National Osprey Class Newsletter



Inside: 0389

Meetings –
on land and water
Reports and Pictures

News, Views
and Dates

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Editorial

Six years is a long time, and that is how long I have been Editor of the Newsletter. Well, as you will no doubt be relieved to hear, this is where I pack away my word processor and let someone else have a go.

After six years of doing this job I now know how Tiger felt when I took over from him. It is very easy to sit in one's comfortable arm chair winjing about the lack of contact with the association or the short-comings of the committee, it is just a pity that these people are not prepared to stand up and be counted when they are needed. On the whole, we as an association, do very well with our membership, there are always people who are prepared to step in and carry the not inconsiderable burden of administering the class, for which they receive nothing in return, but we are certainly not short of those who are only too eager to complain, without being prepared to shoulder a little responsibility. The committee is selected democratically by the membership to look after their interests but this cannot be done if the basic communication breaks down, believe it or not, committee members are normal people and telepathy is not a prerequisite of election. Unless you, as a member of the association, are prepared to take a little time to make your views known to your representative, he or she can only represent what they think your views are. Similarly, timing is important, all committee members are sailors themselves and there is nothing more annoying than having someone buttonholing you as you are rushing to rig your boat for the next race, there is, after all, a time and place for everything.

Finally I come to the Newsletter. In six years I have never reached a publishing date on time, if I did all we would ever print is an editorial and a list of club contacts. The Newsletter is the lifeline of any association, but a newsletter without copy is a non-entity. Lisa Chess is now to take over from me, she is full of the sort of enthusiasm that could make a superb newsletter; please try to make sure that this enthusiasm is not dashed on the reefs of everyone's apathy. I wish her all the luck she can get and vow that if, sorry Lisa, *when* I write copy, it will be on time.

Dave

Dave has asked me to write a little speil about myself (to get you used to my literary style I think). He assures me that many of the fleet don't know me, or my history. Well apart from being Mrs. Oscar Chess, Tony Powell's daughter and a speech therapist, there's not much else to say. I hope in the next edition to include a small gallery of rogues for those who do not know many of the committee - it may make them a little more approachable.

I've lots of ideas for future newsletters but I'm already daunted by the enormity of getting the thing together. As always a plea for lots of articles, however boring they may seem to you. I'll make this short and keep my words for the next one. Before I forget, a little covering note : Having been asked to write the Nationals report after the event, please excuse any mistakes I might have made! (Hopefully by now you will have forgotten it all anyway).

Look forward to hearing from you for the next edition.

Our address is:
The Woods, 15 Bryn Terrace, Mumbles,
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Tel: 0792 367837

Lisa Chess

Secretary's Report

Firstly, let us apologise to Dave for not providing him with a lengthy report for the newsletter, but we have only two points to make.

Wilkinson Sword and Lang Trophies

With the new format of these two trophies it is imperative that we are provided with the result of all Open Meetings that take place. If this does not happen we will find ourselves in the unfortunate position of being unable to present the trophies.

This was, in fact, the case for this year's Lang trophy, which was personally disappointing as I was one of the few people who slogged round the curcuit in order to qualify.

Membership

As you are all aware, your membership renewals were due in January and in the past people have left their payment till the Dinghy Exhibition.

It is not normally our stance to side with the Association Treasurer but this year please will you try to renew your membership as quickly as possible. This is to ensure an accurate membership list to enable ourselves and Pwllheli Sailing Club to send out notifications etc. for the 1989 Nationals.

Nick & Hilary Jones

Chairman's Report

Thank you Dave Norris. Why the big thank you? For the past six years Dave has been the Editor of this Newsletter, during which time he has done an excellent job, given that we all leave it to the last minute to write something and send it to him.

Who is going to be the new Editor and what is Dave going to be doing? Well, Dave is going to take on the Publicity Officer's job. He will be asking for help from us all, especially from clubs holding Open Meetings. He will be wanting reports sent to local and national papers immediately after the event. Also a report sending to Yachts & Yachting. His first sortie is the Class advert and information that appeared in the Dinghy Classes edition of Yachts & Yachting, on the news-stands in early December. He has a number of other ideas which he will be following up.

At last, the Newsletter Editor is to be Lisa Chess. Firstly, welcome Lisa, we look forward to your ideas going into print. Please will you all help Lisa with her first edition in particular. There is very little time between Christmas and early March to put together the Newsletter we all like to have around Dinghy Exhibition time.

The Wilkinson Sword Trophy is to be competed for on a different basis this year. The scoring system will be published in the next Newsletter. In essence 5 results will be used from all Open Meetings, Area Championships and Special Events. Only one result from the Area Championships and only one result from the Special Events may be included in the 5 events. This means that you could attend 5 ordinary Open Meetings and still qualify.

Cover Picture:

Jane and Hilary ahead of Nick & Richard at the 1988 Nationals.

COMMITTEE MEETING

In view of the considerable amount of discussion and general comment that has been aired concerning the events leading up to the change of venue for the 1989 Nationals, the committee thinks that it is in the best interests of all concerned and the association as a whole, that the minutes of the committee meeting held on the 22nd October, 1988 be published in their entirety.

Editor

Minutes of the National Osprey Class Association Committee Meeting held on Saturday, 22 October, 1988 at Japonica Cottage, Charlton-on-Otmoor.

Present: Nick and Hilary Jones (Joint Secretary)
Graham Mant (Treasurer)
Ian Madeley
John Lang
Chris Gorringe
Nick Willis

1. In the absence of the Association Chairman, Ian Madeley was proposed as meeting chairman by J. Lang, seconded by C. Gorringe. The motion was carried.

2. Apologies for absence were received from: Huw Pearce, David and Marg Norris, Robin Tooz-Hobson, Ken King, Hugh Carter, R. Mant and Phil Holt.

3. NATIONAL CHAMPIONSHIP 1989

The Chairman opened the discussion stating that a widespread rumour had been circulating at Lymington Town Sailing Club to the effect that the 1989 Nationals were to be held in late August, although an earlier date had already been fixed. The Chairman asked how this rumour had arisen and why the committee had not been advised of the proposed change in date through the proper channels.

Nick Willis replied that HISC had offered to host the Nationals on either 29th July or 20th August 1989, but that the club preferred the later date for several reasons.

a. That the earlier date was unsuitable because of the clash with Cowes Week.
b. The clash with the Wayfarer World Championships, to be held during the week commencing 29th July 1989.
c. The likelihood of both these events reducing the level of 'ground support' and home fleet participation.

Therefore the second date was far more suited to a successful Nationals at HISC.

Nick Willis then read out a letter from Mike Porter expressing that if the Nationals were changed from the 19th August then they would be most concerned. Following some discussion of the letter, Nick stated that HISC had already begun to make arrangements for the later date, but that he was able to stop printing of publicity material etc., in time when the date query became apparent. The letter from Mike Porter also stated that a number of new boats would only be built if the Nationals were to take place on the date.

The Chairman stated that, in his opinion, commercialism in this context is wrong, and that the class should not be swayed by commercial views when selecting the date for the National Championships. He also emphasised that when a change in date was considered, the committee as a whole should have been informed.

The Secretary, Nick Jones, then read out a letter from HISC stating their acceptance of the 29th July 1989, this letter being dated 9th April, 1988.

John Lang said that the later date immediately precedes the Burnham Week and the August Bank Holiday. He stated that, therefore, there was a direct clash of date and some people would opt to attend one or the other, but not both. The later date also falls outside the industrial fortnight. These factors could drastically affect turnout.

Chris Gorringe felt that tradition indicated we should opt for the earlier date. He asked if HISC could definitely host the Nationals on either date, and Nick Willis said that they could. Chris then asked if proposed courses would clash with those of Cowes Week. Nick W. agreed that this may occur.

Graham Mant summarised the queries which had arisen:

a. Is HISC able to provide all necessary facilities viz. rescue boats, race management, social events for families and sailors, venue for prizegiving, etc?
b. What will the cost be? This would possibly be affected by charges for rescue facilities, but details of these were not available.

The Secretary, Nick Jones, reported on his telephone conversation with Judy Covell of HISC. She had asked if rescue facilities could be provided by NOCA, inferring that the club could not provide all necessary cover.

Nick Willis stated that although many locals would be at Cowes, rescue cover could be provided by HISC but that this may add to the entry cost. Judy Covell was trying to set a price to take account of rescue facility requirements.

Nick Jones reported that Judy Covell gave a price of £50 per boat for races and two social events (wine reception and barbeque). For every boat short of an assumed entry of 60, £20 would be charged to the Osprey Association. For every boat in excess of 60, £20 would be refunded to the NOCA.

The discussion was continued at length and then the committee reviewed the various points raised. As a result of this, Graham Mant proposed that the Nationals date should remain during the week commencing 29th July 1989. This was seconded by Nick Jones. The motion was carried by 4 for and 1 against.

Some discussion followed on the general subject of holding the

Continued on page 4

Open Meetings 1989

May Day Bank Holiday	Blithfield Inland Championships
13/14 May	Poole
3/4 June	Kielder, Scottish and Northerns
10/11 June	Hornsea
1 July	Bala Long Distance Race
	Lord Birkett, Ullswater
	Royal Sovereign, Eastbourne
8/9 July	Shoreham, Southerns
22/28 July	Pwllheli, National Championships
26/28 August	Burnham.
	Followed by Burnham Week
8/10 September	Stewartby, Welsh & Midland Championships.
16/17 September	Sheppey
30 Sept/1 Oct.	Ribble
7/8 October	Lymington

COMMITTEE MEETING *(Continued)*

Nationals on the original date, and Nick Willis reiterated that if this were to be the case then there would be very little home support.

At this point the Chairman said that if that were to be the case, is there a club who would be able to stage the Nationals at this late stage?

From this a discussion arose about various aspects of choice of Nationals venue. It transpired that while Mounts Bay Sailing Club are a well known commodity, we should look at a different venue if we have it available, before making a decision.

Graham Mant said that Mounts Bay Sailing Club and Pwllheli Sailing Club were able to host the 1989 Nationals but he wished to read out various letters from other members of the committee prior to discussing the matter.

Ken King (Creeksea) had written to report that his members were not enamoured with the present choice of venue.

Dave Norris (Blithfield) had written to report that there had been considerable discussions at Blithfield regarding the Nationals venue, and made certain other points which were noted. It basically reflected similar views to those of Ken King.

The Chairman asked John Lang to give some details about Pwllheli.

John Lang gave details about Pwllheli, which would appear to be suitable as a Nationals venue. The Club can run our Nationals at a cost of £45-50, accommodation is very close to the club, the launching facilities are good, and good courses can be set whatever the conditions. Clubhouse facilities are good and there are plenty of family attractions in the vicinity. The club has previously hosted the ISORA series, Cadet Worlds, Lark Opens, 505's and Merlins.

Graham Mant put forward the following proposal:

"In view of the level of commitment that HISC are able to give in hosting the 1989 Nationals during the week beginning 29th July 1989, that the venue should be changed."

The proposal was seconded by John Lang.

Two voted for the proposal, two voted against, with one abstention. The chairman used his casting vote in favour of the proposal, as he considered this to be in the best interests of the Association.

Nick Willis wished it to be recorded that he felt the expressed lack of commitment from HISC has mainly arisen as a result of delay in agreeing a date, and that the NOCA Committee had not acted in time in this matter. HISC should not be criticised exclusively.

Graham Mant commented that originally he had insisted that the venue should not be changed from HISC, but that his view changed in the light of subsequent information.

John Lang proposed the following motion:

"That Pwllheli Sailing Club be asked to host the 1989 National Osprey Class Association Championships."

The motion was seconded by Graham Mant.

4 members voted for, 1 voted gainst the motion, and 1 abstained.

It was agreed that the secretary should ensure that the membership was advised of the changes ASAP and John Lang would provide an information sheet to assist with this task.

It was agreed that Graham Mant would make contact with Pwllheli Sailing Club.

There being no further business the meeting closed at 4.50 pm.

Mumblings from last year's Bridesmaid

Having spent the last twelve years enjoying Osprey Sailing, almost to the full (if only one has more time), and particularly the last seven years at a competitive level, will this be the year lady luck smiles down on the Marshall/Willis team and says it's your turn?

Even with good preparation, practise and the right equipment, luck plays her part. Remember Mounts Bay 1976 - broken rudder whilst second and shroud 'U' bolt failed whilst third.

There is always competition to worry about, this year Andy and Huw are getting it together, the Whites from Hornsea, Simon and Johnathan Townsend from Emsworth look threatening, Peter Tart when there's a breeze about, Oscar and Dave Griffiths loom larger at every meeting we go to and what about Porter and Clark, will they take the Osprey fleet apart for the fourth year in succession?

Let's not forget Martin Lewis (3rd in 1987), hiding this year and complaining of other commitments and Tennis Elbow! Other possible threats include the Coopers, Geoff Stubbs, Big Neil (ex Keith Gibbons crew).

Whatever the outcome, like everyone else, Nick and I will have lots of fun doing it.

Richard

Sovereign Suicide

or How a Sword Event nearly killed Six Ospreys!

Imagine coming ashore downwind in a force 5, in surf, onto a steeply shelving shingle beach. The only half safe way of carrying out this manoeuvre was to plane flat out at the shore and hope that 10 plus burly men would catch you and then carry the boat up a 100% grade! Absolute suicide!

Many other boats capsized in the surf, an Albacore even pitch poled!

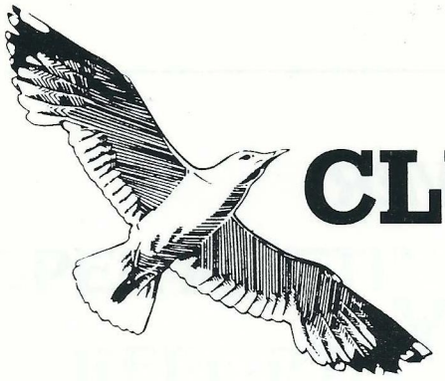
Fortunately, apart from a few scratches, the Ospreys all made it; even Oscar who is planning to write an article on the virtues of a fixed rudder!

It was a cool unsettled day, force 4-5, with a very lumpy confused sea from earlier spring winds in the channel. As the waves were in fact 20 ft at the Sovereign Light vessel our race officer prudently set an inshore course, with a three hour time limit.

Richard and Nick just managed to make the first mark 20 yards ahead of Johnathan and Simon Townsend with Oscar and Dave Griffiths in pursuit. Richard and Nick wiped out shortly after launching the kite, the Townsends took the lead and Oscar closed the gap. After one lap (about an hour) the Townsends held the lead with Richard and Nick 2nd, Oscar and Dave 3rd, Rob Shaw and Bob 4th, Graham Mant and Carl 5th, with Nick Jones 6th (Osprey order only).

This was to be the one and only lap as the weather mark had drifted downtide about two miles and nobody noticed until it was too late to redirect the lead boats, the race was abandoned.

As the Osprey positions had been logged at the end of the first lap we decided that would be the finishing order for the Sword event.



CLUB NEWS

SUSSEX MOTOR YACHT CLUB

Over the last few years Sussex Motor Yacht Club has been going thro' the Doldrums. Membership dropped to just over a 100 and of these only a handful were actively sailing. The sailing was sparodic and no prizes were being sailed for even though the club has nearly forty assorted cups and trophies of various kinds available. The committee dropped to just three stalwarts plus an Osprey fleet captain and a Merlin fleet captain. The Merlin fleet only sailed 'at home', the open meeting and the rest of the time competed on the Silver Tiller Circuit.

The club was first formed around 1956 by a group of enthusiasts. They built the clubhouse themselves and introduced a full itinerary of racing both on Saturdays and Sundays. When they built the clubhouse they built it to be able to cater for large numbers, for both on and off the water (a by the by is that the record for the most amount of beer drunk in one week is still held by the Ospreys for their Nationals held here in 1983 when in excess of 4,000 pints of beer was drunk).

The club peaked in the 70's. In 1972 club member Alan Warren won a silver medal at the Keil Olympics in the Tempest. He's still in the club racing Merlins. The largest fleet seen out of Shoreham happened at the Dunhill International when in excess of 400 boats gathered to do battle.

The emphasis though was also on the club being a family club, able to offer racing on the sea or racing in the harbour and river which was always an advantage for the cadet section who supposedly had a lower threshold to wind and waves (and Shoreham has occassionally been known for both).

The decline of the club occurred for the same reason as virtually all clubs in the UK, one generation moving on without another coming on to take their place. The problem was enlarged at Shoreham by the fact that just down the river is Sussex Yacht Club, a club that is over 100 years old, is on the main street in Shoreham and has over 1300 members. The club has a full time steward and chef and offers subsidised meals. It also caters for all of the cruisers at Shoreham as well as Dinghies. With the facilities they could offer all year round it meant that it was a socially more acceptable club. That, combined with the SMYC location on Shoreham beach and the third factor that windsurfers are banned in the harbour because of one or two near misses with shipping (ask Neil Robinson for details), meant that the recovery of the club was to be slower than others.

At the AGM in 1987 things changed, firstly the name changed to Shoreham Sailing Club (SMYC) and more importantly the committee grew from 5 to 12 people, all actively determined to turn the club around.

The committee set out to achieve a lot in the first year as Shoreham S.C. A full race programme was put together over a shortened season and re-introduced race prizes. A club work plan was put together which included the major task of knocking down and rebuilding the balcony (due for completion this winter) and generally pulling back where it had been neglected. Support from the members was very gratifying and the 1988/89 work plan is more adventurous.

The racing happened including a Merlin Open Series which allowed any Merlin sailor to come down - leave their boat at the club to get Open Meeting racing every weekend without having to pack up their boats.

As a result the club gained several keen members including the new secretary who even bought a weekend house locally because he enjoyed it so much.

On the Osprey front the fleet has grown from six in the boat park to nine and from 2/3 racing each weekend to an expected 5/6 for next year. We had three boats at the Nationals this year and in 1989 we hope to be getting 5 plus. In that number we include Frank Powell in a "Back from the dead with more bits of string" bid with his 'new' three year old boat and, such is his new zest that he has promised to be seen at Pwllheli.

The club, we feel, is now on the right track. If you've got an Osprey, are not using it and fancy the best in sea sailing come and join us.

Gavin Faulkner-Little is the fleet captain (0273 - 454785), he can give all information, how to find us, cost of the beer, etc.

P.S. We're also hosting the Southerns on July 8/9 1989.

Shoreham Sailing Club (SMYC)

SOUTHERN AREA CHAMPIONSHIPS

8th/9th July, 1989

Make the date in your Diary
Two weeks before the Nationals
and experience the best sea sailing possible.

For accommodation and details contact:

Gavin Faulkner-Little (Fleet Captain) 0273 454785
or Robin Tooz-Hobson 0903 37325
or Graham Elliott 0273 462459

Further details next time!

THE FIRST EVER

OSPREY INLAND CHAMPIONSHIPS

is to be held at

BLITHFIELD SAILING CLUB

on

29/30 APRIL & 1 MAY
(May Bank Holiday Weekend)

7 Races to be held over the three days, 6 to count.

2 - Saturday

3 - Sunday

2 - Monday

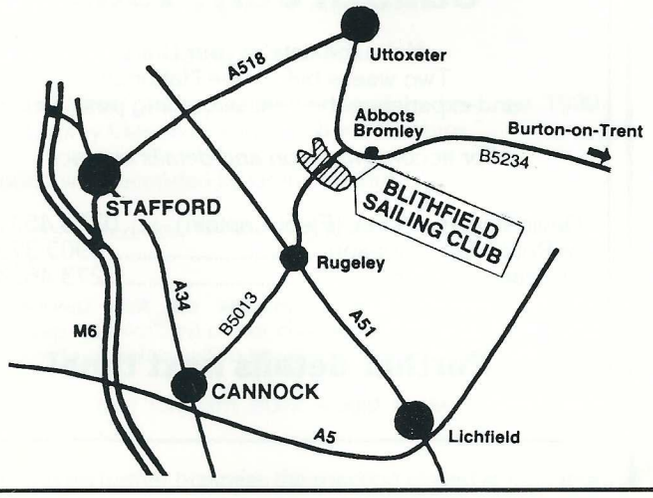
SUBSTANTIAL PRIZES TO BE WON

ENTRY FEE : £8.00

Free entertainment on Saturday and Sunday evenings for competitors and their families is included in the entry fee.

Saturday Night - Disco

Sunday Night - Black Country Comedian *(not to be missed)*



Sponsored by
THE STAFFORD NEWSLETTER
&
THE THORN GROUP

For further information, accommodation lists, etc.
Telephone Geoff Stubbs
(0785) 51356
or (08897) 285

OPEN MEETING REPORTS

Osprey Welsh & Midland Area Championships

Gt. Yarmouth & Gorleston S.C.

18 Ospreys from 10 different clubs, from Keilder in the north to Hayling Island in the south, gathered at Great Yarmouth and Gorleston Sailing Club on May 28th and 29th for the 1988 Welsh and Midland Area Championships. The event was sponsored by Storrar and Bax.

The first race (Steel Co. of Wales Bowl) was sailed in a force 3 southerly wind and choppy sea. The race was won by the current National champion, Ian Porter, sailing his brand new boat (1255), in its first ever race. Second were the Townsend brothers, Jon and Simon (1241), followed by Bob Shaw (1245) in third. The class chairman, Huw Pearce, at the front of 1218 and helmed by Andy Harrop were 4th.

The wind strength had increased to force 3-4 for the 2nd race (Williams Salver) and with a flatter sea once the tide had changed gave almost ideal racing. Bob Shaw took the lead from Jon Townsend at the gybe mark on the third lap and held this position to the finish. He was followed home by Ian Porter in second and Jon Townsend in third. Roger Blake (1167) was fourth. A barbeque was put on for competitors on Saturday night.

Sunday morning saw the start of the 3rd race (Mumbles Bowl) in a blustery force 3-4 southerly wind and choppy sea. Bob Shaw rounded the windward mark in first place and as the fleet sailed down the first reach the wind started to swing through 60 degrees. Bob, first round the gybe mark, with spinnaker still up went searching for the leeward mark. He found it too late and ended up down wind and down tide. The rest of the fleet capitalised on Bob's misfortune and downed spinnakers at the gybe mark and two-sailed the third leg of the triangle. Even so Bob managed to slot back into fifth place but with the wind now settled in its new direction the rest of the race turned into a bit of a procession with few place changes. The race result was: first Jon Townsend, second Andy Harrop, third Ian Porter and fourth Dave Chalkley (1184).

With one race to go Ian Porter and Jon Townsend were equal on points (2¾ with discard), Bob Shaw on 3¾ points and Andy Harrop, an outside chance on 6 points. It was all down to the last race (Penmaenmawr Cup) which was to be sailed in an increasing wind (force 5) combining with a strong tide to give a very lumpy sea. Five boats pulled away from the rest of the fleet in the trying conditions, which caused many capsizes and half the fleet to retire during the race. The lead was swopped several times between Harrop, Townsend and Blake, with Porter and Shaw always close. No spinnakers were flown on the reaches and wearing round at the gybe mark was the order of the day to prevent capsizing. Eventually Bob Shaw and Roger Blake were dropped from the leading group on the third leg, Harrop and Townsend still fighting it out for top spot and Porter hanging on in third. The order was still the same at the start of the last beat but at the end it was Porter who had pulled through to win the race and take first overall. Jon Townsend was second, Andy Harrop third and Roger Blake fourth.

Overall results:

1st Fordingbridge Cup & Aldreds Perpetual Trophy - 1255 Ian Porter & Simon Weatherill (Hayling Island S.C.)
2nd Denstone Cup - 1241 Jon Townsend & Simon Townsend (Emsworth S.C.)
3rd 1245 Bob Shaw & Bob Farquarson (Creeksea S.C.)
4th 1218 Andy Harrop & Huw Pearce (Datchett S.C.)
5th 1167 Roger Blake & John Dyson (Great Yarmouth & Gorleston S.C.)
6th 1141 Glen Adcock & Mike Jakeways (Stewartby Water S.C.)

The Bent Pencil Prize which is awarded for the best capsize was presented to Karl Gorner & Grayham Mant for their many spectacular examples of this art form.

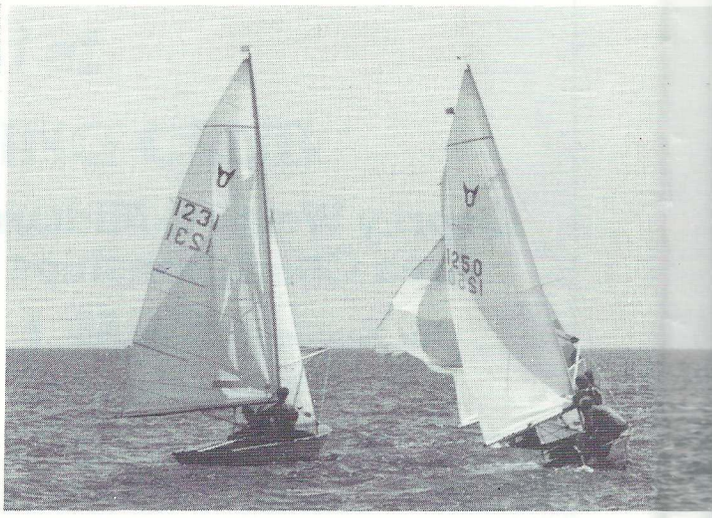
Boat No.	Boat Name	Helm	Race 1	Race 2	Race 3	Race 4	Points	Pos'n
1255		I. Porter	1	2	3	1	3.5	1
1241		J. Townsend	2	3	1	2	4.75	2
1245	Two Bob Bit	R. Shaw	3	1	5	5	8.75	3
1218	The Mistress	A. Harrop	4	9	2	3	9	4
1167	Dodger	R. Blake	6	4	6	4	14	5
1141	Blunder Bus	G. Adcock	5	7	8	Rtd	20	6
1184	Nifty Shifter	D. Chalkley	7	10	4	Rtd	21	7
1140	Wings Too	M. Lucas	9	6	9	Rtd	24	8=
242	Lady Ann	N. Willis	DNE	5	13	6	24	8=
1250	Grimble	G. Gingell	8	11	7	Rtd	26	10
1178	Psycho	J. Lang	11	12	10	Rtd	33	11
1175	Able Lady	D. Unsworth	10	8	DNS	Rtd	34	12
1240	Sham	V. Page	12	13	11	Rtd	36	13
1112	Hotstuff	K. Gorner	13	16	14	Rtd	43	14
1163	Prickly Pair	S. Fisher	14	14	DNS	Rtd	44	15
1230	Riff Raff	R. Edwardson	15	Rtd	12	Rtd	46	16
663	Zebedee	R. Falconer	16	15	DNS	DNE	47	17
903	Le Chien Noir	G. Caldwell	17	Dsq	15	Rtd	48	18

PICTURE PARA















The 1988 Nationals took place in Torbay under the burgee of Paignton Sailing Club during the week of 31 July - 5 August. Weather-wise it proved a good week for sailors and their families alike with light breezes and sunshine prevailing.

Seventy Ospreys in total turned out for the mind bending challenge of whatever they had come for ... social, beer, racing ... There were several regular crew changes seen this season notably the breakup of the long marriage of Oscar and Tiger (maybe because they've found women!) 1988 saw Oscar sailing with long-time Osprey and Laser helm Dave Griffiths. Another notable change was Ian Porter's crew, no longer the volable J.C. but the far more boozy Adam Bowers.

This season also saw several new boats in the fleet, some home made and many plastic potties, a few of them making their impression on the front of the fleet.

The practice race held in the best breeze of the week, a 3-4, set the ball rolling with Ian Porter taking an early lead followed at the windward mark by the White brothers and team Chess/Griffiths. Ian then dropped out of the race to do some tuning leaving Oscar to proceed to dominate the race. Richard Marshall finished second and Andy Laing sailing an old boat 959 finished third.

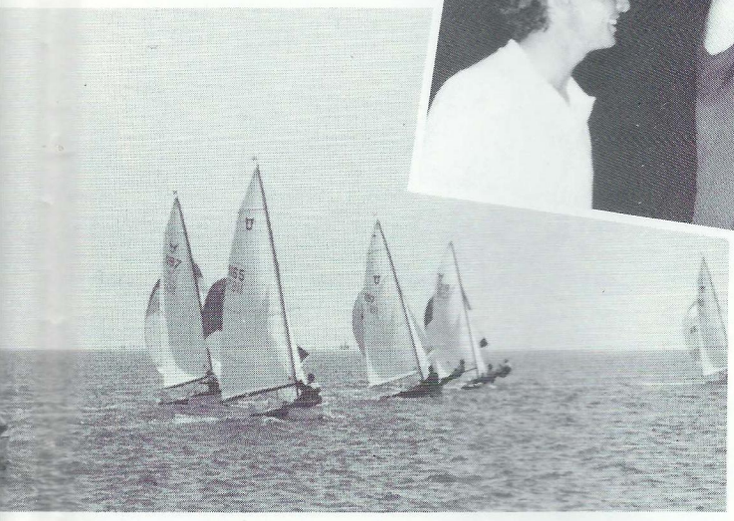
That evening the fleet were kindly received at a civic reception held in Oldway Mansions, previous home of Isadora Duncan, the mistress of Singer sewing machines. Also jooining us was Ian Proctor, designer of the class and all were God-fearing.

The first points race saw the weather pattern settle to a shifty 1-3. The start was chaos, the line flag was flying but the Osprey master mariners spread out for a gate start (would some future flag revision be useful?) The ensuing general recall was followed, unbeknown to many, by the 5 minute rule, eventually resulting in 17 disqualifications.

Geoff Stubbs was the first to reach the windward mark followed by Chess and Porter. The second beat then saw some interesting tactics with the gang of four, Townsends, Whites, Stubbs and Shaw, going out to sea; Chess, Porter and Marshall stayed inshore which paid off on the run. Chess was able to get away and lead the pack but overstood the windward mark and he had to run back just beating Marshall with Porter finishing third.

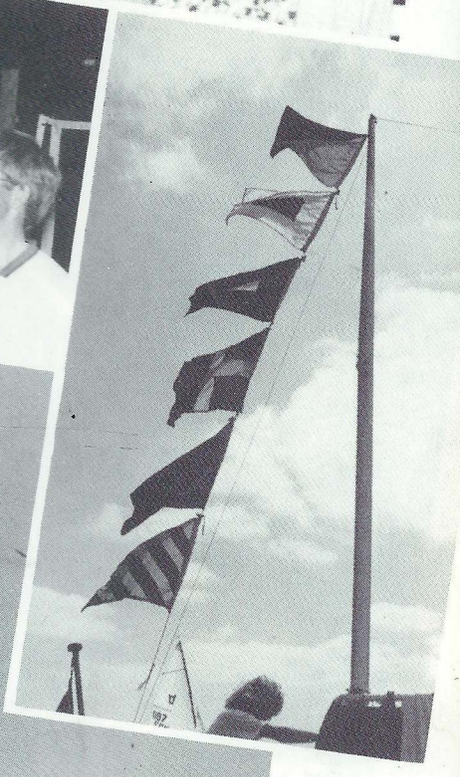


ADE













That evening's entertainment was a hearty beach barbeque held against an incoming tide leaving stranded sailors and fused lights, the fairies certainly weren't with us!

The second points race started in a good breeze but ended in a drifter, and saw some excellent sailing from Ian Porter. He led all the way despite wrong tactics and a threatening second boat. Second position was hotly pursued with Townsend, Postle, Stubbs and Robinson all having a go. The final spinnaker reach decided it all, some remarkable wind shifts which quite confused me, showed the White brothers at their best, coming through for second and Neil Robinson sailing over the top of Chess for 3rd.

Wednesday's racing proved to be the most interesting of the week. Oscar led at the windward mark with the Whites and Neil Robinson close behind, but the second beat saw the wind drop and the boats inshore were lifted over the top of the leaders. Another wind change allowed Chess, Matthews (ye olde Cornish lot) and the Whites to escape and lead around the next mark. Most of the fleet remained bunched at the windward mark and the new breeze brought Chess, White, Porter and Marshall bearing down on the log jam lapping them all. Chess found a gap and came through to first, the Whites went into the ruck second but lost out heavily finishing a disappointing fourth. Porter got second and Matthews third.

Thursday, a beautiful hazy day, began with no breeze and racing was postponed until 2 pm. Although Ian Williams managed a test run on his just-finished wested (only) Osprey. A large group took the opportunity to head for the go-carts at Brixham, and racing began again!

Heavily laiden cars hurried back through the traffic just to make the two o'clock start. Geoff Stubbs created an undisputed lead miles in front, but even masters winners make mistakes and he thought they'd shortened the course; he sailed for the finish too early having then to hoist his kite and run back to the mark. This gave Chess first position and Ian Wilson second. Thursday evening's entertainment held in the Leisure Centre gave Hayling Island the chance to show their skills at Volleyball and the prettier members of the fleet to show their make-up expertise and underwear choices as Miss Osprey.

The results so far had secured Chess first position and Porter second and so Friday's racing was carefully watching third.

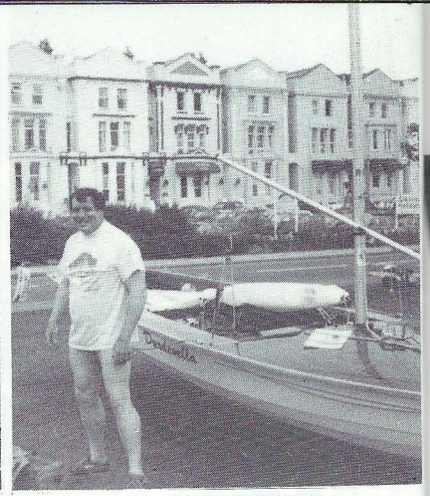
Continued on page 10

1988 NATIONALS

(Continued)



















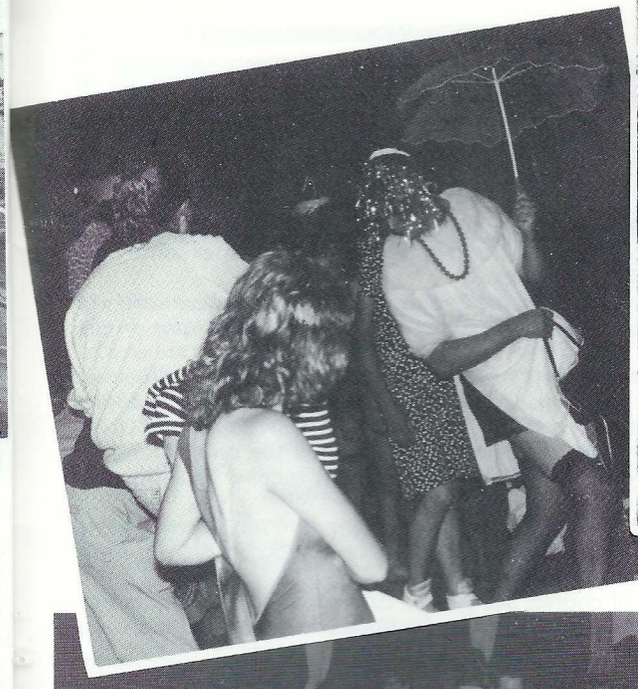


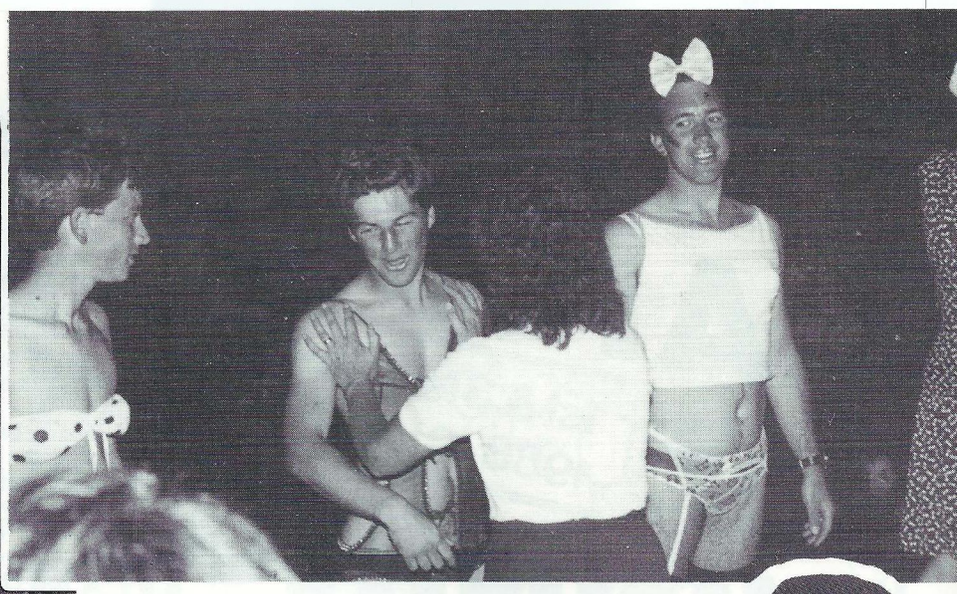
Paignton organised a spectators' boat so families and friends with a birdseye view watched too.

The wind was light and it took four starts to get away. The first beat was the most exciting and interesting I've ever watched; the pro's fighting their way up the pack, and some friendly faces broadly smiling as they counted the boats in front of them at the windward mark instead of behind them. Ian Madeley started brilliantly on the port end of the line but Carter got through to first at the windward mark. Ian Wilson put all his skills to good use (i.e. listening to the cricket) and soon pulled through to first, an interesting battle would have developed with Harrop if the race officer had not shortened 100 yards of the finish much to Andy's annoyance having finished third, the White brothers sixth securing their 3rd overall.

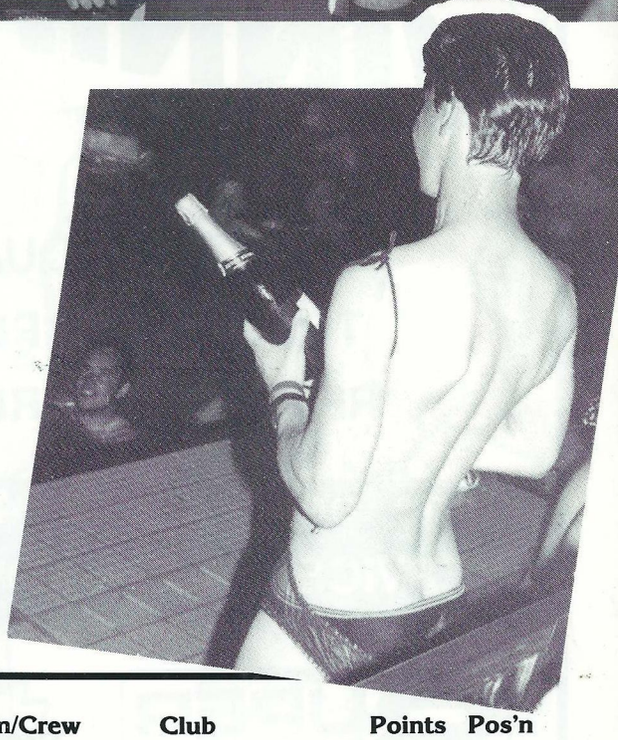
A super week, lots of old faces, good racing and thank you Paignton.

"Polly Garter"









Sail	Helm/Crew	Club	Points	Pos'n
1085	Chess	B. Steel	6.25	1
1255	Porter	Hayling	9.75	2
1231	White	Hornsea	18	3
1195	Marshall	Hayling	23	4
1194	Stubbs	Blithfield	28	5
223	Laing 959	Poole	34	6
1258	Postle	Mounts Bay	35	7
1218	Harrop	Datchet	42	8
1245	Shaw	Creeksea	44	9
1250	Walton	Hayling	45	10
1214	Robinson	Blithfield	49	11
1187	Brown	Poole	51	12=
1197	Hendon	Blithfield	51	12=
1220	Wilson	B. Steel	53.75	14
922	Mathews	Mounts Bay	56	15
1209	Mooney	R. Yorks	60	16
1081	Carter	Stewartby	61	17
760	Firth	Mounts Bay	65	18
1238	Griffiths	Saundersfoot	69	19
1223	Gorringe	Poole	71	20
1256	Lewis	Creeksea	87	21
919	Seymour	SSC	88	22=
1240	Pase	Hayling	88	22=
1140	Lucas	Stewartby	90	24=
1230	Edwardson	Kielder	90	24=
1178	Lang	W. Riding	97	26
1243	Cooper	Blithfield	100	27
1222	Corbin	Lymington	103	28
1215	Sharp	Hornsea	104	29
242	Thomas	Locks	108	30
1253	Gilmour	Morecambe	109	31
662	Holdgate	Ogston	117	32=
1212	Tart	Mengeham	117	32=
1205	Gibbons	Blithfield	123	34

Sail	Helm/Crew	Club	Points	Pos'n
404	Williams	B. Steel	126	35
1165	Rowland	Hoylake	127	36
903	Caldwell	Blithfield	130	37=
1169	Carter	Lymington	130	37=
1112	Gorner	Oxford	138	39
936	Curnow	Mounts Bay	140	40
1101	Popple	Shoreham	147	41
1141	Adcock	Stewartby	150	42
10974	Metcalfe	Hornsea	151	43
1024	Crebo	Mounts Bay	152	44
1233	Jones	Stewartby	155	45
1119	Roderick	B. Steel	159	46
1236	Munnery	Dell Qu.	173	47
1113	Flannery	Ribble	174	48
1018	Mottram	Blithfield	175	49
110	Smith	Ribble	176	50
1138	Gillespie	Poole	178	51
1228	Holt	Poole	179	52
1252	Madeley	Ogston	187	53
814	Gadd	Hayling	189	54
1175	Taylor	Sheppey	191	55
1184	Chalkley	Humber	196	56
1182	Elliot	Shoreham	202	57
1137	Pilcher	Castaway	204	58
555	Shenton	Sheppey	211	59
1251	Thomas	Netley	218	60
1244	Ellison	Stewartby	221	61
92	Somers	Mounts Bay	226	62
93	King	Creeksea	227	63
1155	Willcocks	Poole	231	64
1241	Townsend	Emsworth	232	65
1188	Hennings	Ribble	240	66
617	Allen	Sheppey	268	67=
1031	Myatt	Sheppey	268	67=

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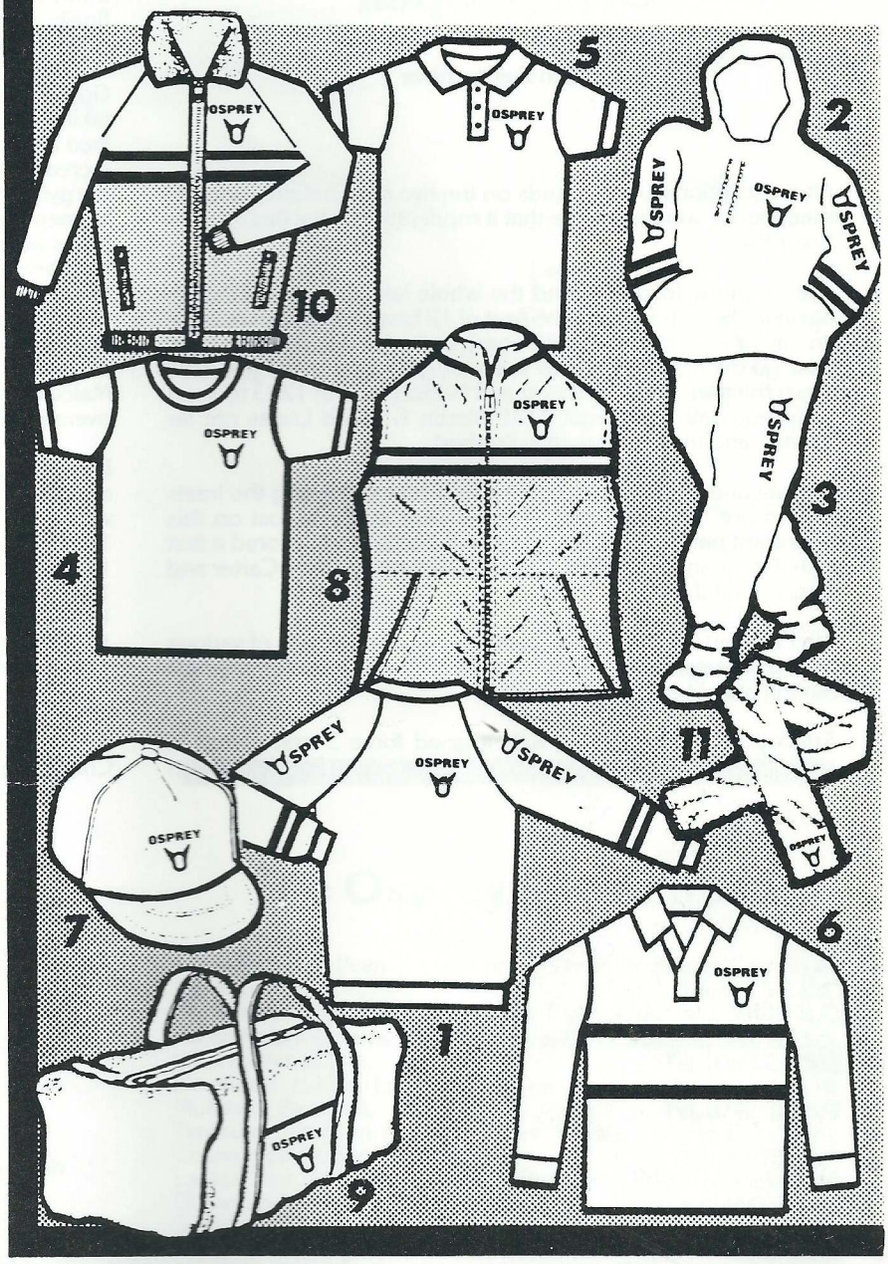
If you fancy any of the above then give me a call after 7.00 p.m. at the address below, to check availability or if you have any queries. Incidentally if you want more than one item then we can save on postage. If you have any ideas or would like to see a change why not let me know, always open to new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

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Ag 644

Stewartby Osprey Open

3rd/4th September

After exceptionally high winds on the two days before our open meeting, we were fortunate that it moderated by the first race on Saturday.

With a sunny force 2-3 and the whole lake to sail on (thanks again to the water skiers) the fleet of 12 boats were underway on an Olympic style course with some shifty conditions up the first beat; go the right way and all was well, get it wrong and you were down the pan. Chris Gorringe and Nadia Hosie in 1223 took an early lead with local boat 1140 Martin & David Lucas not far behind, and this is where they finished.

The second race started with a dying breeze making the beats even more difficult; again fortunes were won and lost on this important part of any race. Chris and Nadia again scored a first with John Lang and Malcolm Clack second and Neil Carter and Roger Mant third.

After a splendid meal, a few bevvies and some videos of various sailing activities, we retired to bed with the weather forecast hinting at light airs for the Sunday.

Sunday morning dawned with a good force 3 and plenty of sunshine. John Lang and Malcolm set the scene for the day with the Lucas brothers in hot pursuit, with some excellent reaches and slick spinnaker work the fleet were changing positions constantly. John and Malcolm crossed the line first with the Lucas's and Chris and Nadia 2nd and 3rd respectively.

In race 4 boats took an early lead and battled it out for first place with John Lang doing his best to split them up, again spinnakers were up and flying (see photo) and every effort was made to find a way past the leader. After getting in front Neil and Roger were finally overtaken by the Lucas's and they went on to win. John Lang came in third with Chris Gorringe 4th.

Going into the final race any one of four boats stood a chance of taking the title so the pressure was on. Neil Carter took an early lead and gradually crept away from the fleet, with the wind on the increase great fun was had by the spectators on the bank near the gybe mark (vultures) as the boats rounded desperately trying to keep the spinnaker flying and not make a hash of things, four boats were trying hard to reel Neil in before the final beat. Up the final beat after a hard tactical race, the leading group of 4 split making covering difficult, Neil having no choice had to cover Chris Gorringe and the Lucas's leaving John Lang to take a flyer up the other side of the beat. After leading for the whole race Neil was to lose it right on the finish line, much to the joy of John and Malcolm who just crossed the line first and with this win the overall winners title. (Well deserved too).

Despite a disappointing entry an enjoyable weekend was had by all and we would like to thank the 6 visitors for turning up. They were:
1112 Karl Gorner and Graham Mant, Oxford.
1178 John Lang and Malcolm Clack, Leeds.
1223 Chris Gorringe and Nadia Hosie, Poole.
1230 Roger Edwardson and Mike Jakeways, Keilder.
1184 Dave Chalkley and Steve Watson, H.M.Y.C.
1252 Ian Madeley (old faithful) and Mike Beecroft, Ogston.

We look forward to seeing all of you and a few more on September 9th and 10th for the Welsh and Midland Area Championships. Make a date now you won't regret it.

Roger Mant



Neil Carter/Roger Mant, 1081, in front of the Lucas brothers and John Lang/Malcolm Clack.

NATIONAL OSPREY ASSOCIATION 1989

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1 Sundale Cottage,
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Poole YC
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Sheppey YC
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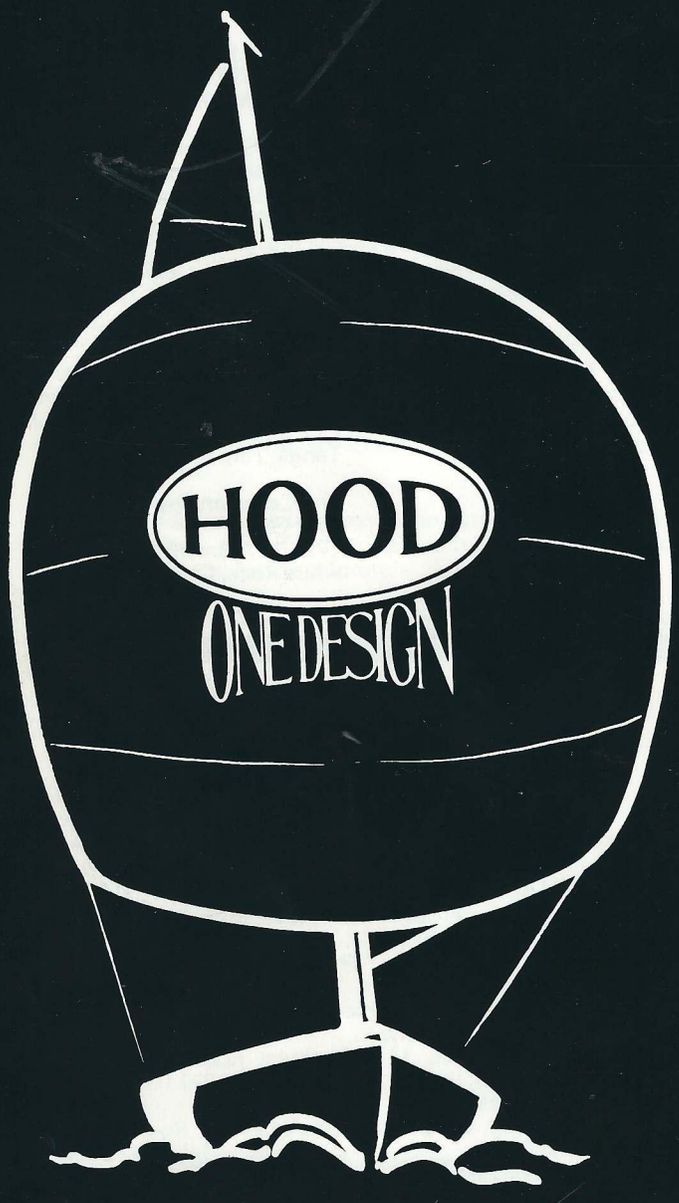
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