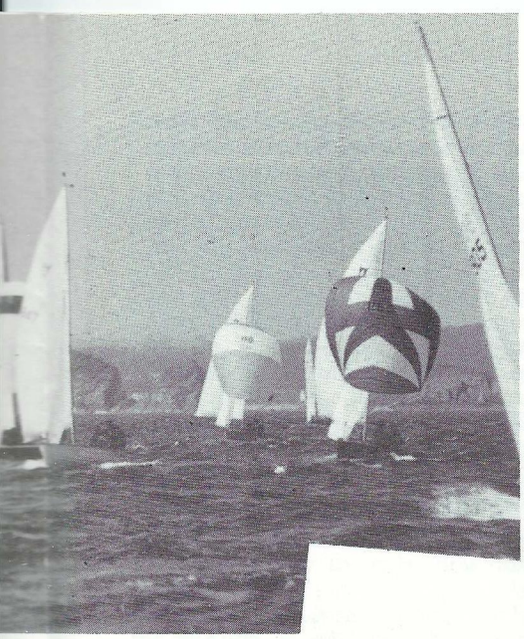
















ONALS





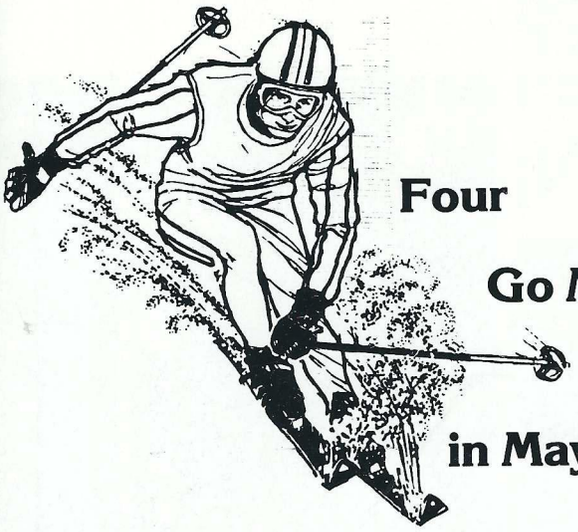
'87











Four Go Mad in Mayrhofen

Earlier this year, four of us from Hayling Isalnd SC, Vanny & Amanda Page and Nick & Jayne Willis, went on a skiing trip - or rather 2 separate skiing trips - for although we were at the same place at the same time we had booked separately and were consequently on different flights to different airports, staying at different hotels, etc. The following is an account of some of the fun we had.

Sunday

Nick and I arrived 2.00 am (Monday morning).

Monday

Having set alarms for 6.00 am did not awaken until 8. After breakfast went down to the Town Square and met Vanny and Amanda, who had arrived the previous afternoon. They already had their skis and boots and were on their way to the cable car station to collect their lift passes. Having got our own equipment sorted out we met them in the queue for the cable car. We spent a jolly hour in that queue, waiting to get onto one of the two cable cars (each carrying 42 people and driver) which would carry us to the mountain. At the top we trudged with everyone else up a snowy path to the point where we put on our skis to ski down to the drag lift. Vanny and Nick sped off straight away, confident if not exactly stylish, whilst Amanda and I took things more slowly. That morning Amanda and I had our first trip on a chair lift. I went on with Nick, and found it very easy to get on and off, and the time spent on the chair travelling back up having skied down was most relaxing. Amanda did not have so much luck, as coming off the chair at the top she claimed that Vanny pushed her sideways and they both fell over. Anyway, there we all were at the top - now to get down again.

I took it extremely slowly, in a 'snow-plough' stance most of the way down. Vanny and Nick raced off (needless to say) and Amanda stayed with me up until the 'fir tree path' (a path which became notorious between us as it was the steepest part of the 'easy' run), where she whizzed past me and ended up in some soft snow to the side of the path.

Having reached the bottom the first time with no major mishaps, we went up and down a few more times, gaining confidence each time, until we stopped for lunch at the cafe on the top of the mountain. Nick and Vanny had already graduated to the 'red' (intermediate) slopes, but Amanda and I, having peered over the edge during the morning, had decided to build up our confidence still more on the easy run until we attempted it. After lunch we set off again. I saw Amanda disappear around a bend in front of me, and, convinced that she had gone the wrong way, I turned sharp left and carried on down the slope we had been skiing. However I soon realised I had also missed a turning as I ended up on a very steep part, skiiing down through trees on sheet ice. After falling a few times I decided I would take my skis off and walk. I sat on the ice, and skis in hand, slid down towards a convenient tree, where I managed to stop myself. Some skiers whizzed past, but there were also a few doing what I was doing. I walked down a little further, then stopped and put my skis back on and skied the rest of the way. I met Amanda at the bottom (where I was supposed to have met her about half and hour before), after she had been up and down about three more times. Apparently she had gone the wrong way too, and had missed out the 'fir tree path', so we decided to go back up once more and find our original way down, together. When we got to the 'fir tree path' a ski instructor was picking a girl up off the snow. She had fallen badly, and was limping. We carried on to the bottom and realised that it was nearly four o'clock. We met up with Nick and Vanny again, who had been more adventurous, trying out more difficult runs, and skied back to the cable car station. We arrived as everyone else was coming off the slopes unfortunately, so had to wait, crushed between Germans and Austrians, for a couple of hours, watching it get dark. We arrived down at the village around six, absolutely shattered. Three of us had badly fitting boots and were limping and cursing.

Having got changed, we had a drink together then went to eat, and to bed early.

Tuesday

We had arranged to meet Vanny and Amanda in the ski hire shop to change our boots. This mission accomplished, we got to the cable car queue about an hour and a half earlier than we had the day before, which paid off. Once on the slopes, the sun was shining and all the peaks around were glistening white. The scenery was spectacular, the air so clean and the atmosphere so peaceful. Having arranged to meet Nick and Vanny at the restaurant at 11.30 am we set off, basically skiing the same runs as the previous day. The morning soon passed and at lunchtime Vanny decided that he was going to copy a German he had seen drinking Schnapps (i.e. down it in one). We then went down to the ski school to join up for our lessons. The instructor put us through our paces before he graded us. Nick and Amanda were very stylish and were put in class 4. Vanny went next and knocked down one of the slalom poles. The Schnapps was working! Vanny and I were put into the same group (one lower than Nick and Amanda). Amanda and Vanny decided to swap classes - Amanda had decided that their class would be a bit reckless for her, especially when we watched a lunatic with a Davy Crockett hat and zinc warpaint being put into their class (it turned out that he was just one of a whole rugby team who were on holiday together). Our class was good fun - mainly female, with John (another of the rugby team) and a lad of 13 called Craig. Our instructor, Rudi, had a good sense of humour. He took us through all the basics, and we were soon back up to doing stem turns, holding our sticks in all sorts of positions to make us face down the hill. Notable points from our lesson that day were (a) when we were doing the exercise where you lift up the uphill ski whilst traversing, to concentrate on putting the weight on the downhill ski, John was lifting the downhill ski, and (b) when Rudi was telling Amanda to look 'down the valley', she was looking across the slope to the next valley wondering what was going on over there.

That evening we sat down to dinner with an interesting Australian couple - he sails 18ft skiffs in Sydney Harbour! Bed early again.

Wednesday

The following morning we got up even earlier and were in the first cable car up the mountain. Once again the weather was sunny, and after a run down the blue slope to warm up, Amanda and I decided to be brave and tackle the top red part of the slope. We did that a few times, with little mishaps, such as Vanny cutting us all up and causing us all to fall over, and me ending up in the woods; at one stage Amanda and Nick looked up to find me reversing out from behind some trees!

During the morning Amanda and Vanny went to get on a cable car together and, due to Amanda hogging most of the seat (she realised at the last moment and tried to move across but it was too late), Vanny ended up sitting on the arm rest. However, he didn't stay there long - he slipped until he was holding on with one hand as the cable car was lifted off the ground. Amanda was shrieking 'jump, jump', as she pictured Vanny going all the way up in that fashion. The chair lift ground to a halt and as everyone was craning their necks to see why it had stopped, Vanny

dropped to the ground and went up about three chairs behind Amanda.

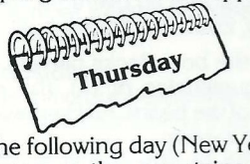
I was really getting my confidence up by this stage so when Vanny and Nick suggested we go down the other (North) side of the mountain, Amanda and I, although a little hesitant, allowed ourselves to be persuaded that it was as easy as the ones we had been on already. We got down the first part OK, and when Nick told me that he considered that to be the most difficult part, I started to relax, but then I saw the next part. I blew out completely. Having fallen once and slipped down about 20 feet unable to stop, I was petrified to go on in case I slipped sideways over what looked to me like a sheer drop. Vanny and Amanda carried on, and Nick stayed with me while I shook and shivered with fright for about half an hour. In the end he flagged down a passing 'piste basher' and I had a ride in this back to the top of the slope - which would have been fun had I been in a better frame of mind.

Soon Nick arrived back, and we went down the red run which was very familiar to us by now, just to restore some of my shattered confidence. Vanny and Amanda met us for lunch. Amanda said that the easy slope we had been trying to get to via the icy north slope hadn't been very good anyway, with very little snow.

After lunch, and a half hour sitting in the sun waiting for ski school, we met up again with our class from yesterday. We did similar things to the previous day, then Rudi took us down the Baby Tour, a childrens run, which started off easy but ended up (for me and another girl in our class) difficult, as we were skiing on thin paths with a sheer drop at the side. Because I was scared of going over the edge I was putting all my weight in the wrong place so kept falling over. It was nice to go back up in the chairlift and watch all the experienced skiers coming down the mogul fields beneath us.

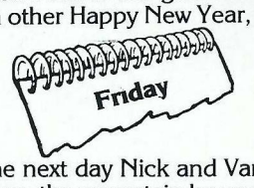
Rudi then took us back down the blue slope. Down some of the steeper parts we had to do the 'Franz Klammer' or the 'Martin Bell', i.e. heads down and ski poles tucked under arms. Amanda and I couldn't work out if he was trying to inspire confidence or frighten us to death. It was on this run that John had a contretemps with a kid of about three, as, in trying to avoid the kid, he ended up sprawled in a heap with skis and poles scattered everywhere, whilst the kid's mother told him, calmly skiing past, that he shouldn't have been going so fast.

That night we had an extremely interesting evening, starting off on Glühwein at the local 'English' pub, "The Scotland Yard", then a most entertaining meal with two brothers and one wife, who had been on the Glacier and were full of useful tips. They were most interested in all our adventures. They had been sampling the local Schnapps, so we had a merry evening.



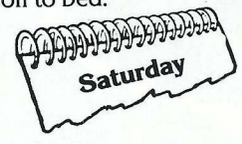
The following day (New Year's Eve), no new snow but still lots of sun up on the mountains. We did the usual, the boys going off North, Amanda and I improving our style on our red run. We stopped for lunch, and afterwards went on down to ski school. It was our last lesson so Rudi said we'd be perfect by the end of it. We started off down the nursery slope but carried on skiing down to the next very steep drag lift. Whilst waiting in the queue I started slipping backwards over the edge - I clutched at the tapes and Amanda and Rudi pulled me back. We then went up the chairlift again, to the top, and Rudi took us down the 'Baby Tour' again, meaning to fork left half way down to go over to a different slope. However while he was at the back with the slower members of the class, the others got carried away and ended up at the bottom as we had the day before. There was rather a queue for the chairlift, but we did as Vanny and Nick's instructor had suggested, i.e. pretend we were Germans and push in at the front with a lot of 'Ja Wohl's'. Once at the top we went across to another slope, where we had to take a T Bar to the top. This was not very successful for Amanda or myself; the first time we went up together, and fell off half way up, to the merriment of Rudi and the others. The second time Amanda went up by herself after an unsuccessful attempt to get on to a T bar with John; and Rudi took me up (to keep me out of harm's way).

We skied down to the bottom, said goodbye to Rudi and took the cable car down to the village. Nick and I went out for a Pizza, had a superb meal and were joined on our table by two experienced skiers who were giving helpful advice about the glacier. This was helpful for Nick who was planning to go up there the following day with Vanny. We then went back to the square to meet Amanda and Vanny. Nick and Vanny's ski instructor had recommended a little bar where he was the DJ for the night, so we went along there for a drink. Much amusement was caused by the Rugby Team, who were having a toga party, most of them wrapped up in sheets; and Gerhardt, (the ski instructor DJ) who was wearing skin tight black and white striped trousers and black eyeliner. We didn't stay long. We went back to Vanny and Amanda's hotel and stood outside with our drinks, taking our lives in our hands while the kids let off firecrackers all around. When midnight came there were fireworks being let off all around the mountains, which was spectacular. Nick and I walked back to our guest house, everyone we met was wishing each other Happy New Year, the atmosphere was tremendous.



The next day Nick and Vanny went off to the Glacier, whilst I went up the mountain by myself to start with (Amanda had said she'd meet me later). It was the only day we had cloud - to start with it was snowing (just a little) and cloudy and very cold. I actually wore my hat for the first time all week. The slopes were also very icy. I went up and down by myself lots of times, practising all I'd learnt and trying to build up my confidence. I met Amanda at the Restaurant - we went up and down a couple of times then sat in the sun (the clouds had by now disappeared) and had lunch. After lunch we decided to go down - Amanda wanted to do some gift shopping, so we skied down, and found a baby slope, a real nursery slope, on which we practised our style for a couple of runs. We then went down in the cable car and had the whole car to ourselves. We both took corner seats and watched the view.

Later, back at the guest house, Nick returned full of how wonderful the Glacier had been and how we should all go there the following day. Amanda had obviously been getting the same sales talk from Vanny, and when we joined them later Amanda and I decided to succumb and risk it. Another couple were also to accompany us. We went off to eat, later meeting Vanny and Amanda for a drink. We decided to go back to the hotel we'd been to the night before, and bereft of rugby teams in sheets and ski instructors in black eye make-up it was quite good. All I could manage however was hot chocolate, and it wasn't long before we were off to bed.

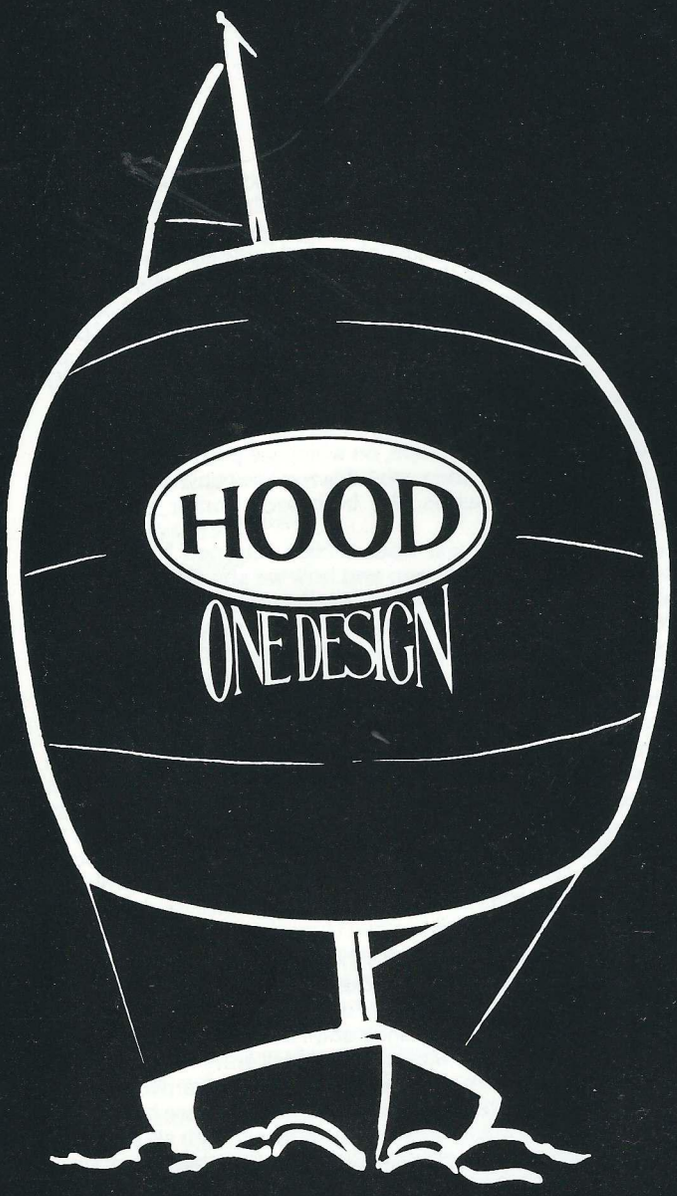


The day for our adventure onto the glacier started very early. It was still dark as we trudged to the bus stop. When the bus came it was like a buffalo stampede to get on. Amanda and I fought our way on and saved seats for Vanny and Nick as they put the skis on the back. The journey was long and I felt sorry for the people who were standing. We got off the coach, and arrived at the gondola station. Amanda and I had not been on these before but it was so easy. They are a four person cable car, with ski racks on the outside. You put your skis on the racks (the thing is moving very slowly around the platform) then get in and sit down. The automatic doors then close and the thing accelerates and 'takes off', leaving the station and launching itself into the air. We went up two gondola rides, then two chair lifts, which took us to what seemed to be the top of the world. The snow had a blue tinge to it. We skied down the first part, then went into a cafe for some drinks. After that we went up even higher, and the wind turned very cold. We skied down, some of us very slowly. The slopes were steep in places but wide. We had lunch in the restaurant, and after a final run decided we'd head for home - so two chair lifts and two gondolas later we were back at the bus stop. Nick and I decided we'd go down our favourite mountain once more. We then went back and changed then fell asleep. We awoke, went for a final pizza, then packed and went to bed.



Homeward bound. Jayne Willis

FAST SAILS
THAT LAST



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Dinghy Trailing

Going off to an Open Meeting can be an uphill struggle, or an easy, pleasant experience. One of the deciding factors is how prepared you are for hitting the road with an Osprey and all your kit in tow. A few hints and tips from many years of experience of trailing around Britain may help.

Part I - Preparation

Try and get your gear assembled as early as possible in the previous week. A list of the basic items is essential in the Chess household, here is the age-old list:

Boat (obvious?)
Sails
Spinnaker
Rudder blade
Stock
Mast
Spare wheel
Measurement Certificate
Sailing gear, towel
Toolkit
Money

Running through the list helps to jog the memory and can prevent a cracking weekend turning into a dismal disaster.

Regarding the trailer spare wheel, check that you have some means of undoing the wheelnuts, as they are generally smaller than those on the car. My car spanner doesn't even fit the car.

Attaching Boat to Trailer

The Osprey is a lump of a boat and requires very firm attachment to the road trailer. There are several ways of securing them down amidships - (a) Flat webbing strap all round boat and trailer, using buckle fastener. Fairly standard system - some types of webbing are very prone to going slack in the wet so beware a loose strap after a downpour and an overtight strap, if done up soaking and allowed to dry, could damage a hull!

(b) Strongback - a beam across the boat decks prevents the compressive loads between the gunwhales of (a), the strap running downwards from each end of the beam. Alf Hawksworth uses strongback and it looks a good system.

The bow can be held down with rope or webbing as appropriate, but do pad all boat edges where the straps run; this is particularly important for the main strap as it passes over the abrasive non slip, which can rapidly cause the strap's demise. We use rope around the back of the jib furler as a quick and easy bow hold down.

It is important on a boat as long as the Osprey to avoid putting weight in the back end, as this tends to break the boat's back over the chock assembly. Launching trolleys on top of the stern tank are right out (bitter personal experience Filey 1977).

The shock should be as wide and supportive as possible, the idea being to eliminate any point loading. Thin rubber 'bars' should be traded in for wide 'Pronto style' chocks, these can be readily home made. By turning the boat over, draping a length of carpet across the hull, checking its position against the launching trolley, then laying up glass fibre to a good thickness, with a stiffening bar added, and glassed over. Mounting flanges can be glassed in or bolted on with countersunk gutter bolts as appropriate. One little tip - beware the heat of resin lifting the hull paint - some insulation would be a good idea.

We use internal struts from the floor to the underside of the traveller track, to further prevent distortion - very effective for GRP boats.

Mast attachment is a very personal subject, everybody has their own ideas on this. Ask Peter Frith about his three point

attachment theory. The basic requirements are that it must be held safely, and without damage.

The safety aspect cannot be too highly stressed, my feelings are that you should have the mast attached in two places and the failure of either one (the front is normally the only critical one) does not allow the mast to slew off to one side outside the width of the car-boat combi.

To all users of the pronto combi, there is a weak spot in the design of these where the mast support/lifting handle/front ground leg all hang off the same inadequate weld. There have been many instances of failure allowed for.

The forward cockpit area of the Osprey is excellent for transporting bulky but light objects; if stowing rolled up sails in the cockpit, lift them in and out as opposed to dragging them across the non-slip floor, which wears them out double quick.

One little tip on rigging/derigging the boat - when taking off the spinnaker downhaul, tie it to a spinnaker sheet and pull it back down the chute. Then when rerigging you can simply retie the downhaul to the sheet and pull it out. Saves all that faffing about throwing battens around.

Ideally sails should be rolled around a piece of piping - we use standard Marley rainwater downpipe, a 3 metre length is adequate. By adding some bits of string to either end the main can be tied off at the headboard and rolled keeping all the leech at one end, allowing all the lower battens to stay in and only the top removed. We then roll the jib on top of the main, having tied the main off. Spinnakers should always be dried by laying them out on the deck, or whatever, and not in the old traditional style (thankfully less popular) of pulling up the mast and allowing to flog to death.

Hope this little ditty encourages a few more people to have a go at trailing - it really is thoroughly enjoyable going off to a new venue, so get stuck in.

Part II - Towing your Osprey within the Law

Weight:

The maximum laden trailer weight must be marked on the trailer, the front nearside is conventional. Maximum figure for an unbraked trailer is 750 kg, but this would only be a problem with a really meaty double trailer.

The kerb weight (quoted in the manual or in the relevant Haynes) must be at least double the max. trailer weight, Reliant Robins beware!

The kerb weight of the towing vehicle is to be clearly marked on the front passenger side to allow legal operation above 40 mph.

Dimensions:

The maximum allowable width of the trailer/boat is 2.3m. The trailer/boat must be less than 2 feet wider than the towing vehicle.

Max. length is only of interest to Flying Dutchmen owners, being 23 ft. excluding drawbar and coupling.

Tail Lights & Reflectors:

Brake, tail and numberplate lights are required to operate with towing vehicle lights. Indicator lamps must flash in unison with towing vehicle, at between 60 and 120 flashes per minute (1 to 2 Hertz for the technically minded). In addition, a trailer pilot light is required, to tell the driver when the tailboard indicator lamps are functional.

These requirements are long understood and are generally complied with. There are also specific minimums and maximums for the lighting system component positions, which are probably less well known. These are as shown.

On the subject of foglamps, these are few and far between on tailboards. What is required is an approved unit attached to the tailboard, at least on the offside, and preferably on the nearside as well. These should use the spare blue wire, coupled directly to the fog lamp, live in the boot. I cannot recommend the 'Scotchloc' type of electrical connector for use on a tailboard, as they tend to corrode and go open circuit after a while, far more reliable is to dig out the trusty soldering iron and give the connections a good gap. Self amalgamating tape is a good idea for insulation.

The law on whether you need fog lights or not depends on the age of the trailer; if it is first used after 1st April, 1980 then they are required, but they make good sense anyway and I reckon they are worth fitting as a matter of course. If used with an older car without fog lights, it is OK for them to be non-functional.

Side Facing Light/Reflectors:

If your trailer/boat is over 1.6 metres wide, and was made after October 1985, then you are required to fit either

(a) a pair of front facing white marker lights, facing forward and visible from 80° outward, 5° inward, 15° above and 5° below horizontal. These would probably have to be fitted to a beam across the Osprey's foredeck and are to be spaced to within 150mm of the max. width of the boat/trailer, or

(b) Side marker lights. These are the round light assemblies fitted to HGV trailers, showing white light to the front and red light to the rear. A clip arrangement to the gunwhale may be necessary, or alternatively a beam arrangement as for (a).

These lights require connecting to tail light circuit, and this could be achieved by soldering a fly lead assembly to the existing tail board cable at an appropriate distance back along the cable with a suitable plug and socket arrangement to facilitate stowage.

Side Facing Orange Reflectors:

These are required on trailers exceeding 5 metres in length. One could argue that a typical Osprey trailer is about 3 metres long, and hence is exempt, but I think there is a fair chance that this length is interpreted as the distance from the bow to the tail board (the trailer forward of the bow forming the draw bar and coupling). If this is the case then Ospreys should be equipped with two pairs of these reflectors. The first pait to be a maximum of 3 metres from the front including drawbar, the second pair to be a max. of 1 metre from the rear on each side. Max. distance between reflectors is 3 metres.

That horrible feeling of overtaking a car who is in turn waiting to overtake another car, and wondering if he has realised you are towing a boat as he swings out might not go altogether, but any sort of reflector or light on the trailer must be good news.

If these reflectors are small, light plastic items, they are probably suitable for sticking onto the undercover direct (if you use one) and can then be forgotten about.

And the final, and to the Willises and Marshalls out there, the most important factor -

Speed:

Provided that the gross weight of the trailer and the kerbside weight of the car are marked, then the speed limit is now 60 mph on motorways and dual carriageways, and 50 mph on other roads.

It appears that the requirement for a 50 mph or an equivalent 60 mph sticker has been ditched, but I cannot be sure on this point. Hope this proves informative.

Oscar Chess

Light Unit/Reflector	Height from Road		Separation	
	Min.	Max.	Min.	Max.
Stop/Tail/Indicator	350mm to bottom of unit.	1500mm to top of unit	600mm from each other	400mm from edge of trailer/load.
Warning Triangle, Point uppermost	350mm to bottom of triangle.	900mm to bottom of triangle.	As above	As above.
Fog Lamp(s)	250mm to bottom of unit.	1000mm to top of unit.	As above.	As above.

Race winners use Super Spars... So can you!

Super Spars M2 and M4 sections are ideally suited to the Osprey:
M2 for lighter crews
M4 for heavier crews wanting a stiffer mast.

Both sections will give excellent support to the luff of the genoa and maintain adequate mainsail leech tension for maximum power. The resilience and 'life' of Super Spars mean that they have superb gust response and depower just when required, allowing the helmsman to keep his boat flat and driving hard.

All Super Spars masts are now fitted with our exclusive new mainsail track feeder to eliminate jambed and torn mainsails. Ball bearing sheaves for the jib and spinnaker halyards are optional extras as are rod rigging or special low-stretch wire shrouds.

You will also be very pleasantly surprised at the low cost of a Super Spars mast!

The spreaders and spreader bracket are jig drilled so that they can be set up quickly and easily. For even easier angle adjustment, there are optional thumb screw -type spreader angle adjusters.

There is no better boom than the Super Spars boom : light, stiff and thoroughly reliable. A strengthened casting is fitted to the inboard end with a sheave for the clew outhaul system.

Our new Blue Pole is better than any other spinnaker previously available! Extra stiff and extra light. Available with our new ramp for centre-hung poles and fast-action end fittings.

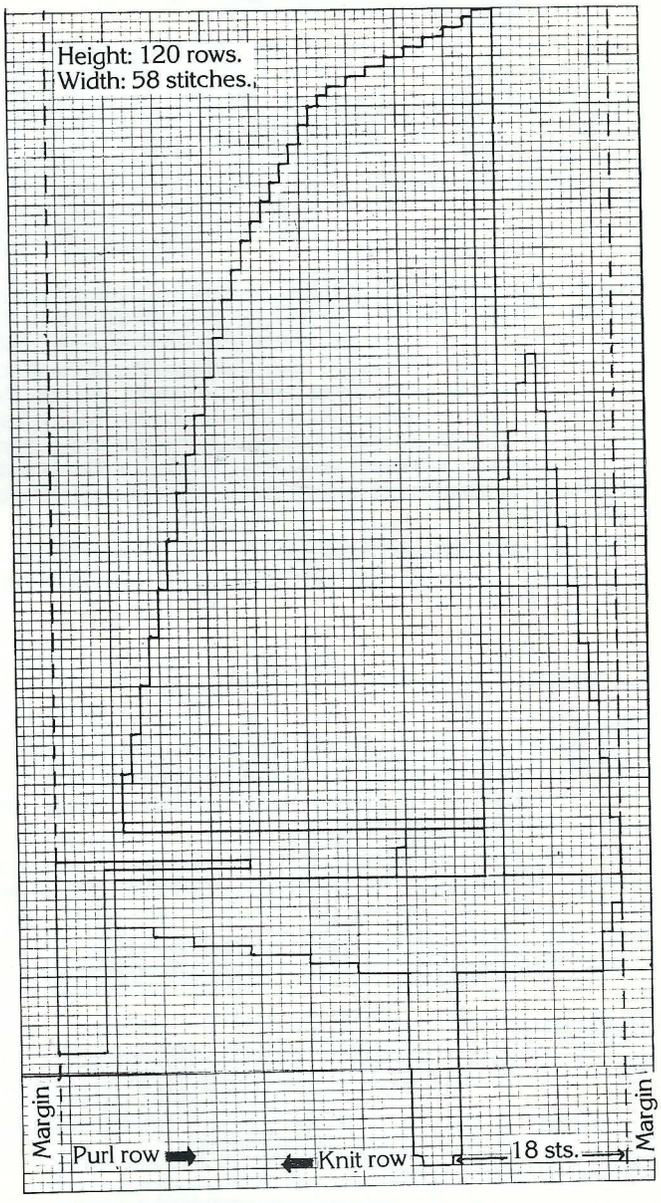
For further information contact one of the many chandleries selling them or Ken Brackwell at Super Spars.

SUPER SPARS

International Sailing Products.
Mill Road Industrial Estate, Fareham,
Hants. PO16 0TW.
Tel: Fareham (0329) 232103

Thanks to the Jones Knitting Team for this ultimate in posing - a must for Apres-sail at Paignton. (Ed).

Knit yourself a Personalised Osprey Sweater or How to impress your friends at the Dinghy Exhibition



1. Buy a knitting pattern for a plain stocking stitch jumper in double knitting wool, e.g. Patons 1705.
2. Knit the back and sleeves as usual.
3. The chart shows the pattern to be worked on the front. The apparent elongated shape is to allow for the fact that stitches are oblong, not square. Knit the rib and increase for the front as usual, followed by ten rows of stocking stitch.
4. The next stage is to centre the chart, which is 58 stitches wide. Work out how many stitches are to go in the margin. (e.g. if there are 118 stitches per row: 118 – 56 = 60 sts. Divide by two, giving 30 stitches per margin). Knit one margin plus the 18 stitches extending to the centreboard. Work 3 stitches in contrast colour then resume in background colour. Don't forget to cross the yarns over whenever a colour change occurs.
5. Continue to the end of the chart and complete sweater as usual.
6. If you wish, add boat number and Osprey logo cut from elbow patch material. Sew number parallel to leech halfway up mainsail with logo above this.
7. Approximate cost to knit is £10.15, depending on quality of yarn used.

Hilary Jones, 1233

NATIONAL OSPREY ASSOCIATION 1988

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Tel: 0229 54554

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Tel: 0481 56921

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FIXTURE LIST 1988

See page 6

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

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.

OSPREY BUILDERS

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Hants. PO10 7AY.
Tel: 0243 377522

For Wooden Boats:

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

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

For Sale

Regrettably due to lack of information the current Boats for Sale List would appear to be considerably out of date, with the exception of Ian Madeley's 905 (see Committee for phone number). I cannot be sure of which boats are still on the market. Could you please advise me if you wish to advertise your boat. As telephone messages have an annoying habit of disappearing between issues, please make your request in writing, a postcard will do.

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