National Osprey Class Newsletter



Inside: 0788

News, Views & Reports
Events to Come
Club Photographer

The Winning Edge
Association Leisurewear
The English Riviera

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Editorial

The years appear to fly past at an ever increasing rate. Sitting here at this typewriter, reflecting on the events of the last few years, the whole memory passes in a blur of colour, the occasional 'still' impinging itself on the screen within the mind, almost like a video recorder on fast forward and uncertain as to where to stop. Names and faces, some only half remembered, jostle together in an attempt to imprint the conscious mind and as this semi-nostalgic revelry brings us back to the requirements of the present, I can't help but wonder about those figures that have briefly appeared on to the scene and then disappeared again into the murk.

Over the years any organisation can expect to lose some of its number for one reason or another, some through natural wastage, some because they do not get what they want from the experience, but what of the others? How many do we lose because they are dissatisfied or feel that they have been left out in the cold.

We all start our sailing for pleasure and as the time goes on our enjoyment of our chosen sport increases. At some time most people settle on a class in which they intend to spend some time and hopefully some thought is given to joining the Class Association. However, this is often where a few misconceptions enter the picture. Too many people consider the Association as a necessary evil, a requirement for entering open meetings and accruing points in fleet races; in their own mind the only concrete advantage is the receipt of a Newsletter.

Let us consider for the moment the Association's "Raison d'etre". Within the constitution it states that the Association is there to promote the growth and interest of the class; as a member you are the Association, it is your constitution and in theory it reflects your views. The committee is the means by which the Association is administered and has an almost full time job doing this. We must all remember that we do have a duty, even if only a small one, to help any new members or potential members when we can, even if it is only to pass the time of day occasionally.

Enough for the moment. The Nationals are here once again - enjoy yourselves and remember sailing is for pleasure; taking it too seriously can damage your health.

Chairman's Report

Newsletter time again. Firstly, many congratulations to those who took part in the 'Round the Island'. Hopefully others will have written an article for this newsletter. Dave has had difficulty in finding enough words and pictures to fill this issue. I know we all like to receive a newsletter, bringing information about happenings within the fleet across the country and in the last newsletter the contributions from Jayne and Oscar were the sort of article I think we need. I am sure there are others who could write something similar, so please write something for Dave and send it to him.

I would like you all to make a note in your diaries for next year; the **Nationals** will be held at **Hayling Island** beginning **29th July, 1989.** Another date for your diary is the 29th April - 1st May, 1989 inclusive, the May Day Bank Holiday weekend - Blithfield Sailing Club will be hosting the 1st Inland Nationals for the Ospreys.

I would like Clubs who are considering hosting an Open Meeting for the Ospreys to notify the Committee in time for consideration at their November meeting. I hope to try and avoid some of the clashes that have happened this year. In particular, I would ask those sea clubs who have tidal problems to reserve dates early. We can then try to fit the inland venues in around your dates.

I hope the Committee will be able to present at the AGM a revised constitution for discussion. Copies of the current and proposed constitutions will be available to all full members attending the Nationals, prior to the AGM. This is so that you will have a chance to digest the changes and have your questions ready. This is all in response to the members' request at the 1987 AGM.

Finally, please note my new address and telephone number:

23 Addiscombe Road,
Crowthorne,
Berkshire, RG11 7JX.

Tel: Crowthorne (0344) 771047

Hugh Pearce

Secretary's Report

By the time you read this the Nationals will be upon us and hopefully we will all be having a good time in Paignton. Having done Nationals at Paignton earlier in my sailing career, and more recently two Regattas down there in the Osprey, I can say that it can be a very good place to sail, and if the weather is kind to us we will almost certainly want to return (fingers crossed).

On to the secretary's main occupation in life: trying to match prospective Osprey sailors up with boats! This is proving rather difficult at the moment due to a drastic shortage of second hand boats (all conditions and prices are in demand) for sale. If anyone out there knows of any Ospreys for sale please let me know - the owner is almost certainly guaranteed a quick sale!

Next point: I don't appear to be seeing reports on all Osprey Open Meetings appearing in Yachts and Yachting. Open meeting reports are excellent free publicity for the fleet and for the club hosting the event - and everyone likes to see their name in print!

Gripe over - Have a good Nationals and enjoy the rest of your sailing in '88.

CLUB NEWS & OPEN MEETING REPORTS

Osprey Scottish and Northern Ogston : 30th April/1st May 1988 (Sword Event)

Twenty-eight well travelled Ospreys set out to compete for the first major Open of the Season on a bright Saturday afternoon. The POND, set in the Derbyshire Peak, provides a green and pleasant surrounding, but the turbulance effect under certain wind flow patterns has an unnerving sensation to all but the seasoned home lot (and they become numb to it!). So, after an initial practice race, the fleet set off with a Force 1-2 from the North, which is not the best strength or direction.

The first race finished after three laps with Steve Hendon leading the first and Oscar Chess the remainder in 1085, Steve - second, Andy Harrop and Hugh - third. The Whites from Hornsea took fourth, and Jeff Saunders - fifth.

With Saturday Birthday Party over, a fresh faced early morning visitor arrived for breakfast and increased the total to twenty-nine.

The first race of the day in a South Easterly 2-3 became a hard fought battle between 1195, 1085 and 1218 for first, second and third. The wind coming over the hill played its usual tricks, but as normal the leaders sorted the best way to go and after three complete laps the early morning visitor - 1195 - landed a first with Oscar a close second and Andy Harrop & Co. - third.

Lunch was taken at 1.00 p.m. sharp, and at the slightly modified re-start time of 2.15 p.m. the fleet decided early was the thing. The O.D. had other ideas and following two guns and a clean away second time at 2.28 p.m. the last race commenced.

The scores to date being:
Oscar and Dave in 1085 - 1
Richard and Nick in 1195 - 1
The rest a bit more, but Andy and Hugh in 1218 nearest to change the pattern.

With the wind in a similar direction, but changing from 2-4 and varying from the South on occasions, some close racing ensued with Richard hogging the lead throughout. Neil Robinson in 'Mary Lou' kept all others at bay with a brilliant sail retaining second place throughout, which left Oscar, newcomer - Brothers Lucas in 'Wings Two', Andy and Jeff Stubbs fighting it out to finish in that order, but changing about throughout the race.

The overall winners being Richard and Nick in 1195, with two straight wins, Oscar and Dave second in 1085 with a first and a second, Andy and Hugh Third in 1218, Neil and Philip fourth in 1214, Steve and Jane with 1197 fifth.

Scottish & Northerns : Ogston : 30th April/1st May, 1988

Boat No.	Boat Name	Helm/Crew	Prac.	Race 1	Race 2	Race 3	Points	Pos'n
1195	Another One Bites the Dust	R. Marshall/N. Willis	DNS	DNS	1	1	1.5	1
1085	Trading Places	O. Chess/D. Griffiths	1	1	2	3	2.75	2
1218	The Mistress	A. Harrup/H. Pearce	2	3	3	5	6	3
1214	Mary Lou	N. Robinson/P. Green	7	7	6	2	8	4
1197	Bus	S. Hendon/J. Gleisberg	12	2	17	Rtd.	9	5
1194	Lettice	J. Stubbs/M. Wetton	8	8	5	6	11	6
1245	Two Bob Bit	R. Shaw/R. Farqueson	9	13	4	8	12	7=
1250	Grimble	M. Webber-Walton/J. Saunders	DNS	5	9	7	12	7=
1231	Brothers in Arms	White/White	6	4	8	9	12	7=
1243	Cooper Machine	A. Cooper/G. Cooper	11	6	10	11	16	10
1140	Wings Two	M. Lucas/D. Lucas	5	14	14	4	18	11
1240	Sham	V. Page/A. Weatherall	10	10	16	10	20	12
1209	Hokey Cokey	M. Mooney/P. Elver	3	9	12	14	21	13
1178	Psycho	J. Lang/M. Clack	17	12	11	12	23	14
1112	Hotstuff	K. Gorner/G. Mant	15	11	17	23	28	15
1205	Sara Jon	K. Gibbons/R. Cooper	14	16	22	13	29	16
1239	Dogs of War	D. Norris/M. Norris	18	17	13	18	30	17
662	Endangered Species	A. Holgate	19	21	15	17	32	18
903	Chien Noir	G. Caldwell/A. Caldwell	4	15	18	21	33	19
1184	Nifty Shifter	D. Chalkley	20	19	20	15	34	20
1018	Rampage	A. Mottram/R. Cooper	24	20	23	16	36	21
1233	Quatlapanqui	N. Jones/K. Dingle	16	18	Rtd.	19	37	22
1253	Desperado	P. Gilmour/R. York	22	23	21	20	45	23
1215	Green Peter	S. Sharpe	13	24	19	24	43	24
1188	Popacatapel	D. Henning	26	22	26	25	47	25=
1201	Uppa Class	L. Geeson/T. Harper	DNS	Rtd.	25	22	47	25=
1252	Sunlight	I. Madeley/M. Beecroft	23	25	24	Rtd.	49	27
1036	Sonata in 'C'	D. Flannery	25	Rtd.	27	Rtd.	55	28
1141	Blunderbuss	G. Adcock/M. Jakeways	21	Rtd.	Rtd.	Rtd.	57	29

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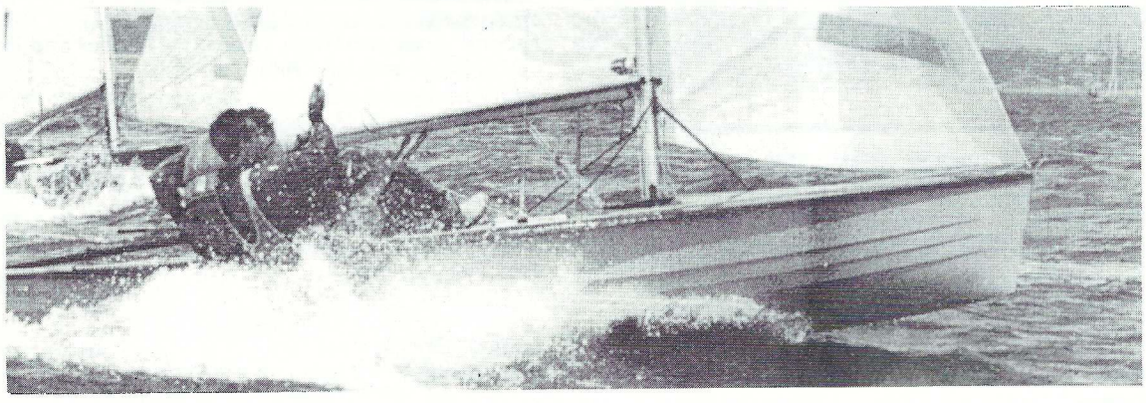
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Osprey Round the Island Race

Lymington Town Sailing Club held an invitation race for Osprey dinghies over the weekend of 4th/5th June, to race around the Isle of Wight, a distance of 65 miles, with the start at 6.15 a.m. on Sunday, 5th June, as this was the first suitable day weatherwise.

The course was Needles to Port, St. Catherines Point to Port, Bembridge Ledge Buoy to Port, Nomans Land Fort to Port and Norris Buoy, off Cowes to Starboard.

A full rescue cover was in operation, with "Gate" check boats at all the marks and a network radio and tracking operation in full use.

Fifteen out of the twenty invited boats started, with a strong ebb tide to the Needles and a N.W. 1-2 breeze. The Needles was reached in 30 minutes, with 1241, Jon Townsend, first boat round.

The boats which headed offshore, in spite of a foul tide to St. Catherines, paid dividends as they were able to spinnaker reach in a shifting and gusting 3-4 breeze, off the land, whereas those going inshore found themselves blanketed by the high cliffs of Fresh Water Bay.

At St. Catherines "Two Time Winner", Oscar Chess, led with Townsend 2nd.

A close hauled port tack to Bembridge Ledge Buoy and a beat to the Fort, over on the Portsmouth Shore, followed with a foul tide for 2 hours, and the leading six boats holding on to a reasonable breeze to the finish line off Lymington, and the mid to tail-enders following 1 hour 5 minutes behind owing to a fading breeze and strong tide.

The leading boat completed the 65 miles in 7 hours 52 minutes and the last boat 8 hours 54 minutes.

A magnificent sum of £2,700 was raised by organised competitors finding sponsors for this event, with the proceeds to go to the Anthony Nolan Bone Marrow Appeal and local charities of their own choice.

Prizes were kindly donated by Hoods Sailmakers (1st Prize - Osprey spinnaker); Capt. Watts Ltd.; Nick Cox, Yacht Chandler; Yacht Mail; Lymington Sail & Tent and Sanders Sails.

Results were as follows:

1.	'Two Time Winner'	Oscar Chess/David Griffiths
2.	1241	Jon Townsend/Simon Townsend
3.	'Brothers in Arms'	Chris White/Tim White
4.	'Atomic Rooster'	Trevor Brown/Phil Angrave
5.	'Sham'	Van Page/Alistair Weatherill
6.	'Lady Ann'	Nick Willis/Andy Harrop

Poole Yacht Club Osprey Open Meeting 18 & 19 June 1988

Eleven visitors joined twelve boats from the home fleet for a fine weekend's sailing over the 18th & 19th June. Saturday's races were held in a gusty force 3-4 northerly wind causing problems for some crews. However there were few problems for Richard Marshall and Nick Willis who commenced their domination of the meeting with a comfortable win in race 1, with Oscar Chess 2nd and Ian Porter 3rd. Alan Laing from the home fleet led at the windward mark of race 2 but was eventually overhauled by Marshall and the Townsend brothers. Laing subsequently retired due to a starting incident, making the finishing positions in race 2: Marshall 1st, Townsend 2nd and Trevor Brown from Poole 3rd.

Sunday greeted the fleet with light and variable winds. After one general recall the fleet got away in very flukey conditions with a leading group of 5 boats keeping clear over a much shortened course of one triangle and a beat. Marshall again finished first, with Chris Gorringe 2nd and Laing third. This was a disappointing race for the Townsend brothers who were first across the finishing line only to be disqualified as premature starters.

The final race was delayed for better winds and was eventually sailed in a force 2-3 south westerly. Chris Gorringe led for half the race but was eventually overtaken by Oscar who went on to win. Chris Gorringe finished second but was disqualified along with "Prickly Pair" in 3rd and a number of other boats who were deemed to have been over the line at the start.

The overall results were:

1st Richard Marshall and Nick Willis
2nd Oscar Chess and Dave Griffiths
3rd Jonathan and Simon Townsend
4th Trevor Brown and Phil Angrave
5th Chris Gorringe and Nadia Hosie
6th Ian Porter and Jonathan Clark

Full steam ahead!





Flying with th

or How to take photograph



The winners, Richard Marshall & Nick Willis.

"We need some material for the next newsletter ... how about a rookie's view of an Osprey Open?" How could I say no to such a persuasive voice - especially belonging to your chairman and my fiance! So here it is - a newcomer's view of the British Steel Open in May, together with my first attempt at sports photography.

I found British Steel a good place to watch the weekend's events, since the action was easily visible from the clubhouse, and I even managed to work out the route of the races!

Saturday, for me, was a lovely day - the sun shone, it wasn't too windy so I started off my suntan; the sailors probably wouldn't agree, preferring the windier Sunday, which speeded up the racing somewhat.

Whilst Sunday was not ideal for sunbathing (unless you wanted brown goose-pimples), it did produce some exciting racing, with many casualties. I missed the morning battle, having joined Amanda and Jenny, plus kids, in a trip to Margam Country Park. It's just across the road (M4 that is) and has plenty to do - a farm, maze, adventure playground plus other attractions. Huw informed me that they were one of the few boats not to go swimming ... they made up for it in the afternoon mind you!!

The afternoon saw fewer boats go out and there was soon some casualties, only 6 out of the 10 boats made it to the finish. The course had the start and finish line just off from the clubhouse, bringing the boats close to the spectators, and with so few boats, it was easier to work out the order as they raced around. I positioned myself on the jetty, with camera and patchwork (something to do when they are on the far side) and they were off - the only time they were all close together!

The gusty conditions made the racing very exciting, the spectators thoroughly enjoying the capsizes - the best had to be when the four leading boats came hacking up to a mark with spinnakers flying and then couldn't get them in on time as a gust hit; splash, splash, splash, splash, they all went in. Then it was a race to see who got up first, whilst another boat sailed into the lead! One of my favourite photos was of Nick Willis desperately doing his best to stop the boat landing on its side ... it didn't work!!

Part way through the race, the rescue boat volunteered to take me out, to chase Huw and Andy in 1218, whilst I attempted to take photographs. I must invest in a waterproof camera ... and a

Cover picture:
Huw Pearce & Andy Harrop - Getting up steam

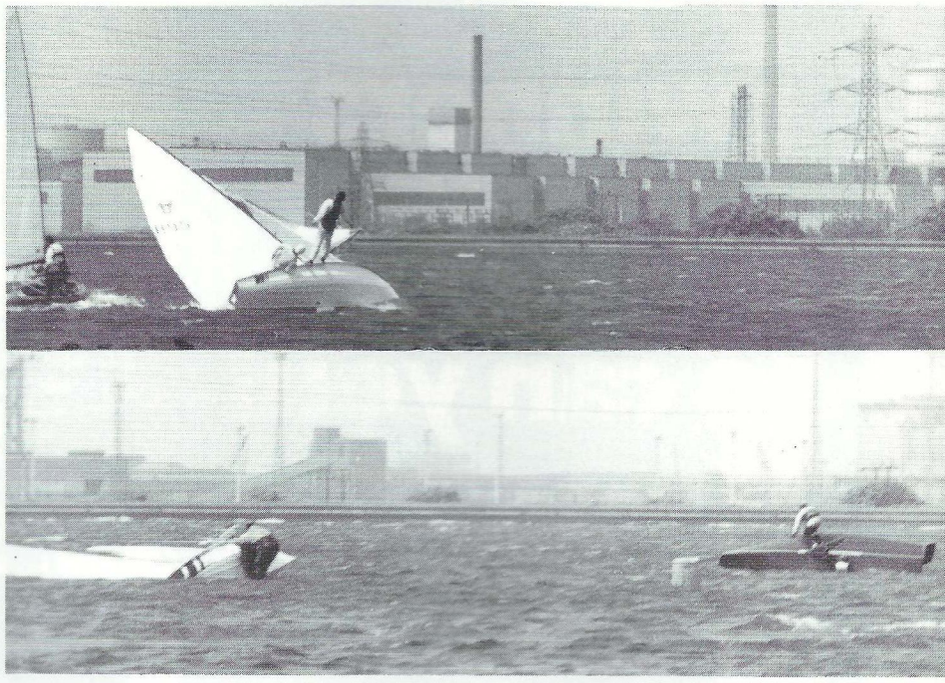


th the Ospreys

And they're off!

Is Nick Willis being crucified?

Two of the four splashes!



aphs of Margam Steel Works

waterproof me! As to be expected, shots of a moving target, taken by a moving target came out slightly blurred! In fact, on the return of the photos, one had a sticker advising how to prevent camera shake ... you try holding a camera steady when you're bouncing up and down in the waves chasing an Osprey!

Having put 1218 off their stride and finished one film, I returned to shore to dry out and find a new film. The race became three mini races for 1st, 3rd and 5th places, still with the occasional capsize to keep the spectators amused. All in all a great race and a great weekend ... and I might even go to another Open sometime - or even visit the Nationals!!

Thanks to the British Steelers for providing a great weekend of fun and entertainment, and the sailors enjoyed it as well.

Cathy Sissens



Margam Steel Works (Oscar Chess & Dave Griffiths).

The Winning Edge

When it comes to it, the biggest factor in boat speed is the crew. Physical fitness is one factor but the winning edge is a state of mind.

I have identified the winning edge as stemming from a combination of concentration, reaction and perception. This is usually referred to as C.R.a.P.

Concentration: This is to bring all of one's attention onto the job in hand. The job in hand is to drive the boat as fast as possible between the marks.

Concentration can be observed on the faces of the race winners. It is good to practice this expression. I find the best technique for facial control is to eat a lemon. You may observe different methods of practising concentration. An alternative is to stare into the bottom of an empty beer glass. This has the added advantage of encouraging the crew stand his/her round.

Reaction: One must react to every changed circumstance observed. This entails using the brain but if it hurts see the doctor.

As I see it, sailing is essentially a logical sport. Observing the conditions, planning your race, looking at and setting the sails are all logical operations. I am just looking for the reason that I did not win last year's nationals.

The crew should also react as if two brains are better than one, however, finding a crew with a brain can sometimes be a problem.

Perception: Perception is to be aware of one's senses: to apprehend and understand. An example of perception is when the helm perceives that the wind will head and the crew perceives that the wind will back. You will notice that in matters of perception the helm invariably perceives that the crew is wrong.

Finally a few words on sex. This is a fundamental aspect of psycho-analysis and extends beyond the scope of this article. However, sex is not to be recommended with an Osprey as splinters can be very painful to remove.

by Sigmund Fraud

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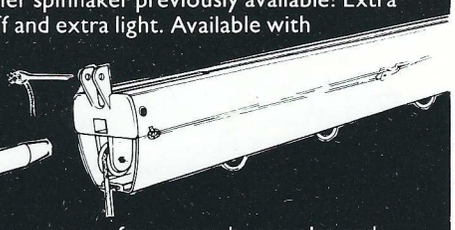
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All you have to do is send your order direct to them and they will despatch your requirements. For all orders placed the Association will receive a Royalty direct from the supplier. This will obviously relieve the delay of sending me the order and then passing it on, so you should, in theory, receive your goodies quicker.

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Remember, I need:
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If you want your boat name added it costs £1.75 extra.

Other Goodies Still Available:

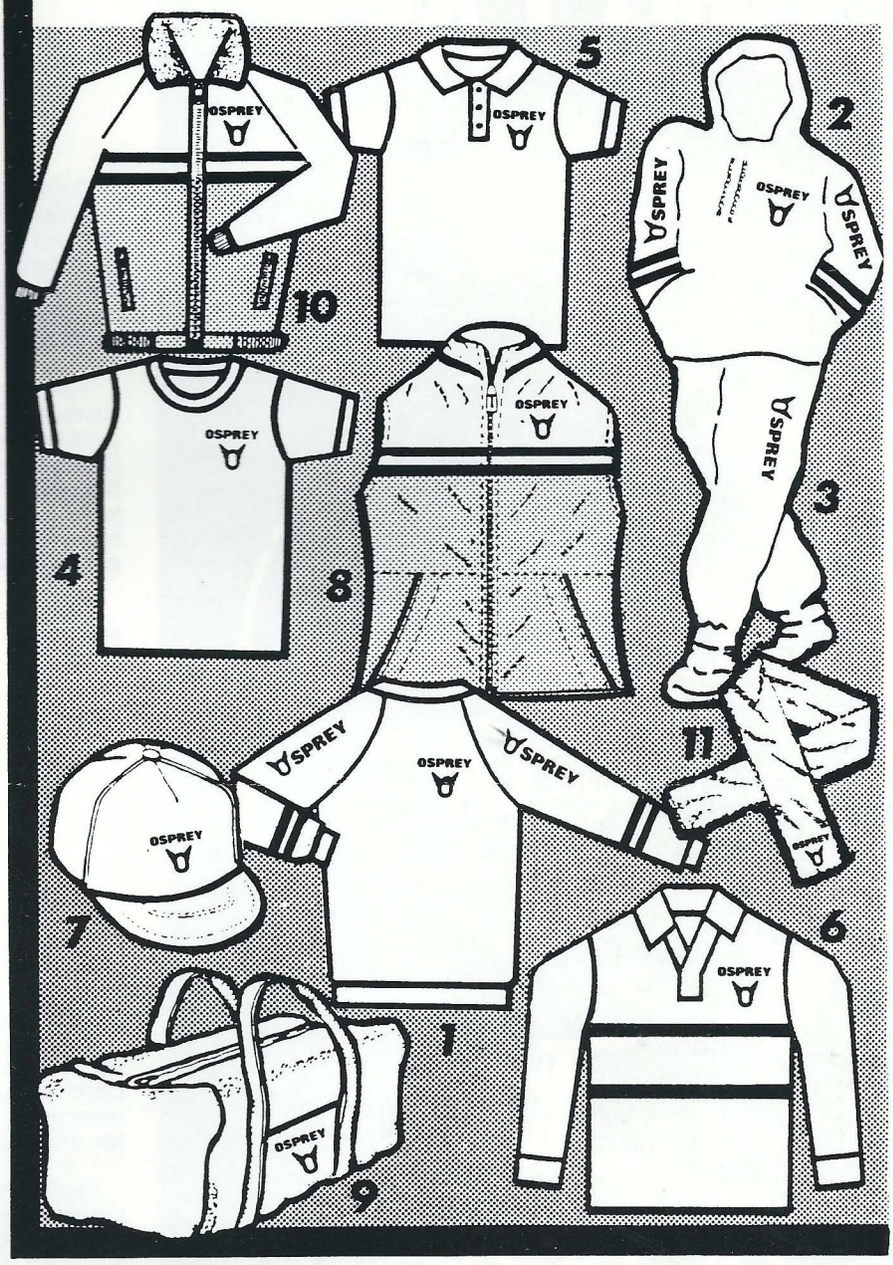
Round Car Stickers	60p each or 2 for £1.00
Plastic Boat Badges	£1.00
Gold Lapel Badge	£1.00
Metal Car Badge	£3.00

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

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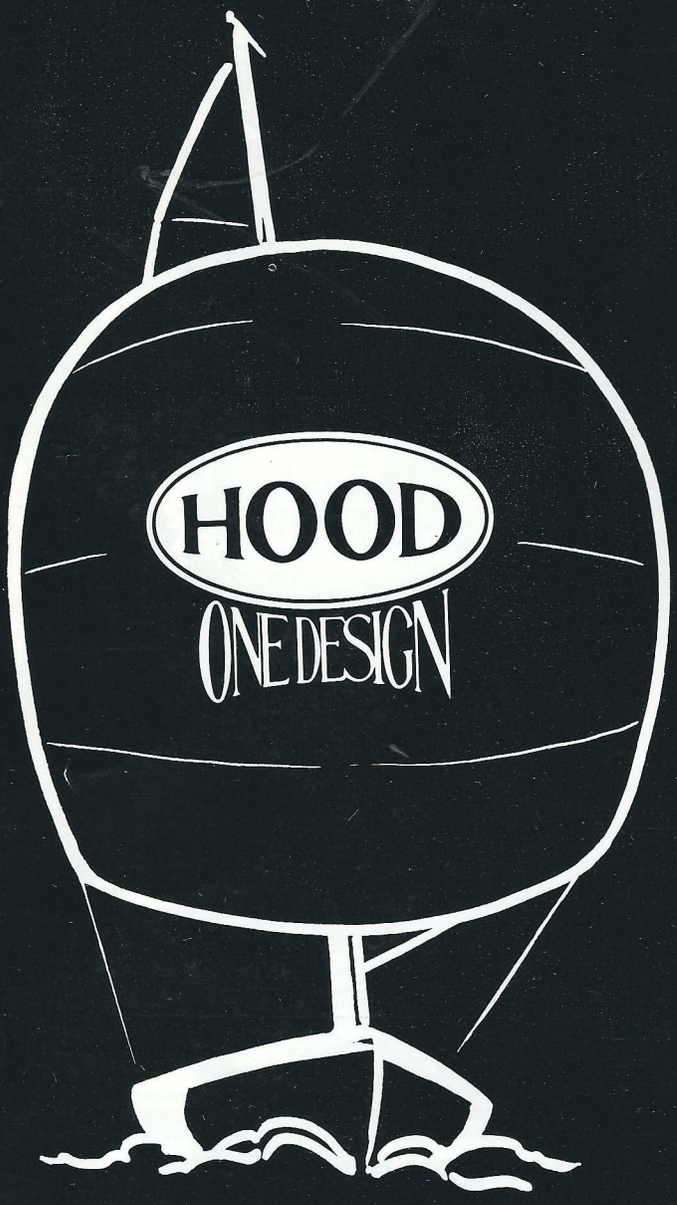
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A Non-Sailors Guide to Paignton

Torbay - "The English Riviera" must be one of the most popular holiday destinations in England. Lots of tourist literature will tell you about Paignton Zoo, the model village at Babbacombe and Kent's Cavern, etc., but here I hope to impart a little more local knowledge - although this is no guarantee that the places I mention will be any less crowded than those on the more usual beaten track.

Torbay comprises three main towns: Torquay, Paignton and Brixham. Of the three Paignton has by far the best beaches. I personally think that the part of Paignton beach known as Preston Beach is the best - it is on the Torquay side of the Redcliffe Hotel. At high water there is very little beach but at low water there is a large expanse of hard, clean sand and a large rocky area full of rock pools guaranteed to keep children amused for hours.

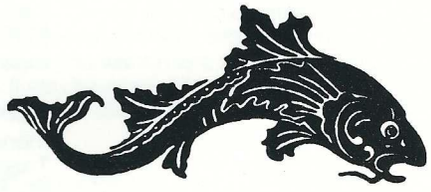
The two extremities of the bay are very different. At the Brixham end is Berry Head where there is a lighthouse and not a lot else. It is surrounded on 3 sides by 200 foot cliffs and consequently is a very good place to go to have your cobwebs blown away. The Torquay end of the bay slopes more gently into the sea at Hope's Nose, a popular spot with fishermen and usually fairly uncrowded. A visit to Hope's Nose involves a fair amount of walking and scrambling, but is highly recommended.

Torquay is a large town with good shopping facilities, a yacht marina and a harbour from where a ferry runs across the bay to Brixham, which is basically still a small fishing village. A coast path runs all the way round the bay and the best part is that from Brixham to Paignton harbour (probably about 7 miles but very easy, honest, I've done it). On the way you walk across the shingle beach at Elbury Cove, a popular haunt with water-skiers, then across the golf course to Broadsands Beach. From Broadsands you will see the viaduct which carries the steam railway that runs from Paignton to Kingswear, just across the river from Dartmouth. This trip is well worth making - Dartmouth is a very attractive little town which has its own castle a short walk away at the mouth of the river.

Slightly further afield is Dartmoor with its varied scenery - on the one hand the tors, of which Hay Tor is the most popular, and on the other hand places like Dartmeet and Spichwick where you can swim in the River Dart (if you're brave enough!).

Just outside Paignton on the Totnes road you will see sign-posts off to your right to a village called Stoke Gabriel. This is a very pretty village situated on a tributary just off the River Dart and it is a good place for a leisurely stroll along the river bank or, at low tide, across the causeway to the other side.

Hopefully Torbay offers something for everyone and the non-sailors should certainly have no problems keeping themselves amused! I hope these hints on places to go prove useful - have a good holiday.



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1988 FIXTURES

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

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