sprey





NEWSLETTER

JULY 89

NATIONAL OSPREY ASSOCIATION

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COVER: Some of the action at the Osprey Inland Championships at Blithfield.

COPY DATE for NEXT ISSUE:
1st OCTOBER, 1989

A WARNING :
I may introduce private advertisement changes, but this is still under review at the present time.

EDITORIAL

So far I have enjoyed putting this newsletter together, but it has to be said that the hardest part is writing the editorial. I've mused, screwed up paper and blunted pencils over the last couple of days thinking what to write. My first and foremost task, however, must be to thank Dave Norris for all the hard work he has put into the newsletter over the last 5 years. The newsletter is now a magazine of professional standard and I hope I can maintain this level over the next few editions. Thank you Dave.

This year I have been promoted from trolley dolly to incompetent screw so will be participating in the action "on" the water. This has, however, meant that I have not been "doing the circuit" quite so much this year, and also by Sunday evening Lisa has lost all her charm to weariness. This perhaps has not helped in my quest for articles. I must be honest though and say that the articles which appear in this newsletter have been prompt and forthcoming. - thank you to all who helped get this off the ground.

A special mention must be made about Sue Harrop and Mike Carlson sailing 1140 'Miss Chief'. They sailed a marvellous last race at the Inland Championships and after a long battle with John Lang and Malcolm Clack, 1178 eventually won. Is this the first time a lady helm has won a major race? Congratulations Sue. Blithfield was also quite memorable by reason of an ambulance journey; perhaps everyone should remember to take a supply of food and drink when they sail at this year's Nationals.

Finally, a few newsletter points to clarify:

1. There will be 3 newsletters produced a year : March, July and November.
2. The copy date for these is the first of the preceding month.

I look forward to hearing from you - even if they are bad comments, at least you've read it!

Lisa

CHAIRMAN'S COLUMN

"Personally, I don't think the Chairman is a column, just cuddly. Mind you, at British Steel, Andy Harrop was heard to say 'I think we're the most upright ones here', but this was said ***before*** *we went to the pub and, I think, was referring to their mast - C."*

The season is well underway, kicking off with the first ever Inland Championships (hands up all those who didn't come ... quite a lot). Blithfield did a superb job and the event was thoroughly enjoyed by those who made it there. Us fellows will have to look out - the final race, in a stiff breeze, was won by Sue Harrop, after a good battle with 3 or 4 others. Is this a first in the Class? Does anyone know of a lady helm who has previously won an Open meeting race, or better, in our Class?

A plea to clubs hosting Open meetings - Would you please ensure a FULL set of results is sent promptly to the Secretary. There are two Traveller Trophies to be presented this year. The Wilkinson Sword is for the guys up front, but there is also the John Lang Novices Trophy (see later for details of both), so we **need** the lower order placings to calculate the winner. We would also like to re-instigate the Handicap trophies, but we need results to work out everyone's base value for next season. So PLEASE send your results to Nick Jones.

All those of you who are full members at the 1st June 1989, should have received the draft of an updated constitution. I hope you have read and inwardly digested this. This update was prompted at the 1987 AGM by the members to clarify certain points. The sub committee have put a lot of hard work into it, for which I thank them. So come along to the AGM to express your views and vote on the adoption or rejection of the revised constitution.

The Association Handbook is currently being updated. Please can all members help in this exercise by notifying me of all boats and owners at your club including their addresses and phone numbers. It's your Handbook - it can only be as good as the information supplied.

Lisa is going around badgering people for articles - don't wait to be asked, try volunteering (it's not very painful!). She is also planning to make some changes to the Newsletter, so watch out.

Huw Pearce

SECRETARY'S REPORT

Well the sailing has now been in full swing for three months - we have enjoyed seeing many of you on the Open circuit and look forward to seeing you at Pwllheli in July.

I know it is now some time since the Dinghy Exhibition but we would like to mention that the Anthony Nolan Appeal organisers were very grateful for the Osprey Association's donation. Their letter of appreciation appears elsewhere in this Newsletter. I would also mention that any Sail Measurement Fees that Mike Jakeways or I receive at the Nationals will be donated to this fund, so please do not gripe about the charge of £5 per sail.

It is my pleasure to announce a new trophy for the National Championships which has been generously donated by Geoff Stubbs. It is a handicap trophy open to helms who have regularly attended the Nationals without achieving an overall position in the top 10. The handicap is based on a weighted average, and to qualify for the **STUBBS TROPHY** you need to have competed in 3 of the last 4 Nationsl. I have calculated the handicaps and there are 27 people who qualify. A list of these will be posted on the notice board on Saturday at Pwllheli. If your name does not appear and you feel you are eligible, please contact me immediately.

The main problem with being Secretary is finding boats for people who want to enter the Class. I maintain a Boats for Sale list which is made up by direct contact and from Yachts & Yachting. I do wish that you, as members, would at least advise me that your boat is for sale because people who are thinking of starting are frequently keen to get going quickly.

Also, when you do sell your boat, please let me know as I will write to the purchaser and tell them about the Class and hopefully get them to join.

WILKINSON SWORD - As I said in the last Newsletter, the rules for qualification have changed and it is therefore imperative that I receive the results of all Open meetings. THIS IS NOT HAPPENING. If I do not get these soon, we will be unable to present the Sword or the Lang Trophy. If I had received all the results I would have been able to publish the current positions. No names, no pack drill, but please help.

Sorry to conclude with yet another moan but it would make life a lot easier if Subs were paid before the season got underway. The job of processing these items is really quite time consuming and I want to spend the spring, summer and autumn sailing not writing, processing and filing!

Nick Jones

1989 Wilkinson Sword and John Lang Novice Travellers Trophies

Qualifying Events

Open Meeting	–	All.
Championships	–	Scottish & Northerns, Kielder. Southers, Shoreham. Welsh & Midlands, Stewarby.
Special Events	–	Bala Long Distance, Bala. Lord Birkett Long Distance, Ullswater. Royal Sovereign Long Distance, Eastbourne.

Scoring

The scoring system will be as recommended in RYA Appendix E, Section 2, using the best 5 overall results from the events above **except** that only **one** result from the Championships and **one** result from the Special Events may be counted in these five.

The results for the Special Events will be the position within the competing Osprey fleet.

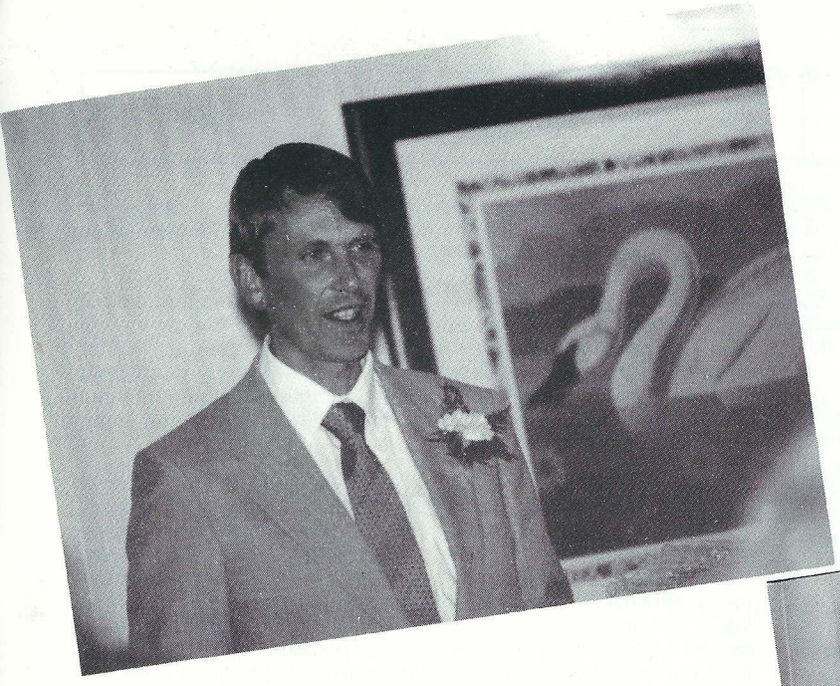
John Lang Trophy Conditions of Entry

The following shall apply from 1st April in year of competition:

1. Helmsman shall not have been placed in the top 10 overall in a National, European or World Championship(s) in any class or won a race in such championships.
2. Helmsman shall not have been placed in the top 5 overall in any Area Championship in any class or won a race in any such championships.
3. Helmsman shall not have won an Open Meeting in any class.

The Face Behind The Name

Pwllheli Rogues Gallery



Huw Pearce : Chairman

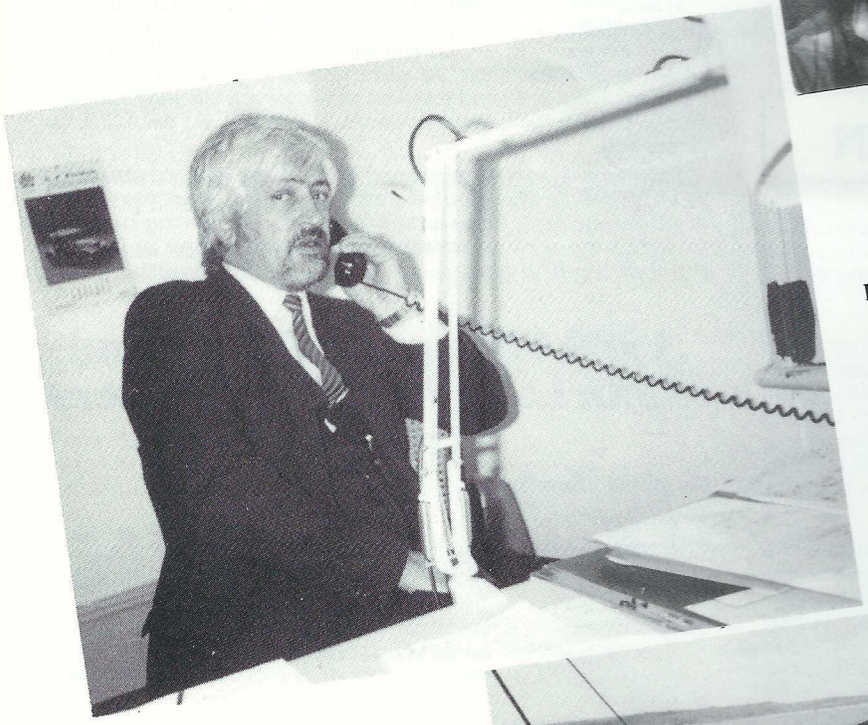
Apart from talking to swans, Huw is also very good at talking to worried Osprey sailors about any aspect of the Osprey. He doesn't usually wear the carnation when sailing though.



What would we give for a photo?!

Nick & Hilary Jones : Secretary

Any Association problems or information you need to know, please contact either Nick or Hilary.



Ian Madeley : Ogston S.C.

Ian has been closely liaising with Pwllheli S.C. in the run up to the Nationals. Anything you need to know about the area ask Ian and he will point you in the right direction.



Lisa Chess

Well, I put this thing together so why can't my piccie be in it? I'm the one to contact if you want to get your message across to millions.

Changes to the IYRU Rules

by Andy Harrop (RYA Rep)

Since the 1st May, 1989 we have been racing to a new set of rules. As some of you may know, the IYRU revises the racing rules every four years just after an Olympic year. The good news is that there are only a few major changes that you should all be aware of. Most of the changes clarify the situation already understood to prevail. I have only highlighted some of the changes below. The new rule book costs only £3.50 and is available from the RYA.

These changes affect every racing sailor, so make sure you understand them.

Rule 54 - Illegal propulsion
This is the most talked about rule change. The whole rule has been reworded. Basically all forms of kinetics, pumping, ooching, rocking, etc., are illegal and the exceptions are more stringent.

With the aid of a new definition, that of sailing, rule 54.1 is now simplified to:

> "... a yacht shall compete only by sailing, and her crew shall not otherwise move their bodies to propel the yacht."

Added to the prohibited actions (54.2) is a new one:

> "e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations."

The exceptions (54.3) have been changed as well. When roll tacking as well as "not advancing the yacht further in the race than if there had been no tack or gybe", there is also:

> "ii) move her mast away from the vertical more than once."

This very effectively prevents competitors over-healing the boat prior to, and after a roll tack and also makes it much simpler to spot infringements.

Rule 54.3b that deals with the promotion of surfing or planing in gusts and waves has been changes. Only one pump per wave (or gust) on the sheet, but not the guy, of any sail is allowed. In addition "when the mainsheet is pumped, only that part of the mainsheet between the crew member handling the sheet and the first block on the boom shall be used." The line about sudden movement of the body has also been left out, something that is not always noticed.

A new section 54.3c has been added which states that "Class rules may add to or alter 54.3b". This is an interesting 'get out' clause done by the IYRU, at least one class I know of has taken advantage of this. The Solings have said that they will permit pumping of the spinnaker guy, they actually passed this change on the day after the IYRU rules were finalised.

A last bit on Rule 54, the protest or race committee are now involved. They now have the right to disqualify a yacht without hearing for infringements of 54.2 or 54.3. This does not affect the right of the competitor to a hearing but they must apply for one.

As an added sting in the tail, Rule 74.5c now states disqualifications "under Fundamental Rule C, Fair Sailing, Fundamental Rule D, Accepting Penalties, or Rule 54, Propulsion" shall be included in a yacht's overall score for the series when a discard is allowed. The RYA have prescribed that this will not apply unless specifically stated in the sailing instructions.

Rule 8.1 Individual Recalls
Whereas before the sailing instructions had to specify the actions taken to signal an individual recall, the new rule states that code flag 'X' will be hoisted. There are now no 'class flat at the dip' signals at the start. Note that the sound signals remain the same.

Rule 5.4c Abandon or Shorten Course
As well as being allowed to shorten course the race committee can now cancel or abandon the race for any of the reasons listed in 5.4c. The fourth of which has had the exception removed to allow the race committee to abandon a race that becomes unfair due to the weather conditions.

Rule 26 Sponsorship
This is all now defined in Appendix 14. The main changes are that there are now three categories of events with varying allowances for the displaying of sponsorship. The category of the event should be notified in the Notice of Race, or sailing instructions, otherwise it is deemed to be a category A, the lowest allowances.

Rule 25 Class Insignia, Sail numbers
There are new sizes and style limitations on sail numbers, these apply to all sails new since 1st January, 1989. The Osprey Class Rules on sail number size already conform to the new requirements so there is no need to worry so long as your sail measures.

Rule 32 Serious Damage. 32.1 Avoiding Collisions
"When a collision has resulted in serious damage, the right-of-way yacht shall be penalised as well as the other yacht when she had the opportunity but failed to make a reasonable attempt to avoid the collision."

The change here is that before the right of way yacht may be penalised, now it will be.

Rule 43.2 Room to tack at an Obstruction
This is a change of onus in the 'responding' to a hail section. The onus now lies with the boat that hails "you tack" in response to a "water" call.

Rule 52 and 45 Touching a Mark
A yacht that touches a mark is now required to sail clear of other yachts and do a 720 degree turn, instead of rerounding the mark. The sail well clear means exactly what it says, a yacht may not sail on for half a leg then do the 720 penalty. Also until it is obvious she is exonerating herself, she maintains her rights, whilst doing the turns she must keep clear of other yachts.

Rule 42.3c Luffing the wrong side of a mark
This has been very sensibly deleted. For a boat to be available to luff another the wrong side of a mark, it must have luffing rights and be outside the two boat lengths (wheree water at a mark applies).

Appendix 3 Alternative Penalties - 720 turns
This has been mostly reworded for clarity, the only real change is that the section about infringements before the start has been removed. In all cases when a 720 penalty has been accepted it shall be done immediately by sailing clear of other yachts. Thus for infringements before the start the turns can also be done before the start.

On the whole the rule changes are very clear, there is little ambiguity. In some cases where there is extreme tide the penalty for hitting a mark has been reduced, local sailing instructions are still allowed to modify the rules. The main ones to remember are the hitting a mark and new pumping rules. The IYRU case law books have been reissued with the now irrelevant cases removed. This book "Interpretations of the IYRU racing rules" is available from the IYRU at Knightsbridge for £20. Members of the RYA will know that they are entitled to a certain amount of free publications as part of their membership. One of these books is the previous year's appeals cases, well worth getting hold of.

IMPORTANT NOTICE

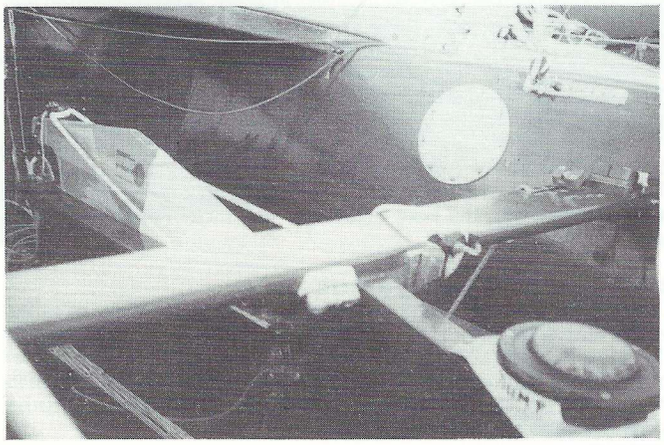
It has been brought to the attention of the Association that some Ospreys have been competing in Open events without a valid measurement certificate *(as required by the class rules and IYRU 25 - Ed)*. It appears that the RYA regularly scrutinize 'Yachts & Yachting' to check their records, and in fact have written to clubs naming said boats and suggesting that disciplinary action should be taken.

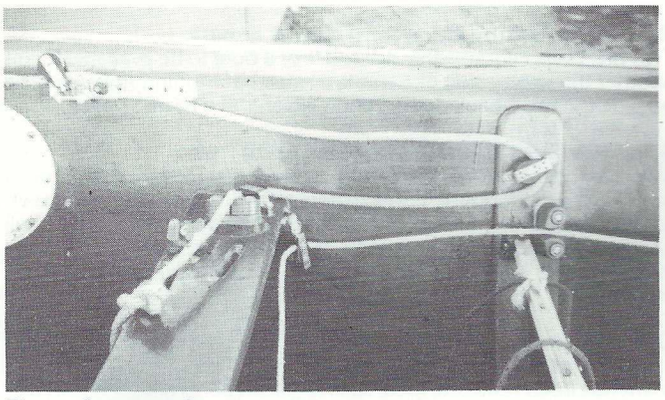
Please make sure you are LEGAL in all respects.

Playing with God's Work

It's always an exciting event, trying somebody else's boat out, rather personal, like commenting on their car or responding to a "what do you think of the wife then?" Any criticism, however constructive, is not always a good move. I was in a rather more fortunate position when Tony Powell, respected sailor, father-in-law and boss (in that order), offered me free usage of the legendary 1085. Nothing like a little bargaining, so having arranged to split the bills, he gets fittings, I get sails, the project got started.

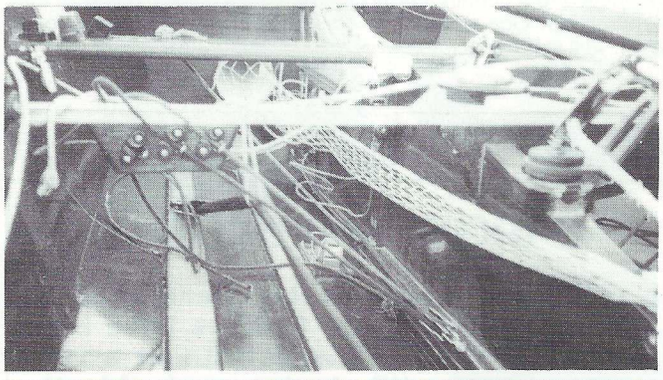
The first stage in getting sorted for the '88 season was to evaluate the current state of the hull, mast, sails and gear. Dave Griff and I took the Picker out for a familiarisation exercise at the end of '87, to get used to each other and for Dave to get a feel of the fittings in the front end. February '88 we spent a day going over 1085, listing all the modifications that were obviously required, but trying not to change things for change's sake.

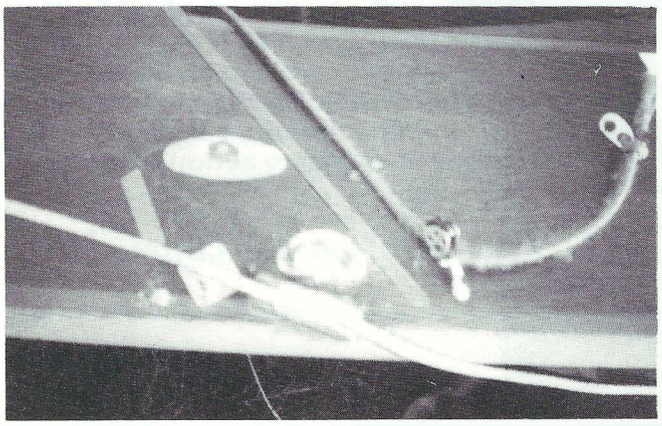




Photos from top show:
Cockpit of 1085 looking forward.
Jib and spinnaker sheet arrangement, 1085.

Spinnaker sock and control line cleat arrangement.
Guy reaching hook and cleat, and shroud U bolt arrangement,1085.





The following items were earmarked for improvement at this stage:

MAST GATE: This was of the conventional 'slot in rear of the foredeck' type. A fully enclosed strut type mast gate allows the mast to come further back in the boat - and is generally considered to be faster. Both an aluminium and a wood strut construction were considered; wood was chosen on the basis of it being (1) easier to bond to the existing deck, (2) better looking. The strut was glued and 'Wested' into place and hasn't fallen off yet but the standards of woodwork don't hold a candle to Macutcheon's.

MAIN SHEET CLEAT ASSEMBLY: The two Tonys (Blatchford and Powell) had battled on for years with a Holt Allen standard main sheet cleat, well, not just one, Tony Powell has at least two worn out ones in the garage that I know of. What started as a cost saver - the only possible justification for not fitting a Harken - has actually cost them a lot more in the long run. The mainsheet is one of the most important controls in the boat, and it does not pay to skimp. I fitted a full size Harken (if fell off at Blithfield).

SPINNAKER SOCK: A short sock was originally fitted, to suit a double patch spinnaker. To get interchangeability with the Picker sails, a longer sock was fitted, made of terylene netting to allow self draining. I found a chandeler selling netting off the reel, intended to infill cruiser lifelines, and if the two edges are sewn up, you get a great spinnaker sock - cheap too.

SHROUD POSITIONS: The mast looked to be overly stiff for my taste (Proctor E, sleeved from heel to pole eye) and a decision was made early on to transplant the mast from the Picker (Sovereign JPS 80). To complement this, the shroud plates were moved outboard in the direction of the carlins to a point 105mm from edge of gunwale. U bolts were used through the gunwale, angled in line with the shrouds and have proved fine. The advantage of outboard shrouds are twofold: first, the wider support base for the mast, and secondly the lack of interference with the jib sheeting, particularly on a close 2 sail reach, where the original shroud position resulted in the jib sheet wrapping around the shroud.

TRAVELLER TRACK: The mainsheet traveller arrangement was also dropped in favour of a very simple fixed strap system, my initial request for a 'hook down' facility amidships was met by derision by Griffiths, and we seem to be holding our own in a blow without it. The strap is attached to the outer ends of the traveller track, which was left in (only the traveller car and underside of control lines were removed).

MAST RAM: This was changed from the positively dickensian 'Microtech' scissors action system, complete with 3 core rope, to a cut down RWO conventional ram.

With these jobs done, it was time to hit the water, with a view to testing out the boat in general. A few good sessions at 'the Pond' convinced me of the need to update a few more control systems. The centreboard downhaul cleat system was a joke, the centreboard could do what it liked even when it was cleated. This was swapped for a very simple 2:1 downhaul with single cleat. The control lines, mounted very neatly on the thwart, were never there when you *really* needed them - dumping kicker on a hairy reach, etc., so they came back to the traveller.

The rudder assembly was a magnificent piece of woodwork, but weighs a ton and stalls out in waves offwind rather easily. The fixed rudder from the Picker was converted to suit.

Jib sheeting arrangement was changed to the now near universal system of track on the inside of the side tank, the final turning blocks and cleats being through bolted to the thwart.

Finally, the trusty 'Windshift' compass from the Picker, along with the continuous trapeze system from Wanderin' Star/Picker were tacked on.

From the starting point it was then a question of getting as much time on the water as possible, ironing out problems as quickly as possible, one of the main early ones was trying to stay upright, the masthead having an unnatural affinity for water! The boat showed good speed, but getting consistency proved to be more difficult.

Oscar Chess

BIRD'S EYE VIEW

An Osprey layout feature of one of the top boats should appear in the next few newsletters, including the owner's opinion of this system. Featuring your on-the-spot reporter, Big Bird.

THE ANTHONY NOLAN
BONE MARROW APPEAL
AND RESEARCH TRUST

The Royal Free Hospital, Pond Street, Hampstead, London NW3 2QG Tel. 01 431 5306 Fax: 01 431 5267

Mr. N. Jones,
2 Tyne Close,
Flitwick,
Bedford,
MK45 1DG.

20th March, 1989

Dear Nick,

I've been in touch with Mike Bowden who accepted the cheque
us on the 4th March. He tells me he had a great time at the
thanks everyone for looking after him.

For our part we were delighted with your generous donation
will pass on to all concerned the thanks of everyone at the
generosity shown to us.

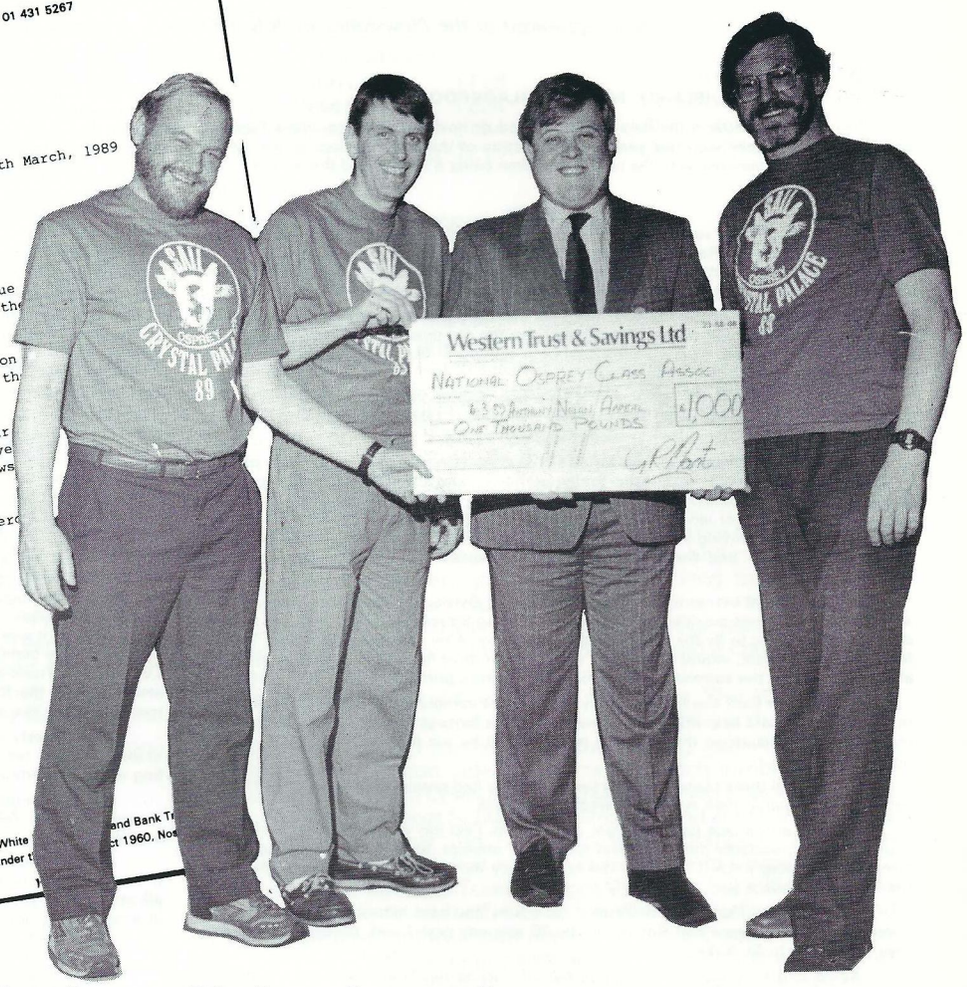
I will be sending an invitation to you later in the year
have a special Open Day at our new laboratories. I have
of our Annual Report which may be of interest, and shows
work that we are doing at the Centre.

So, for now, Nick, thank you all again for a very generc

Yours sincerely,

Valerie A. Clarke,
APPEALS ORGANISER

Trustees: Mr Simon Dyson (chairman), Mrs Shirley Nolan (founder), Dr Ann White
The Anthony Nolan Bone Marrow Appeal and Research Trust are trusts registered under t
Patron - Miss Pauline Collins



The Anthony Nolan Appeal

At the Sailboat '89 Exhibition, the National Osprey Class Association presented a cheque for £1000 to the Anthony Nolan Appeal. Seen in the picture are Graham Mant, Huw Pearce and Nick Jones from the Osprey Association presenting the cheque to Mike Bowden.

In 1988 Lymington Town Sailing Club organised a race around the Isle of Wight for the Ospreys. The Class felt that this would be an ideal opportunity to raise funds for a worthy cause and to enjoy themselves in the process.

Fifteen boats took part, raising £2000 in sponsorship. Half of this went to the Anthony Nolan Appeal and the remainder to various local charities chosen by the competitors.

Mike Bowden who received the cheque on behalf of the Appeal illustrates why the Bone Marrow Register is so valuable. In 1986 Mike gave a small blood sample to enter his name as a potential donor. In March 1987 his sample details were matched to a leukaemia patient with just a few weeks to live. After a number of expensive tests, it was proved that there was a true match and Mike successfully donated his bone marrow.

The Osprey Association would like to repeat this fund raising gesture on a grander scale, but there needs to be a suitable challenge. Any ideas?

(The above article is reprinted as it appeared in Yachts & Yachting).

OSPREY WELSH & MIDLANDS AREA CHAMPIONSHIP

at

STEWARTBY WATER SPORTS CLUB, BEDFORDSHIRE
SATURDAY/SUNDAY, 9th/10th SEPTEMBER, 1989

5 RACES 4 TO COUNT £7.00 PER BOAT

Start Times:

SATURDAY : 2.00 p.m. - 4.00 p.m.

SUNDAY : 11.00 a.m. - 1.30 p.m. - 3.30 p.m.

Live action recorded on Video - See where you won or lost over a pint in the clubhouse afterwards.

Usual warm hospitality, good food and, of course, a Saturday evening meal.

For further details ring:

Roger Mant : 0234 741382 after 7.00 p.m.
or **Nick Jones : 0525 715055**

Osprey Archive

This article appeared in the Newsletter in July 1972. Any feelings about repeating this race 20 years on?

THE ISLE OF MAN TO BLACKPOOL RACE

The account below is the detailed description of how Gerald Iddon, Frank Peacock and Raymond Pengelly won this year's sailing section of this gruelling race in the record time of 5 hours 46 minutes, with the next fastest time being 8 hours—and this a "Cat".

Editor.

Dear Peter,

Our entry in this year's Snaefell to Blackpool Tower Race, officially called the Heineken Beer Festival Race, was lodged personally with the organisers in the Wheatsheaf Hotel, Garstang, about three months before the event over a pint one Saturday night. Since then, Ray, Frank and I went to a lot of trouble to make our effort a success.

The simple rules of our class, which was the Sailing Class, allowed us to use any transport available on land (except helicopters) but the sea crossing had to be completely engineless. The race was from a timing control at the top of Blackpool Tower to a similar control on Snaefell Summit or the reverse.

Our plan was to make two attempts, one from Blackpool to Snaefell and a second attempt in reverse the following day. Having three days, 17th, 18th and 19th June, to compete in, allowed us one day's grace for weather.

The transport plan was as follows: Frank was to leave home in my car at 6 a.m. on Saturday 17th, collect Ray at Levens Bridge at 7 a.m., and the two of them to travel to St. Bees on the Cumberland Coast and launch and rig the Osprey—St. Bees being the nearest feasible point of land to the Isle of Man. Ray would then travel down the coast to Haverigg Airstrip arriving at 10 a.m. The timing of this complete journey so far had been previously rehearsed, and the airfield, which was disused and rather rough, had been explored.

I was to travel by car to Blackpool Tower with Sylvia, my wife, and arrive by 9.15 a.m. Sylvia was to wait outside the Tower to drive me to Squires Gate Airport to the waiting small plane that was to fly me to Haverigg to meet Ray. After sailing to the Island, Terry, a friend who lives there, would be waiting with a car to drive me up the mountain to within about one mile of the summit—this last bit was "shank's pony".

The journey back the following day was to be a complete reversal of these arrangements, with the extra help of Arthur who was to act as lookout on St. Bees Head to 'phone through for the aircraft so that it would not be stood by too long at Haverigg at £11 an hour!

Anyway, all these plans had been laid; everyone had promised to co-operate 100 per cent; all we required then was good weather and luck.

The day of the race dawned. I got up at 5 a.m. First job weather report: wind 4 - 5 south-weaterly; visibility moderate. Not too good; attempt possible. We could just make Ramsay on a close fetch if the wind did not get any more westerly. So we decided over the 'phone to have a go.

I took "Nutcracker" over to Frank's for 6 a.m. and saw him on his way, returning home for breakfast. Frank met Ray at exactly 10 seconds past 7 a.m. (timing perfect) and they proceeded to St. Bees.

Sylvia and I motored to Blackpool, parked outside the Tower, and I proceeded up in the lift to clock-in at Race Control at the top. One last look at the weather. I clocked-in at 09.36.20; took the lift to the bottom; dashed out to Sylvia. We did not get booked for speeding down the Prom. to Squires Gate. Jim was waiting at our pre-arranged rendezvous with the door of the plane open and the engine running; we were half way down the runway before I had got in properly. We flew over Morecambe Bay at 800 ft. travelling at 140 knots, and I was standing on tarmac at 10.05—less than half an hour. Hell! This was the first snag: where was Ray? On pre-timing the car journey from St. Bees to Haverigg we hadn't taken into account cattle. He was held up for nearly eight fuming minutes by 30 Fresians, taking their constitutional down the main road. Meanwhile I decided to walk to meet him. As the airstrip was alongside Haverigg Prison, I had aroused considerable attention leaping out of a light plane in my wetsuit and silly hat. Ray appeared in true rally fashion seven minutes late. The journey by comfortable saloon car (not designed to be used for rallying) was to be experienced to be believed. We grounded; several times the brakes faded; and all I could shout to Ray was "pump'em" or "use the bloody handbrake". We took a steam roller to leeward and got an overlap on a double-decker at some traffic lights. Still we didn't make up the seven minutes. Never mind! We duly arrived on St. Bees beach to find Frank anxiously looking at the increasing wind and seas. Undaunted, we set sail, not appreciating the shallowness of the sand banks 50 yards out. Sheet in; centreboard down; we stormed out through the surf. This was the fateful end of our first attempt: the centreboard caught the sand sideways and snapped clean off at keel level. What a disaster! We turned tail and fled back to the beach. What an anticlimax! I sat down like a pricked balloon. We were not to know till later that the wind was to increase to 7 - 8 and swing westerly. Was this fate?

Not to worry! We reloaded "Nutcracker" and returned home to Rufford to telephone all concerned and inform them of the disaster. Ramsey coastguards were very relieved as they were about to put out a search for us as the conditions had deteriorated on the Island and brought in thick fog as well.

Day 2. I rose at 9 a.m. Replaced the broken centreboard with a spare one and rang the Met. office. Wind moderating slightly, still westerly, visibility improving. Ringing Frank and Ray, we decided that our only chance of any attempt in this race was to start at Snaefell and race to Blackpool. So we decided to ship "Nutcracker" on the 16.00 hrs. steamer out of Liverpool. This we did and duly arrived at Douglas at 20.00 hrs. to find good old Terry waiting with a Land Rover and trailer to transport us and the Osprey to Ramsey. Arriving at Ramsey we dumped the boat on the beach; found accommodation; had a Chinese; a couple of pints and went to bed.

Day 3: The last day. Arising at 07.00 hrs. I went into the Coastguards' office: weather 4 - 5 west, becoming north-west, seas moderate, visibility good between rain showers.

Waking Frank and Ray with this news, we decided to give it another go. I rang Sylvia to let her know, and to be at St. Bees with the boat trailer; also she was to ring Jim (with the plane) up when she sighted us. I gave her an earliest possible time at St. Bees of 14.00 hrs. Forty miles of sea; three up; following wind . . . all guesses!

At breakfast we felt like condemned men; nerves were getting the better of us. On the beach everything looked remarkably peaceful, but we realised we were on the lee of the Island. We rigged "Nutcracker"; Terry arrived at 9.15 a.m., and I proceeded to the summit of Snaefell. The last mile climb to the summit was murder: boggy, moorish, rocky and slippy (as it was hailstoning by now and the wind was terrific, as was the mist); even the sheep were hiding for protection. What the hell was I letting myself in for? Never mind; I couldn't let Frank and Ray down at this stage. I arrived at the cafe on top much to the amazement of the Race Committee; they didn't expect any of the sailing class competitors in weather like it was.

They quickly made me sign an indemnity to cover themselves and clocked me out at exactly 10.00 hrs. I was preceded five minutes earlier by two nurses who were competing in the powerboat class . . . two miles out they retired on account of rough seas!

I ran out into the bloody awful mist and slipped, slurred and slithered down the mountain to find Terry waiting in the car. Down the T.T. course we arrived on the beach exactly 10.15 a.m.

Up spinnaker! We shot out of Ramsey Bay like a bat out of hell. We soon dropped it when we reached clear wind and rougher water. The sail across was an exhilarating 40 miles broad reach alternating between surfing on the 6 - 8 feet waves and planing; at times it was uncomfortable as it had become almost a dead run and we were rolling a lot. We passed a red and white buoy and realised it was the William Bank Buoy. Half way in two hours.

We were flying (hope Sylvia is early). The wind held good, approximately force 5, it was confirmed later. We continued at great speed into St. Bees. Exactly 4 hours sailing. No sign of Sylvia on the beach. Ray and I ran up into the car park to find her in a phone box. Apparently as she arrived we were 100 yards off the beach. After contacting Jim, Sylvia and I raced off in the car to Millom. No snags this time. Arriving at Millom . . . no plane! Hell! What's gone wrong? Hopping off one foot onto the other, we eventually spotted him flying fast and low, landing eight minutes late. Jumping into the moving aircraft we raced back over the bay. Half way across the bay I realised that we hadn't arranged for anyone to meet me at Squires Gate. Telling Jim this, he radio'd control at the airport and arranged a taxi to be waiting for me. This turned out better than expected, as one of the Control Tower staff was waiting on the runway with his car. Just like James Bond I leaped out of the still taxi-ing aircraft into the moving car, and shot off along the Promenade to the Tower.

When I clocked off at 15.46.35 they wouldn't believe that I was in the sailing class, as the power boats were only averaging ten knots in those sea conditions. Anyway, the proof was there in black and white . . . 5 hrs. 46 mins. 35 secs. . . . a new record. The previous record of 7 hrs. 25 mins. had really been shattered. Second in the sailing class took 8 hrs. 13 mins. This speaks well of the seaworthiness of the Osprey Racing Dinghy.

Any challengers!!

Gerald.

Measurement Memo

Some general notes on interpretation of the more commonly used Osprey Rules.

1. Hull Measurement

The majority of hull measurements made casually are with reference to "... from the aft face of the transom." Typical examples are position of mast gate strut and black band on hog. You would be in good (but misguided) company if you have just hitched your tape over the transom and measured straight to the mast gate/hog or whatever.

The correct interpretation is to measure at right angles to the plane that runs through and extends beyond the rear face of the transom (excluding the flange on GRP boats).

So to measure the position of the black band, for example, one method would be to put a spirit level against the transom, prop up the bow until the transom is vertical, take a horizontal line forward from the upper rear edge of the transom, then drop a vertical down at right angles to the line to intersect the hog - all good stuff eh!

2. The next little quirk is the mainsail leach and batten spacing measurements. There is now a class interpretation of these measurements, and it's probably best to stick to them. The leech measurement is taken from the top front corner of the sail to the extended (if necessary) point of the clew corner (standard RYA interpretation). The batten spacing is checked as follows: measure distance around rear edge of sail from top rear corner of headboard to clew corner. Divide measurement by 5, then check each batten is within 50mm of the 4 points as measured down the sail using this spacing.

3. The jib measurement has been the subject of some controversy recently, and could probably do with a rewrite. However, the accepted interpretations are as follows: 'Bearing surface of tack and head cringles' is taken to be the bearing surface of the cringles that attach to the boat - in the case of a conventional jib these are the hard eyes in the jib luff wire, in the case of a "stuff luff", this would be the luff cringles in the sail itself.

When measuring foot length, it is a long practised convention to bend the tack cringle forward to some degree.

4. The spinnaker is straightforward in general, edge measurements taken from the centre of the cringles. I defy anybody to produce a spinnaker that is illegal on Rule 13.4.14.

Oscar Chess

OSPREY OPEN MEETINGS

Draycote Silver Salvers

Oscar Chess crewed by Dave Griffiths and Van Page crewed by Nick Willis, were invited to complete in the Draycote Silver Salvers Pursuit Race on Saturday, 18th March.
It was an extremely cold and wet day blowing a F4 then almost doubling in strength within seconds.
Over 50 different classes were represented with 115 starters.
After the two Ospreys began the race, their positions were constantly changing due to either capsizes or missing marks on the 11 mark course and having to return to re-round. Van Page eventually retired suffering gear failure after several capsizes, but Oscar flogged his way round the remainder of the course to become one of only 28 finishers. He did extremely well to complete the face in such severe conditions. A 420 crewed by Steve & Grey Irish won overall.

Royal Sovereign at Eastbourne

Van Page and Nick Willis travelled from Bala where they had competed in the Long Distance Race on the previous day to Eastbourne to try their luck at the Royal Sovereign Race. They found that they were the only Osprey to enter, although there were 75 entrants from other classes.
The race began in a F3 which briefly increased to a F4 on the 3 sail reach, which helped them gain time on the rest of the fleet. The wind dropped at the Sovereign Lighthouse to F2-3 and the Osprey managed to take the lead on the windward leg inshore.
Only a Flying Dutchman overtook them just before the finish, but Van & Nick in 1260 (Stiff Stuff) won overall.

Van Page

Humbermouth Yacht Club — 13th/14th May, 1989

Although the numbers were down on last year, this was not really surprising as the dates clashed with an Open Meeting at Poole. We must get our act together.

We were delighted to welcome three visitors, namely John Lang, Gareth Caldwell and Stephen Sharp who, along with five local boats, made up the fleet.

Saturday started with bright sunshine which I am glad to say lasted throughout the day. Once out to the race area the wind became fresh to strong to such an extent that I do not believe anyone managed to stay upright for the full race. With ten seconds to go before the start Dave Chalkley in 1224 showed us how it was done by capsizing on the line. By the end of the first beat John Lang in 1178 had taken the lead, closely followed by Gerry Chappell in 1184. As they started the first reach, 1184 capsized letting Dave in 1224 (who had made a miraculous recovery) and Stephen Sharp 1215 past. By the third lap, Dave 1224 had taken the lead followed by Gerry 1184 who promptly capsized again letting John in 1178 and Steve 1215 past yet again. The final result being 1st Dave 1224, 2nd John 1178, 3rd Stephen 1215, 4th Gerry 1184, 5th Gareth in his new pink boat 1225, and 6th Pete Holmes in 1090, the remainder retired.

The second race got off to a good start with 1224 getting to the windward mark first followed closely by 1225 and 1178, 1184 & 1215. At the gybe mark Dave capsized and broke his tiller, putting him out of the race. The second reach saw 1225, 1178 and 1184 in very close contention and virtually flying. On the second beat Gareth put in a bad tack letting John and Gerry through. On the reach John hoisted his spinnaker and promptly went swimming; this let Gerry into the lead and that was how it stayed until the last reach when John flew his spinnaker again and took Gerry (whose crerw refused point blank to fly the spinnaker). Final results: 1st John Lang 1178, 2nd Gerry Chappell 1184, 3rd Stephen Sharp 1225, 4th Pete Holmes 1090, the remainder retired.

Sunday was yet again a beautiful sunny day with fresh winds. John Lang had a good start to the third race followed by Dave Chalkley, Steve, Gerry and Gareth. These positions stayed the same until the run when Steve went straight for the mark, Gerry did two reaches and got past. Those were the finishing positions.

The fourth race is a blur now; I am afraid all I can remember is that Dave Chalkley and John Lang had a battle from start to finish with John coming out on top. Gerry and Gareth were having their own little sortie, Gerry coming out ahead. Final positions were 1st John Lang 1178, 2nd Dave in 1224, 3rd Gerry 1184, 4th Gareth 1225, 5th Steve 1215, 6th Alan Petch 265, 7th Pete Holmes 1090 and 8th Dennis Thorn 855.

The overall results were:

1st	John Lang	1178	5th	Gareth Caldwell	1225
2nd	Dave Chalkley	1224	6th	Pete Holmes	1090
3rd	Gerry Chappell	1184	7th	Alan Petchey	265
4th	Stephen Sharp	1215	8th	Dennis Thorn	855

Gerry Chappell

Poole Osprey Open — 13th/14th May, 1989

28 Ospreys turned out for the Poole Yacht Club Open, with a 15 home fleet turnout, and an array of visitors from all over the country including 6 boats from the Welsh club British Steel. The races were scheduled for inside Poole harbour and for Saturday there was a steady force 4-5 with brilliant sunshine. The boats got away to a clean start and after the first lap the leading two boats had separated from the rest of the fleet, with Phil Angrave and Berry Small in 'Blue Moon II' showing devastating form to pull away from Vanny Page and Nick Willis in 'Stiff Stuff' to win the first race. The second race had the same wind conditions, but a few extra boats including Oscar Chess and Dave Griffiths in 'Toothpick' who had missed the first race due to a broken gooseneck were looking to add to their formidable season's record. Around the first mark, Stiff Stuff, Toothpick, Blue Moon II led, but as the race progressed nobody was able to hold Blue Moon II up the beats, who had a comfortable win over Toothpick coming in second.
Sunday was light and fickle with a falling tide. The start was off a heavily port bias line and with the wind conditions there were still boats on the line 5 minutes after the starting gun. A light breeze settled from the port side of the course which jumbled the fleet dramatically. Martin Lewis and David Gorringe were back to their old form in their new boat Schiaffino, taking the lead at the first mark. At the end of the last run Schiaffino lead Toothpick, with Colin Rainbuck (a local newcomer) and Huw Pearce in Cogneto in third place. On the last bear Toothpick got lifted over Schiaffino and into first place, only to be badly headed to allow Schiaffino to tack and regain the lead. Unfortunately Martin had failed to see the finish line well to leward of the wind mark and Oscar watched with glee as Martin rounded to the windward mark hoisting his kite as the rescue boat waving a green flag got to him, leaving Toothpick with an easy ride to the finish.
In the last race it was a contest between Blue Moon II and Toothpick with Stiff Stuff all ready to pounce if given the opportunity. The start was close and the Class flag left at half mast, nobody went back. The race settled down with Stiff Stuff with a comfortable lead, Cogneto second and further back Toothpick leading Blue Moon II and pulling through the fleet. On the last leg, Stiff Stuff first, Toothpick second, Cogneto third, Blue Moon II fourth and looking at a 2nd place overall. After a long tussle up the last beat and on the last tack into the finishing line, Blue Moon II overtook Cogneto to cross the line 3rd and take the Poole Open title.
After a well sailed race Cogneto was disqualified for being over the line at the start, but was smug at the fact that they had aged Phil and Berry by at least a year up the last beat, but as Colin said, "It was such a good start, there was no way we were going back."
Results were as follows:

Pos'n	Boat	Helm	Crew
1st	Blue Moon II	Phil Angrave	Berry Small
2nd	Toothpick	Oscar Chess	Dave Griffiths
3rd	Stiff Stuff	Vanny Page	Nick Willis
4th	Poetry in Plastic	Ian Wilson	Dave Shephard
5th	Porgie & Buff	Richard Bowers	Robin Toozs-Hobson
6th	Blind Faith	Chris Gorringe	Nadia

Journey to from the Edge of the World

If, like me, fellow Osprey sailors, you possess a map that stops at a line drawn roughly from Windermere to Scarborough, any venture further north needs careful planning, nay, a whole exercise in Logistics! Especially if:
a) Crew lives in Salisbury but will be at work in Bath until 5.30.
b) Mother lives in Welsh Marches and Wife requires transporting to same.
c) Boat and I are lurking in Southampton, which if not exactly at the bottom of my map is pretty close to it.
Object of the exercise being to transport boat, crew and self to the far north on a pretty busy Friday evening, for the purpose of sailing an

Please turn to page 12.





Osprey Inland C
Blithfi



The first Osprey Inland Water Championships, a three day event, was held at Blithfield Sailing Club, Abbots Bromley, over the May Day Bank Holiday. The seven race event attracted thirty entrants from eighteen different clubs with nine attending from the local club.

The prize for the furthest travelling boat, a bottle of Blithfield special label whisky, went to 922 SUZY TOO of the Mounts Bay Club.

Wind strength on the Saturday was very light and unfortunately the planned second race had to be abandoned when the lake turned into a huge mirror.

Sunday and Monday were much better days with wind strength 3-5, and the remaining five races were completed to round off the weekend satisfactorily. For the entertainment of the visitors a Chicken Dinner and Disco was arranged for Saturday evening with the good old favourite of Fish & Chips and an extremely funny Black Country Comedian playing to a packed Clubhouse on Sunday night.

Prizes from Blithfield Sailing Club were Tutbury Crystal for the first seven places and one for the best Blithfield boat. The sponsors for the event were the Staffordshire Newsletter and Thorn EMI Electronics and Robin Webb Spars & Sails who all donated prizes.

The Chairman of the Staffordshire Newsletter, Richard Cartwright, presented a cup and £50 to the winner, and R. (Dick) A.G. Clarke, Marketing Support Manager for Thorn, Rugeley, presented the second prize and trophies to the first lady helm and lady crew.

The three day event was covered by Bryan Purslow O.D., Don Stokes and Sandra Walsh, Race Officers, Peter Dale, Ian Green, Steve Bowdler, End of Line and Observation, with volunteers for each day for Pathfinder and Rescue duties.

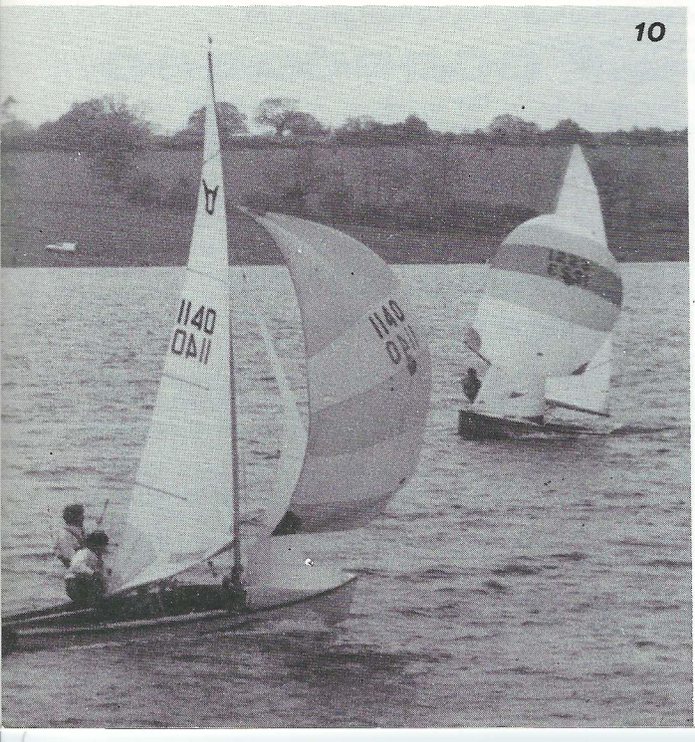
Prizes were awarded to the first 10 places overall, the full results being as follows:

1 *1178 John Lang & Malcolm Clack*

2 *1231 Tim & Chris White*
1240 Andy Harrop & Huw Pearce

3 *1194 Jeff Stubbs, 1259 Richard Bowers, 1223 Chris Gorringe*

4 *1209 Mooney, 1194 Stubbs, 1167 Roger Blake, 1243 Coopers, 1259 R. Bowers*

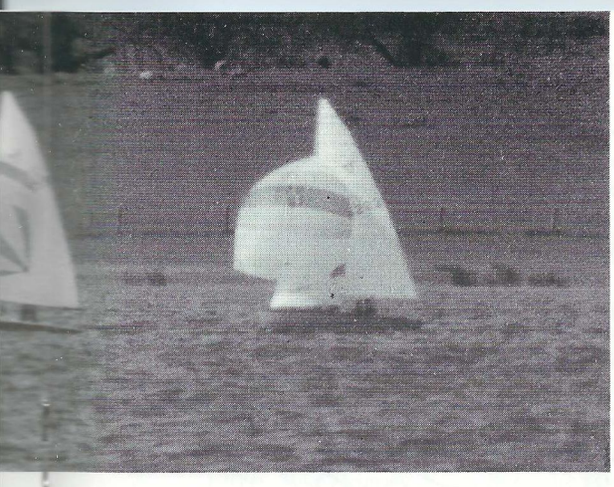




8 *1178 John Lang, 1215 Stephen Sharp, Red & yellow spinnaker Keith Gibbons*

9 *1194 Jeff Stubbs, 1209 Mike Mooney, 1240 Andy Harrop, 1167 Roger Blake*

10 *Sue Harrop & Mike Coulson*





l Championship
thfield

Pos'n	Boat	Helm	Crew	Club
1.	1085	Oscar Chess	Dave Griffiths	BSC SC
2.	1240	Andy Harrop	Huw Pearce	Datchet Water
3.	1194	Geoff Stubbs	Neil Robinson	Blithfield SC
4.	1243	Allan Cooper	Jeff Cooper	Blithfield SC
5.	1259	Richard Bowers	R. Toozs-Hobson	Shoreham SC
6.	1197	Steve Hendon	Jenny G.	Blithfield SC
7.	1231	Tim White	Chris White	Hornsea
8.	1140	Sue Harrop	Mike Coulson	Datchet Water
9.	1167	Roger Blake	John Dyson	Gt. Yarmouth & Gorleston
10.	1178	John Lang	Malcolm Clack	West Riding SC
11.	1201	Louis Gleeson	Tony Harper	Blithfield SC
12.	1205	Keith Gibbons	Richard Cooper	Blithfield SC
13.	903	Gareth Caldwell	Duncan Hindley	Blithfield SC
14.	1215	Stephen Sharp	Ian Moss	Hornsea
15.	1224	Dave Chalkley	Steve Watson	Humbermouth
16.	1112	Karl Garner	Graham Mant	Oxford SC
17.	1209	Mike Mooney	R. Butterfield	Royal Yorkshire
18.	922	J.E. Matthews	R. Jebbett	Mounts Bay
18.	1238	John Griffiths	Paul Griffiths	Saundersfoot
20.	1252	Ian Madeley	M. Beocraft	Ogston
21.	1251	R. Thomas	Susie Kidd	Netley SC
22.	1223	Chris Gorringe	Nadia	Poole YC
23.	963	A. Jones	E. Stuart	Hornsea
24.	1182	Graham Elliott	Raymond Elliott	Shoreham SC
25.	1203	D. Metcalfe	I. Wright	Hornsea
25.	1233	N. Jones	K.P. Dingle	Stewartby
27.	1074	David Baker	David Edmonds	Blithfield SC
28.	1018	Albert Mottram	Anna/R. Martin	Blithfield SC
29.	1036	D.J. Flannery	W. Critton	Ribble CC
30.	662	A. Holdgate	P. Cope	Blithfield SC

Best Blithfield: 1194 Geoff Stubbs/Neil Robinson.



5

5 *John Lang/ Bob Thomas 1251*

6 *1140 Sue Harrop & Mike Coulson*

7 *Andy Harrop*









/Continued from page 9.

inland sea believed to be ice-free by mid June and this is only the first weekend of the month!

Two weeks of unheard of warmth, sun and wind, some pretty good sailing on the south coast, hard luck you guys on the east coast, gave the final fillip to a resolve to sail these far northern waters made many moons ago when I saw them at work creating the place! What better way of doing so than in company with the Osprey travellers.

Yes, dear readers, we were venturing forth to that far off sea, surely you cannot call it a lake, named Kielder. Actually they compromise by calling it Kielder Water, this description can cover anything from the village pond up to Loch Ness size, and I suppose the effective area really depends upon the relativity between the wet stuff and the size of craft with which you propose to navigate it. Anyhow, I can assure you that there is plenty of room for an Osprey, in fact lots of Ospreys. It's big, very big, it's B----y Ginormous!

For the statistically minded, I can tell you, cos I read the guide book. that the dam at the sourthern end took five million cubic metres of material and four and a half years to build, using the largest and latest mechanical equipment and knowhow. It's ¾ mile long, as high as Nelson's Column (or as the guide book says, The Tyne Bridge) and there is usually anything up to 44000 million gallons of water in it. I think our 'Loo' holds about one and a half gallons! Kielder is 7½ miles long, God knows how many around the creek and bay ridden shores and about 170 ft. deep. You don't get muddy headboards here mate!

For the environmentally minded, I can assure you that it is an example to us all. It's artificial we know, but to me this was one of the great attractions of the place. Set in the midst of England's largest forest, also created by man for sound commercial reasons, every effort has been made to make the place attractive to the eye. Buildings (very few) blend in with the background; there is not, other than the dam, a straight line to be seen. Deciduous trees border the water and inhabited areas, old buildings have been preserved and put to new use. Inevitably people will make comparisons with the Lake District, not really fair, most of the lakes are natural, but how many realise that the scenery there, other than the High Fells, is also largely manmade? In time, and that will not be all that long, Kielder will look as good with a character all its own, not as harsh as some parts of the Lakes and a whole lot better for winter sports, but that's another subject. Where else could you have International Rally driving followed by Husky Dog sleigh races? How about that for Après Sail? One of the impressive things to note is how the sometimes conflicting interests of waterspace users has been resolved with separate areas for skiing, angling, etc. Yachts are living away from Dinghy sailing activities, how pleasant for someone used to sailing the West Solent!

Anyway, my expedition went like this ...

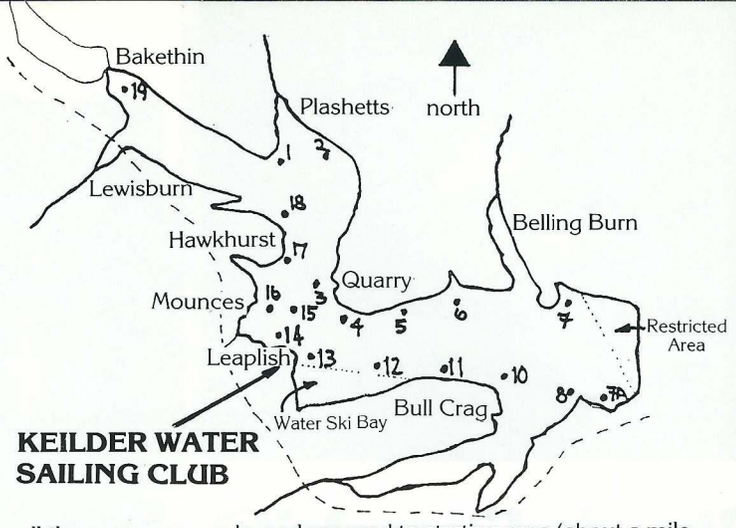
Crew's husband came gallantly to the rescue and transported said lady to Carlisle, where they eventually joined me having had my own adventures with southern England's wonderful road system, combined with a detour into the wilds of Herefordshire (it is wild there, nowhere to sail). I heard tales of woe concerning the activities that day on England's other lifeline (the M5) which explained our missed rendezvous for dinner(?) at a well known restaurant in Cheshire not all that far (50 yards) from the M6. Patient landlady in Carlisle turned on real northern hospitality (she was luvly, a bit like Marty Caine with the edges taken off) and after peace offering of punnet of fresh Hampshire strawberries, made us really welcome.

Really comfy bed and good breakfast set us off on the really really good bit, namely the problem with my map! As I said in an earlier chapter of this tome, my map stops short, considerably short, of Hadrians Wall. Here we were, heading north of said wall, definitely at the edge of the world! Would we fall off? Well, yes, we did. Go to the end of the motorway and there it is, the other world. Looked pretty good too; sun, an enormous display of Rhododendrons apparently wild, quiet villages, and NO traffic. After wandering for an hour we found ourselves headed south into hilly country and the great waters, arriving in time for a brief cold shower and a gust of decidedly chilly wind. I discovered afterwards that everybody got a brief cold shower that day, some had a couple or more. In the metrolops of Southampton, the temperature was one whole degree cent above that a Kielder!

Scottish & Northerns – Kielder Water – 3rd/4th June

Well, it's not easy to describe a great Yot race in the manner of the professional you know, especially when you are viewing it all from somewhere near the back of the fleet. In fact, at times, right at the back of the fleet, in fact, for a while, so far back that we were racing with the next fleet! So here is a brief account of how our races went, explaining how it's done.

Pre Race 1 - R.O. gives briefing with map and good run down on local rules, starting area, etc. Go afloat with paper (Chart?) showing



all the necessary marks and proceed to starting area (about a mile and a half from the club, Inland Sailing! I said this place was Big! Hi Ho Blithfield, where were you?) Preplan 'Perfect' start (Plan A) goes wrong so make imperfect start, never mind, will make it up at first weather mark close to far shore where have noticed 'Yots' ahead after rounding for first reach are hard put to carry three sails. Devise devious ploy to fetch close along shore for a bit and get wind freer for reach (Plan B). Plan C - how to get out of complete hole in the wind close to shore! Plan C reasonably successful only lost three places! After rounding mark close to clubhouse which we think might eventually be the finish line but chart now rather soggy and difficult to read, we start long beat towards hills on distant horizon. Decide that mark along shore from club should have been rounded so tack and reach back for it, afterwards finding that this was not mark of the course, Chart (sic) now unreadable, also achieved object, we are now lying in last position! See, it's not that easy! Finally make weather mark after great battle with Nat 12, (he started 5 minutes after us and gets there first!) and set off on long run to finish. Finish? The Hell! (read with John Wayne accent) we went round another two or three times I think. I'm sure we did about 250 miles that race.

Second race is similar to the first, we finish second from last in much more wind, only about force 9½ in the squalls.

After excellent evening's entertainment with good food and beer, some sleep and more food, begineth the third race. Well, eventually it began, after an hour's trailing of the committee boat. True lake sailing, this is a separate art form. There is wind, but where and from what direction? We find out. Sometimes. Anyway, must have got it right along with a bit of luck as it's our best result - sixth. It's also Vanny's, he's got it right as it's his third win in a row taking the overall prize. Mike Mooney and the merry men of Humbereside are doing well too.

Last race, sunshine, lightish breeze before the start of a short Olympic 'Triangle and Sausage' course. 30 seconds to go and we gybe round for the 'Ultimate Perfect Start' not for us the sea battle around the committee boat end of the line, we will cross at full chat towards the Pole end! 25½ seconds to go and the wind switches right off! Really. Not a breath! We cross the line eventually, almost in company with the class behind and back comes the wind, only it's 'up our arse', the first leg becomes a dead run and the first reach a beat, for a while three classes are all mixing together, but eventually the Ospreys led by John Lang, pull away for a 'Fun' race. I think we were about eighth after throwing away a lot of distance on the last beat by going where the wind wasn't, but that's lake sailing - fascinating!

Ashore for prizegiving, etc., (more beer), the prizes were lovely and there you are, my first effort at race reporting. There was, unfortunately, not a very good turnout for the Osprey fleet, better than the Flying Fifteens though, and what we lacked in quantity we made up for, I like to think, in quality. All the boats were well turned out, 'Two Bob Bit' particularly splendidly and one hopes gave a good impression of the class as a whole.

Eleven boats raced including the two from the home club. It was a pity that the event clashed with British Steel's event, but you can't be in two places at once, or were we? I think the weather man did not help matters with doom and gloom forecasts on the Thursday and Friday, in spite of my remark on weather at our arrival it was, in fact, quite decent, a bit chilly in the evenings perhaps, but then it was everywhere on the 3rd/4th June, and let's not forget that on this date 45 years ago the English Channel weather caused some problems for a fleet somewhat larger than ours!

Accommodation is no problem: camping/caravans can be sited close to the club and log cabins adjacent provide accommodation nothing short of luxury. Our hosts deserve a very big thank you. We cleared the draught Beer and I think made a good hole in the canned stocks, Barbecue steaks were a great treat after the usual offering of beefburgers and bangers. I did hear of someone who managed two! Thank you, ladies, for the huge selection of trimmings, and thank you the musicians! Northumbrian pipes and all!

Thank you, too, Fiona my crew, the Iron Lady! She rushed south on Sunday via a dinner date in the Lake District, proving travelling problems manageable, so too Vanny Page who, as well as cleaning up the prizes on the water, took the record for the longest distance travelled to do it!

Yes, Kielder, we would definitely like to come again - how about the Inland Champs next year?

Bob Thomas

P.S.
On turning my map over, I find that the rest of the world is on the other side! I write this whilst sitting in a cabin in the forest and have ample time to plan my trek back to the edge of the world!

Results:

Pos'n	Boat	Helm			
1.	1260	Vanny Page	7.	1230	Roger Edwardson
2.	1209	Mike Mooney	8.	1233	Nick Jones
3.	1178	John Lang	9.	1163	S. Abraham
4.	1224	Dave Chalkley	10.	1251	Bob Thomas
5.	1245	Bob Shaw	11.	1162	Dave Eynon
6.	1215	Steve Sharp			

Ospreys at Hornsea Mere

A series of five races was held over the weekend of June 10th & 11th at Hornsea S.C.

The meeting seemed over by the end of the first day of light and variable airs with John Lang gaining two emphatic wins. In the second race, as the wind changed direction leaving no beats, John drew out a 250 yard lead. Mike Mooney, who was second in the first race, fought for fourth while Dave Chalkley led home Van Page for second. This left these three in equal second place overnight.

Sunday's racing took place with blue skies and ever increasing winds. In the first race Van Page, assisted vocally by Nick Willis, sailed consistently to finish first with Mike Mooney close behind in second. Local boats, Dave Metcalfe in 1203, Norman Broxham in 1206 and Stephen Sharp in 1215, took the next three places but 1203 and 1206 were disqualified following a protest. In the second race Dave Metcalfe led the race after a fine start and pulled out a fifty yard lead. However, a local success was not to be as Dave led the pack round the wrong course (a local boat!! - Ed). John Lang sailed into the lead only to lose this near the finish to Van Page. These two remained well clear of the chasing boats. In the last race the wind had risen to Force 4. Van Page again worked his way to the front followed this time by D. Chalkley. John Lang remained clear in third place while Stephen Sharp and Mike Mooney fought for fourth. After leading for a round Sharp suffered a 'knock down' while setting the spinnaker, finally finishing sixth.

Overall results: (out of 11 boats)

Pos'n	Boat	Helm/Crew	
1st	1260	Van Page/N. Willis	(Hayling Island)
2nd	1178	J. Lang/M. Clack	(West Riding)
3rd	1224	D. Chalkley/S. Watson	(Humber Mouth)
4th	1209	M. Mooney/Russell Butterfield	(Royal Yorks)
5th	1215	S. Sharp/I. Moss	(Hornsea)
6th	1206	N. Broxham and crew	(Hornsea)
7th	1203	D. Metcalfe and crew	(Hornsea)

Stephen Sharp

Bala Long Distance — 1st July, 1989

After a pretty dismal morning, the skies cleared to herald a good afternoon's racing at Bala. About 10 Ospreys had gathered for another assault on the fabled 'Tegin Taeg' trophy, coming from Stewartby, Blithfield, Saundersfoot and Margam. There was a reasonable westerly blowing as the fleet of about 75 monohulls lined up to chase the cats up the lake, the cats having a quarter of an hour head start.

A Merlin Sprocket was the first boat to show. The Ospreys that had escaped the grasp of the Salcombe Yawls started to pull through the Fireballs and Javelins and set the pace. Toothpick was first to the windward mark at the south westerly end of the lake, with a comfortable lead over the leading pack. On the broad reach back down the lake, Vanny and Nick showed good speed in Stiff Stuff, closing the gap on Oscar and Dave, and squeezing past in a flurry of abuse (at each other) to lead at the leeward mark.

The chasing fleet were well back at this point. 'Pick soon had the better of 'Stuff on the wind, romping away to lead by a healthy margin at the windward mark on the second lap.

Meanwhile, the battle in the group was intensifying with Up-a-Class, Mistral and the Cooper Machine slugging it out, Neil Robinson was flying through the fleet in his lovely Winder Meatball, with the equally lovely Anna on the wire. In the words of the Mistral boys - we normally beat him in Ospreys but he beat us boat for boat in his Fireball.

Vanny and Nick did some more quick and noisy work downwind and were back in the lead with about three legs to go when 'Pick found the turbo boost button and just squeezed past for line honours.

Results overall:

1st	Neil & Anna	Fireball
2nd	Cool dudes in GP14	
3rd	Miserable commodore	Merlin Sprocket
4th	Oscar & Dave	Osprey
5th	Nick & Vanny	Osprey

Sunday produced some superb picnicking conditions, broken briefly by some gentle handicap sailing. A very pleasant day indeed. Thank you Bala S.C.

British Steel Open Meeting — 3rd/4th June

The British Steel Open this year unfortunately clashed with the Scottish & Northerns. Despite this, a total of 18 Ospreys made the event a success. The weekend was blessed with light to moderate breezes and sunshine.

The racing was always close. Saturday's programme consisted of two races. Phil 'Mr. Consistent' Angrave came off best with two seconds, Andy Harrop and somebody else scoring a win a piece. Noteworthy was the long heralded, and some claim mythicali, appearance of the good ship SuperNova, having been given the once over by no less a man than Spud Rowsell. Whether he would approve of the lime green dayglo toe strap covers is doubtful, however, the boat looks superb, and goes well into the bargain.

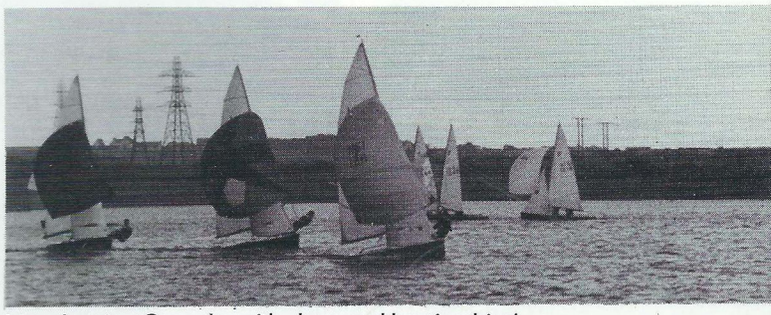
Following a few bevvys Saturday night, the prospect of three races on Sunday started to pale a bit. The racing was every bit as keen, with David John Edwards, a 420 youth sailor of some considerable note, showing the old hacks of the class how to sail by taking the third race in fine style, Mike Murray taking a good second place aided and abetted by Pam.

With Oscar and Dave Griff taking a race, the meeting was wide open. The last race proved to be a showdown between the young upstarts, David John and Co., and the old farts, Toothpick. The old farts scraped home in the end - but it's only a matter of time!

Noteworthy events of Sunday mainly involve your illustrious new Editor (well, I have to say that, don't I). In the second Sunday race Neil and Lisa stormed off the start line and led the fleet for a good way around. In the last race, Lisa employed a hired assassin in the back of the Picker, who didn't quite cover them with glory during the race, and fell over the back on the way in. Lisa's man overboard drill went very well.

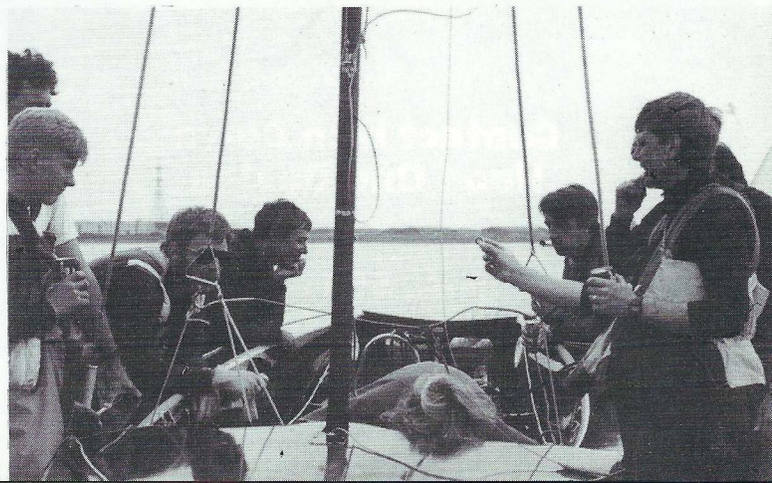
Results overall:

Pos'n	Boat		Helm/Crew
1st	1085	Toothpick	Oscar Chess/Dave Griffiths
2nd	1145	Smuggler	John Edwards and Crew
3rd	1240	Cognito	Andy Harrop/Huw Pearce
4th	1166	Spud Nova	Mike & Pam Murray

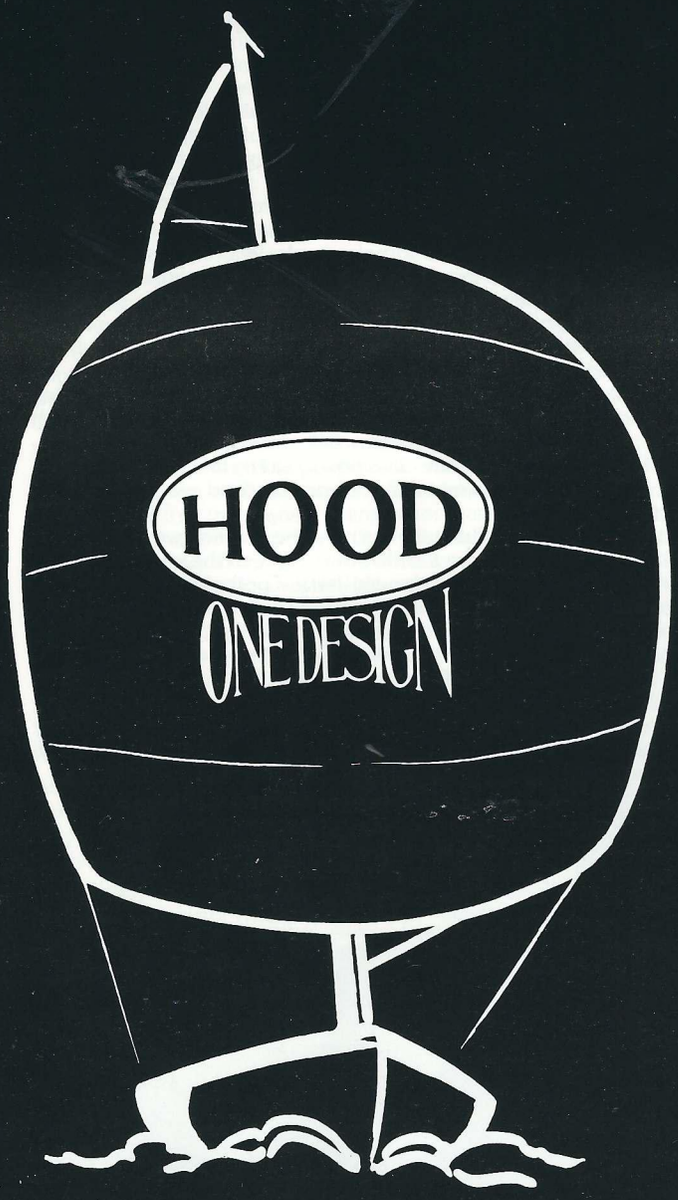


Lisa showing Oscar how it's done and beating him!

Much interest in the re-vamped Supernova.



FAST SAILS
THAT LAST



1st OVERALL NATIONALS 1984, 1985, 1986
1st/2nd/3rd OVERALL NATIONALS 1987
2nd/3rd OVERALL NATIONALS 1988

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The Langs

Some time during November last year Elisabeth and I were asked, whilst browsing around our local windsurfing shop, whether we fancied a holiday in Goa. Where you might ask is Goa. It is a small state about the size of Yorkshire situated to the south of Bombay on the western coast of India. As usual the brochure describing the place waxed lyrical about a tropical paradise - palm trees waving in the breeze, long deserted golden beaches, blue seas, sunshine. After the atrocious summer of '88 it all looked very tempting on a cold November afternoon. A couple of weeks later, having studied the brochure over and over again, it was becoming in both our minds a little more than "wouldn't it be nice if". I had spent some time in Bombay, albeit 28 years ago. The Indians are a charming race and my memories were happy ones. Whilst serving in the Royal Navy in the Middle East fleet, all our cooks and stewards were Goans. I remembered these people as being gentle, friendly and extremely proud of their small country which, at that time, was coming to the end of about 450 years of Portuguese rule. By the time it got to the middle of December, I think we were both of the opinion that this could be the holiday of a lifetime - 6000 miles away, virtually tourist free, living in a culture totally different from our own. We booked for the fortnight over Easter. Never having taken a holiday at any other time than our summer, this was something of a departure for us. The ensuing weeks passed very slowly until, at last, the tickets came through the door.

The season in Goa is from September through to April or May. Bookings tend to drop off towards the end of the season as it becomes hotter. With the tickets came notification that we would not be travelling by long haul charter from Gatwick direct to Goa's international aiaport, but by schedule airline to Bombay and thence to Goa. At first this was a bit of a disappointment until we realised that we were still going to have 13 nights in Goa and, in addition, the opportunity of seeing one of India's greatest cities. Schedule flights have their advantages as well. All the drinks are free and there is a very good chance the flight will get off on time. Having spent four hours waiting for take off from Sardinia last year, this seemed a definite plus.

Heathrow airport on a Sunday night is absolutely heaving with all sorts of people travelling in all directions. Our flight with Gulf Air was due to take off at 2145. The aircraft was delayed by headwinds from New York and the pilot could not apologise enough for the fact that we were 15 minutes late taking off, but they would try and make it up en route!! With short stopovers at Doha in the Persian Gulf and Muscat on the Trucial Oman coast, we landed in Bombay the following afternoon at 1600 local time, which was 5+ hours ahead of UK. The first thing that strikes you in Bombay is the smell. The smell of a city of 10 million people, spices, cooking, monsoon drains, thousands of taxis, buses and lorries. Having departed the aircraft our first destination was customs. This is the point where you begin to realise that everything in India is carried out with utmost politeness but entirely at their own pace which is pedestrian by western standards. Patience is the order of the day. The great thing to remember is that the Indians learned the art of bureaucracy from our Victorian forebears and the same standards apply today. Everything has to be rubber stamped at least four or five times. All documents are in quadruplicate at least. There were approximately 15-20 of us destined for Goa and it was about an hour later that we found ourselves on a bus headed for the 5 star Centaur Hotel situated on Juhu Beach. The traffic in Bombay is unbelievable. On most roads the traffic is three or four lanes in either direction. Everyone drives on the horn as fast as possible. There are bicycles coming from everywhere, multitudes of three wheel scooter rickshaws, black and yellow taxis, brightly decorated lorries, buses crammed full of people, and it would appear intent on committing suicide. Miraculously there never appears to be a collision.

Bombay has a slum problem. Nowhere is this more apparent than on the outskirts near the airport. Out of the 10 million population, 5 million apparently live in slums. Tents and shacks constructed at the side of the road, on spare land, anywhere there is room to erect a small dwelling and the people are there. For those who have never been to the Middle East, this can come as a bit of a shock but it is a fact of life in large cities of the third world countries. The efforts of the government to rehouse these people seems almost doomed to failure when they insist on returning to their townships of shacks in preference to modern blocks of flats which we all know can be very impersonal. The roadsides are completely full of small businesses of all types. Whatever you want to buy, whatever services you need can be found somewhere here. Whoever said the English were a nation of shopkeepers forgot about the Indians.

India is full of contrasts. No sooner were we becoming used to the sights of the roadside than the bus swept up to the entrance of the

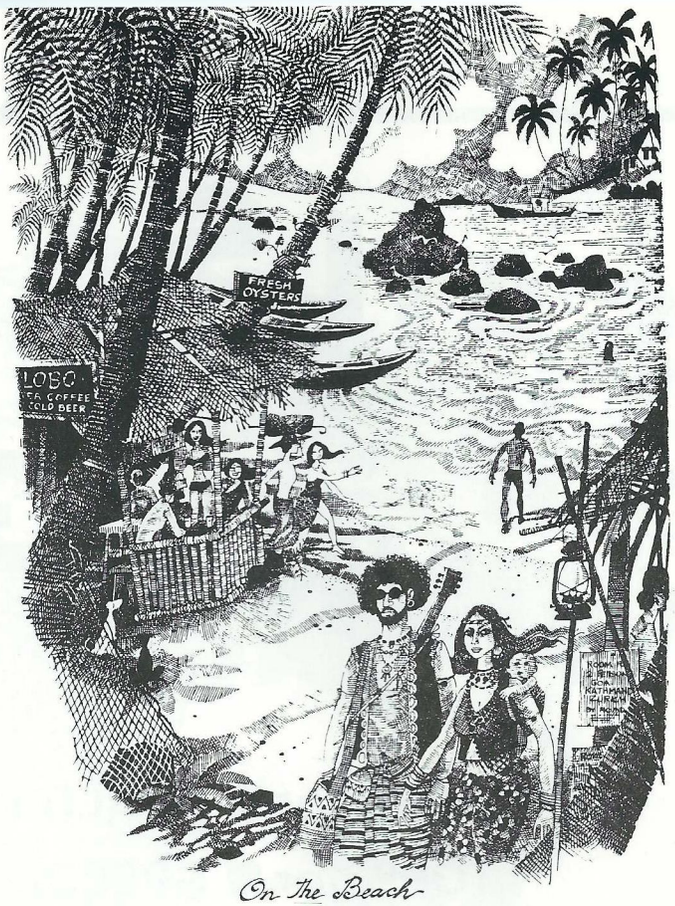
go to Goa – Part I

most enormous and prestigious hotel. This was the Centaur. Tall Sikhs in traditional costume acted as commissionaires in front of the wide marble steps leading to the foyer of the hotel. The air conditioning hit you as soon as you entered the foyer, which was enormous with marble floors and walls covered in Indian designs. A shopping precinct off the foyer contained shops selling everything from elastoplasts to expensive Kashmiri carpets. Escalators lead from the foyer down to a number of different restaurants and bars, each bar having a separate manager who was there to make sure you did not even expend energy pouring beer from a bottle into the glass. Our original intention had been to take a trip into Bombay some 45 minutes away after having had a meal. The flight and time change was beginning to take its toll and after a sumptuous meal at moderate cost in the hotel's restaurant specialising in Northern Indian cuisine, an early night was called for, but not before we had taken a stroll along the famous Jubu Beach. The beach tends to be a recreation place during the cooler hours and is littered with stalls selling different sorts of food and drinks, camel, horse and pony cart rides. Hundreds of people walk up and down the beach avoiding the beggars which tend to attach themselves to you until you make it quite clear they are getting nothing.

Following a leisurely breakfast the next day, we were taken by bus back to the airport for the flight by Indian Airlines to Goa. We arrived at Dabolim Airport at about 1400 and after a short walk to the arrivals lounge were beginning to realise that 32 in the shade is pretty hot after a chilly UK March. We had made arrangements to do some windsurfing whilst in Goa and Derek Menezes who runs Watersports Goa was there to meet us. He saw our baggage through and onto the bus whilst telling us what a fabulous holiday we were going to have. Leaving the arrivals lounge to go to our transit bus the contrast with Bombay could not have been greater. A gentle breeze wafting through the palm trees, the profusion of colours from the many varieties of flowers, the scent from the blossoms.

We were destined for a guest house on Candolim beach in the north of Goa which is about 1+ hours from the airport. This involved crossing two rivers, the Zuari and the Mandovi. The Zuari is no problem as it is spanned by a large bridge which we later found to move alarmingly when heavy traffic crossed. We were assured it was safe! The Mandovi is crossed by ferry. There was a bridge until about 7 years ago when it got swept away in the monsoons. The fact that bridges built to last years fall down is a matter for the Goans to shrug their shoulders, smile and explain that you are now in India. A new bridge is being constructed but in the meantime - to the ferry. Our bus was too big for the tiny ferry so the bags came off and we were transported across to another bus the other side. The bridge falling down has resulted in a small industry of boys and men selling cold drinks from their polystyrene boxes either side of the river. At 4 rupees (15p) they were good value in the middle of the day. After a fascinating journey through numerous villages the bus left us at our destination on Candolim beach. The accommodation was simple, a room with bathroom, which is all we require on holiday.

It did not take us long to unpack the beach gear and walk the 200 yards to the beach. Derek had told us to get to the windsurfing club you turned right up the beach and you could not miss it. One tends to think in terms of English beaches. The club was up the beach all right but about half a mile! The beach is about 8 miles long. Mile upon mile of white sand against the blue Arabian Sea. The beach had people spotted about the place. If there is less than 2 hundred yards between you and the next person its getting crowded. Outrigger fishing canoes are scattered about with fishermen

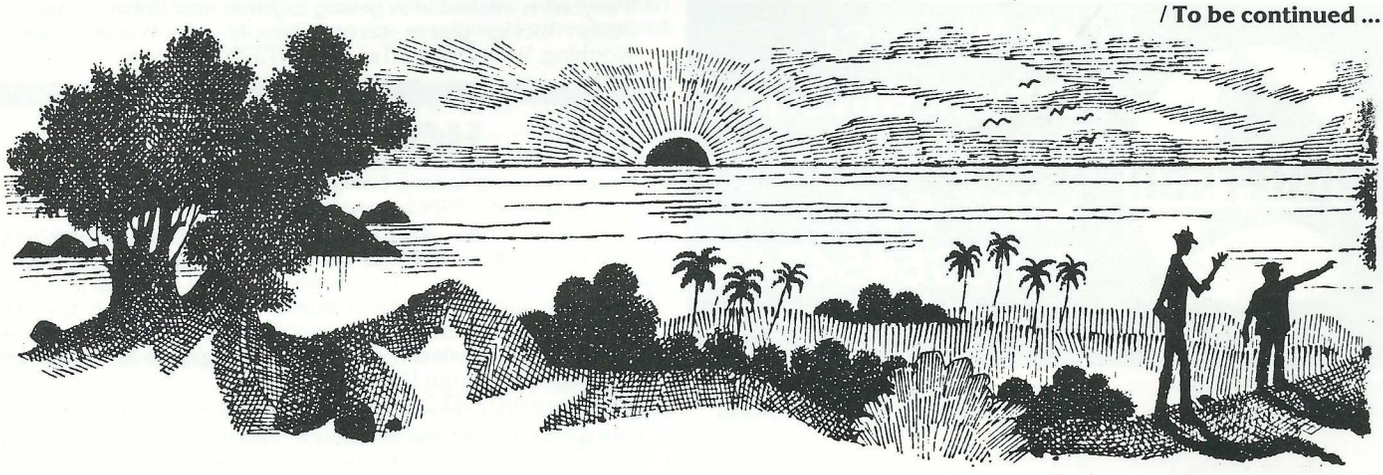


On the Beach

mending their nets. From time to time you pass the occasional palm shack which sells cold drinks and food. If you want fresh fruit you can always stop one of the girls who carry baskets of fruit on their heads. You must, however, barter to seal the deal. Bartering for goods is a way of life in Goa, even though you are talking about a few pence. It's a way of pleasantly passing the time with these delightful people. One day Elisabeth was walking down the beach with both hands full. The woman we bought some mandarins from insisted on peeling the mandarins for Elisabeth and feeding her segment by segment so that she did not have to put her bags down. Once we arrived at the club we were introduced to Francis, a Goan with whom we were going to make firm friends and spend many hours travelling around Goa. There were four other people from the UK at the club who were about to start their second week.

It became apparent in discussion with these four that having some means of transport for the fortnight was going to be most useful. Most people seemed to "borrow" motorbikes from the locals at around 100 rupees/day (£4). We decided to do this although I have never ridden a motorbike other than my son's trials bike. We found a lad who was prepared to lend us his new Yamaha 100 for the holiday. Ten minutes finding out where the gears were and we were away with Elisabeth hanging on for grim death on the back. Driving in India is like nowhere else. You can have as many as you want on the bike as long as one person wears a crash hat. These resemble building site hats and look ludicrous. The horn is used continually to make people aware although it's only the pigs and cows which move out of the way. Road sense is non existent. We even followed some friends the wrong way round a roundabout because it was quicker that way! It's amazing how quickly you begin to drive like the locals. Everyone smiles and waves at you no matter which side of the road you are on or how badly you are negotiating a corner.

/ To be continued ...



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CLUB NEWS

Blithfield Sailing Club

Blithfield S.C. was founded in 1969 by a group of enthusiastic sailors. Since then it has gone from strength to strength and today is a well established family sailing club of a highly competitive nature. The clubhouse is ideally placed with views overlooking the man made reservoir. As well as the thriving bar, there are several regular sailing and social events throughout the year including - Blithfield Invitation Challenge, Trout Supper, Annual Dinner & Dance, Children's Christmas Party, and the Follies.

Blithfield also boasts (possibly?) the largest competitive Osprey fleet in the country. Recently there has been a healthy flow of sailors in and out of the fleet which has maintained a high standard of competitive racing. As competition at the marks gets even tighter, many Ospreys are now to be seen with self launching poles. No twin poles as yet but, given time, (and money!) ...

The following is a list of boats regularly raced at Blithfield at the moment:

Ospreys

222
662
832
903 Le Chien Noir
1018 Rampage
1074 Scherzo
1084 Alchemist
1103 Airborne
1194 Lettice
1197 Bus
1201 Up-a-class
1205 Sarajon
1225 The Return of the Pink Panther
1232 Orca
1243 The Cooper Machine

Ribble C.C.

Osprey sailing in the North West this year has been somewhat low key.

Wally Gardiner has decided to re-deck 1114 and will miss the Nationals.

George Waller has left his boat 1107 at home and gone working in Canada for 18 months (he writes to say he has seen no Ospreys sailing at any of the Toronto clubs).

John Abraham and his wife Nicky, after buying Prickly Pair, are now expecting their first child and may also be going to the U.S.A. for 2 years later in the year.

All in all, we are trying to increase the fleet by working on the 3 Fireball crews. What can you do when four of the younger members buy two 420's? (They will have to grow up some day!)

Don Flannery

P.S. Hope you can support the Osprey Open at Ribble in September. (Bring the kids and see the Blackpool illuminations!)

Shoreham Mini Series

I have received a letter from Robin Toozs-Hobson suggesting a mini series, the philosophy of which is to give people a chance to race on weekends when there is no other event on and be able to leave the boat rigged without having to join another club. His proposal is that Shoreham S.C. is prepared to put on a mini series over 6 weekends with four to count. The people this would be of interest to are those who live within a 2 hour drive from the club and sail normally against other classes. What about Ospreys sailing against Ospreys, it seems that so many of us at club level race against other fleets. It's a great idea to get good competitive boats for boat racing instead of arguing with club executives over handicaps.

Robin suggests the following dates, the only weekends missed are ones which clash with other Open Meetings:

August 13, 20, 27. September 3, 24. October 1, 5, 22.

If anyone is interested in getting together with Robin for some one design racing, please contact him at 14A Warwick Gardens, Worthing, West Sussex. Tel: 0903 37325.

HOLIDAY INFO

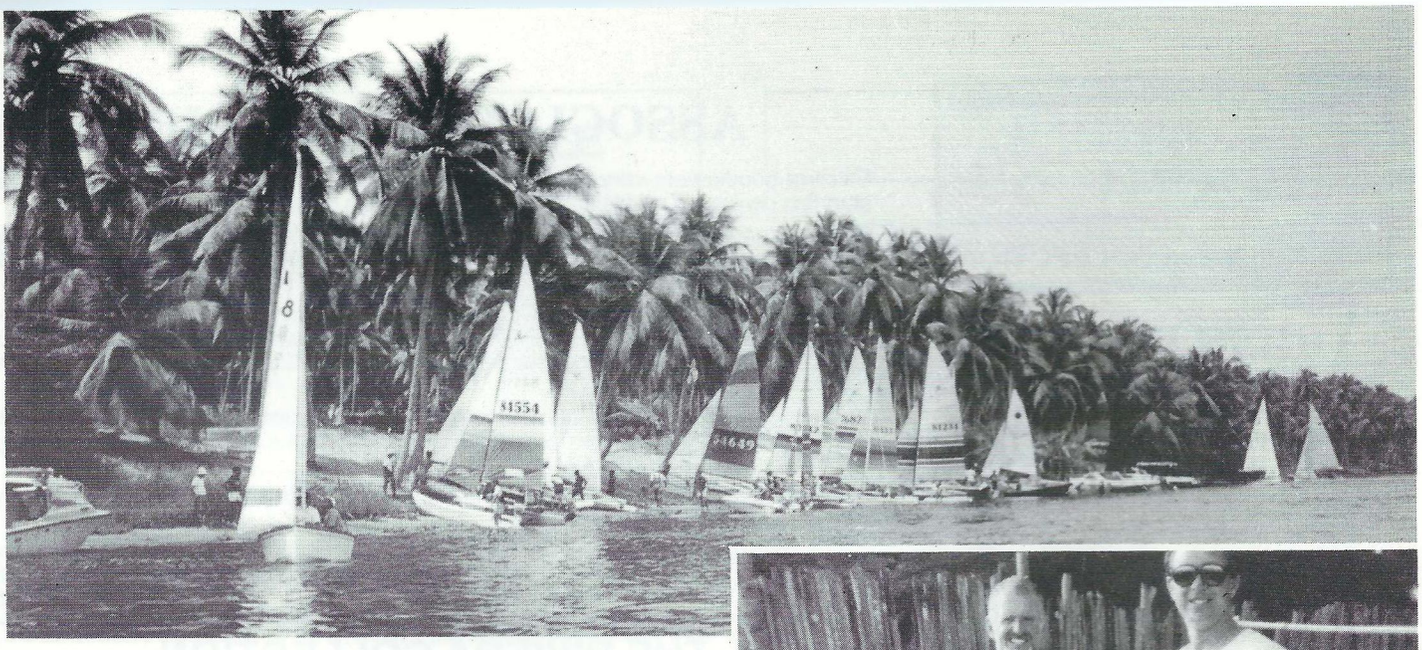
I have received a note from Karen London (Sheppey) with the following VERY VERY interesting offer ...

"I confirm that I can offer a discount of 5% to all Osprey members on package holidays and that we have many special offers for the summer.

There are certain restrictions that are imposed as we have been taken over by Travelcare; these are that the 5% is on cash not credit card bookings, obviously cheques are acceptable as cash; most of our availability is from Gatwick or Luton."

Ring Karen on 0843 223635 between 9.00 am and 5.00 pm.

Perhaps a late summer or autumn holiday? Is the offer still on next year? An opportunity not to be missed. Ring Karen.



Substitute goes to Lagos

Due to our Editor being in for a service and undergoing a running-in period, I was kindly invited out to Lagos Yacht Club between the 23rd February and 10th March. After many a trip to the Nigerian Embassy, I finally arrived in Lagos.

On arrival in Lagos I had a quick awakening to the local hospitality - £20 for return of my passport.

The daily routine went something like this ... Up at about 8 o'clock, breakfast with Margaret (my host) and a bit of the tourist places or bantering at the markets, sailing between twelve and six in Ospreys, GP's, Lasers, Tarpons and Hobies, early evening a talk on something to do with making boats go quicker, then an evening out with one of the classes or enjoying an evening with a beer on the club lawn.

On the first Saturday the Osprey class organised race training and we started with basic skills such as tacking, gybing and follow my leader finishing up with starting practice and short races.

Sunday was the first of the races organised during my stay and was a three race general handicap series. My first outing was crewing for Ralph Wilson and after being assaulted on the start line by a Sheer water, arrived at the first mark 3rd Osprey with Gusty Merderser 2nd and P. Gibbons 1st; then Gusty fell in letting us through. On the second reach at the leeward mark, which was surrounded by the Lagos harbour green carpet (thick patches of weed), P. Gibbons attached himself to it and was seen drifting away allowing us through to win. *(Luck I call it - Ed).*

Race 2 was started off the beach with a line across the estuary (80-100 yards), and with approx. fifty boats the start was 'interesting' with a good bit of local support. At the first mark (an Island, a small one!) there were three boats, Peter Gibbons, Gusty Merderser and Ralph, together with Peter Baraclough just behind the group. Peter was last on the run due to rudder failure.

On the two sail reach we pulled out a 100 yard lead, but on the run to the leeward mark, a technical cock-up by going off on the wrong gybe (advised by me) let Gusty through with a good lead. The remainder of the race we caught up slowly and on the last leg Gusty went in again (trying to clear weed) letting us through.

That evening a prizegiving was held with Mr. Gill of Iberia Airways presenting the prizes. The evening had a certain buzz about it with the arrival of ten beauty queens who Mr. Gill had kindly brought along to present the prizes. The crew of H.M.S. Bristol, who had been at sea for many long weeks, seemed very impressed by the standard of prize presenters!

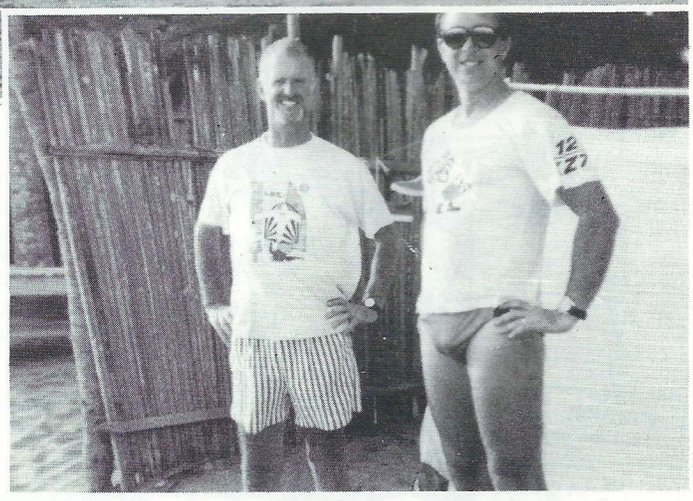
The final results were: 1st Ralph Wilson, 2nd GP14, 3rd Gusty Merderser. The evening resulted in a party on H.M.S. Bristol.

Saturday was the Agaja race which is a two day event starting from the club and sailing approx. 12 miles up a creek parallel to the beach to Agaja. A stop-over that evening and a race back on Sunday, the results are calculated by the positions in both races.

I helmed Gusty's boat with Gusty crewing for me. After the first hour we had got clear of the rest of the fleet, but a few errors including running aground brought Peter Baraclough and Jon Goson close behind. At the finish we were three minutes ahead of Peter after sailing for three and a half hours.

On handicap we were 7th with a Tarpon first and GP's 2nd - 6th.

Saturday evening was spent swimming in the ocean in amongst the impressive shore break, a first class Barbecue and 'cold' beer. The social event went into the early hours talking about many things including the reason for phosphorescence (we never worked it out!)



The finish of the Agaja Race. Dave and Peter Baraclough

This was also the venue for the Nigerian Cock-a-Leekie championships which I think was won by Dejai, the only Nigerian competitor.

The race back started with a short beat and then a run/reach back to the club. We got to the mark first but ran aground within two boat lengths (centreboard tied down). When we finally got going we were well behind the pack. After half an hour we were second Osprey but making slow progress on Ian Goson. A good battle developed, swapping positions many times, then a stroke of luck - some breeze of force 6-7 which lasted about 20 minutes - kites came down followed by some exhilarating sailing; in the last half mile to the finish the wind moderated and we spinnaker reached to the finish. On handicap we were first overall, with a Sheer water second followed by a gang of GP's.

The last race on Wednesday evening I sailed Gusty's boat with her regular crew Paul Shrank. A regular battle between us and Peter Gibbons and Pauline who kept coming back at us throughout the race; at the finish we were just ahead.

That evening we ended up in a local bar somewhere guided, or misguided, by Pencil (Brian Hordering), that evening ending in a tussle with Margaret's washing line (which I lost).

The trip was a fantastic experience and most enjoyable on and off the water. Peter and Margaret Baraclough being first class hosts, looking after me and showing me the local places of interest.

All the classes who entertained me were extremely friendly and I hope the Osprey class benefitted from my stay, as I certainly enjoyed passing on what I know about making boats go faster.

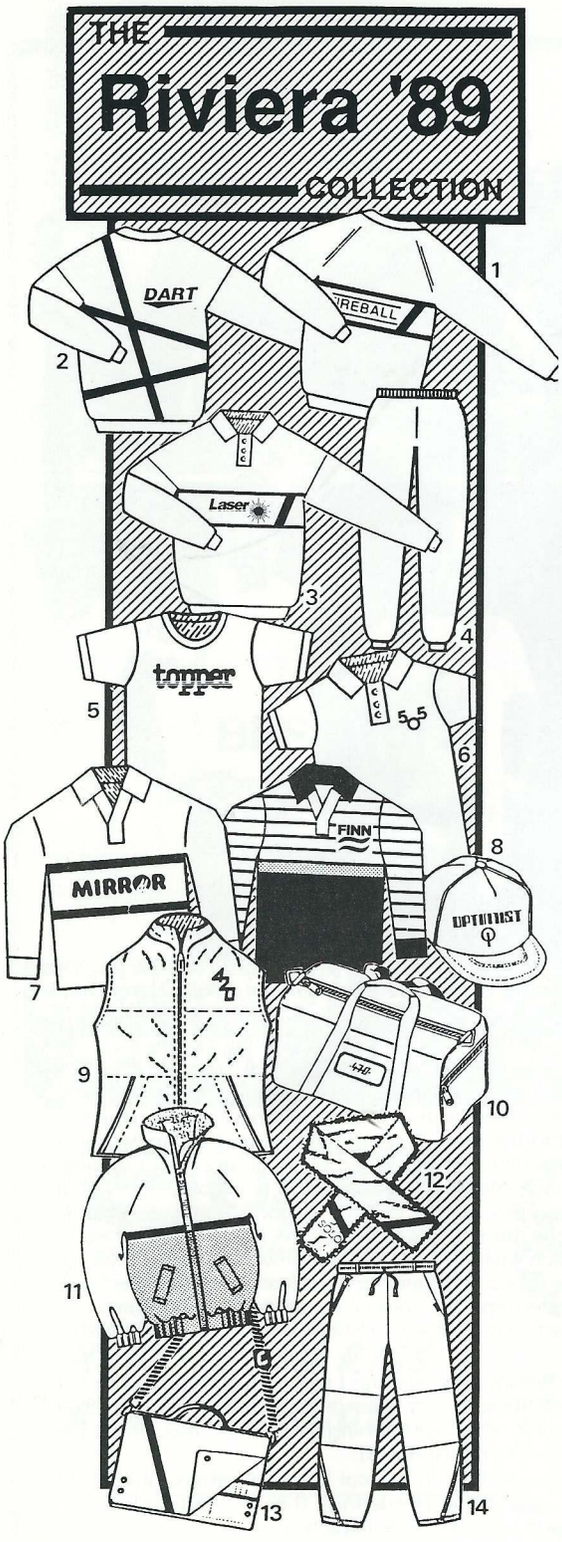
Some interesting points about the Lagos Osprey fleet and Lagos Yacht Club are that handicaps are reviewed regularly to share the prizes between fleets. The Osprey class run a successful personal handicap system which really encourages the middle and back enders of the fleet. There are currently about eleven Ospreys racing regularly and the standard is of that similar to many clubs in the UK where Ospreys have large fleets. The Osprey class is very active and the sponsorship by Iberia Airlines certainly gave added interest to the racing programme.

I hope they can keep the support of Iberia and may be more future national champions will be able to enjoy the delights of sailing in Lagos and keep Lagos Ospreys in touch with the UK fleet.

The winds generally are moderate 2-3 with sunshine and the gear needed - a pair of shorts!

Dave Griffiths

(Didn't he get the Lagos trots?? - Ed).



ASSOCIATION GOODIES

Sales of goodies are very quiet this year, perhaps you are all waiting for some new stunning designs. Trouble is, these days, nothing's cheap.

Ocean World still offer a varied range of clothing, one of which (RIVIERA 89) is included in this newsletter. They also tell me a new and exciting range should be with us in time for the Nationals.

Remember, if you order through Ocean World we receive a Royalty from them; please ensure you quote reference AG644 when ordering otherwise your Association loses out. You can photocopy the order form in this newsletter and this has our account number on it.

I have deleted the usual Sweatshirts this time around as demand has been virtually nil. Ocean World can arrange extra embroidery of boat name, club, etc. For a price ring them direct on 0983 - 291744.

Should you require one, I have some very fashionable Osprey umbrellas at only £14.50 plus P&P.

Happy Sailing.

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

THE RIVIERA COLLECTION

(Prices valid until 30 September 1989)

EXCITEMENT and *FASHION!* That's what the new Riviera Collection is all about. We have used the latest fashion colours to produce a range which still retains the classic Ocean World style, but is full of fun and flexibility - most of the items can be printed with the design of your choice. For any further information about the range, or if you wish to order by credit card, please telephone **(0983) 291744.**

1. Sweat shirt £15.95. Two tone with purple flash. Navy with emerald. Emerald with white.

2. 'FUN' Sweat Shirt £16.95. Navy or white covered in purple, emerald and gold striping.

3. Collared Sweat Shirt £22.95. Two tone with purple flash. White with emerald Navy with emerald.

4. Jogging Pants £14.95. Navy or white. S,M,L,XL.

5. T-shirt (std) £5.95. Navy, white, yellow **T-shirt (USA heavyweight) £9.95.** Navy, white, yellow, emerald.

6. Polo shirt £13.95. Navy or white.

7. Rugby Shirts. Std. £25.95. White with purple/emerald. **Premier £32.95.** Purple with emerald/white or purple with gold/ white.

8. Caps £4.95. Navy, white, yellow.

9. Bodywarmer £28.95. Navy.

10. Holdalls. Std. size £16.95. Jumbo size with wet/dry compartments **£26.95.** Purple/emerald. **Shoulder strap £1.95.**

11. Shore Jacket £49.95. Emerald/white with purple banding. Purple/white with emerald banding. Purple/white with gold banding.

12. Neck Towel £7.95. Navy/emerald or purple/white.

13. Document Case £16.95. Navy with emerald stripe. **Shoulder strap £1.95.**

14. Sailing/Sports Pants £28.95. Navy, white, red, grey, emerald. S,M,L,XL. Short or regular leg lengths.

PLEASE ORDER ALL CLOTHING BY CHEST SIZE - ADULT 34" to 46"

Most of the items in the Riviera Collection can be printed with the design of your choice. This range of clothing can also be personalised with your own logo, club motif, boat name, etc., in either printing or embroidery. Please contact us for further details on **(0983) 291744.**

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between £10.00 and £20.00 - add £1.00
between £20.00 and £50.00 - add £1.50
over £50.00 - add 5% of order value.
European orders add extra £3.00 to above.
Any other (e.g.USA) add extra £5.00 to above.

ORDER TOTAL	
ADD POSTAGE	
TOTAL	

AG 644

OSPREYS FOR SALE

73 Wood Mk. 2, road trailer and trolley. Needs painting. £200. Phone Mr. Bristow, Ringwood (0425) 476708 anytime.

615 Wood Mk. 2, Suits of Sails, Combi Trolley. £450. Phone Peter Holmes (0472) 697190.

617 'Wicked Lady' Mk. 3 conversion. New centrebox and transom, just redecked. Currently at Greenwich Yacht Club. Offers around £600. Contact Mr. P. Craven, 01 858 7874.

698. Excellent condition, with trolley and trailer. £500 ono. Tel: (0277) 625465.

722. Leader Sails, 2 centreboards, 2 rudders, road trailer and trolley. Tel: (0302) 785743.

805 'Granny Smith' Mk. 2, reasonable condition. Offers in the region of £550. Phone Lee Allen (0795) 664507 (Sheppey).

853 Mk. 2 Westerly, road trailer. £550. Tel: Sheerness 663327.

855 Composite Mk. 2, Proctor mast, 2 suits of sails, combi-trailer. Phone Jerry Chappell (0472) 816484 (Humbermouth).

903 'Chien Noir' Wood Westerly Mk. 3 conversion. Suit of Leader sails, 18 months old. Mainly Harken blocks, under and over covers, combi trailer. Epsilon mast, self launch pole, Mighty Screw. £1,000 ono. Phone Gareth Caldwell (0705) 51777.

938 'Kindly Light' Wood Westerly Mk. 2. National Championships winner. Sails and mast although 3 years old are virtually unused. Complete with trailer, trolley and cover. £1200 ono. Phone Dennis West (0602) 383189.

1061 Westerly Mk. 3 Gloss. Trailer and trolley. No cover. Musto sails, 2 spin. £850 ono. Phone Iain Williams (0656) 740565.

1180 Mk. 2 GRP. 2 suits of sails, overcover, trailer and trolley. £500 ono. Built approx. 20 years ago, and registered in 1980. It is a prototype glass fibre boat. Phone Malcolm Carr-West (0371) 850416 (Braintree).

1212 Porter GRP, Proctor, Hood sails (new 1988), trolley, under/over covers, Harken blocks. £1750. Tel: (0705) 465002.

1218 Porter GRP, Proctor Epsilon Mast. Stiff Hex boom. Rondar stock with glass sheathed rudder. Over and under cover. 1 suit of sails. £1500. Tel: Huw Pearce (0344) 771047 (Crowthorne).

1235 Glass, Porter built, Proctors, Banks, Harken. £3000. Rapide combitrailer £300, or £3250 for both. Tel: (0621) 892246 eves.

1245 'Two Bob Bit', Claridge hull, varnished mahogany, laminated centreboard, fixed and lifting rudder. Epsilon strut, compass, hoop, well designed interior, 2 suits of sails. Also Rapide Combi Trailer with moulded support. £3000. Phone Robert Shaw (0245) 420889 (home) or 01 500 0018 (office).

1249 GRP Mk. 3, Mid Green with light green decks including trailer and trolley. £3000 ono. Phone Reg Rhymes (0242) 673719.

1257 All wood, epoxy, minimum weight, all fast gear, ready to win. £4000. Tel: Andy, Cardiff 813763.

1259 'Porgy'n'Buff' composite, wood foredeck, 2 masts (Epsilon + Gamma), 1 suit Bowers sails, under/over covers, combi trailer, Spiro spinnaker pole fitting. Kevlar sheets, Harken blocks, new-type adjustable jib fairlead, pump system spinnaker. Very stiff boat, near-maximum correctors, tuned-up and ready to win. Free trial. Offers over £5000. Phone Robin Toozs-Hobson, (0903) 37325 (home), or (0903) 820599 (work).

SAILS

For Sale - Hood Spinnaker, only used Nationals 1987 and Winter Series 1987 - £75. Phone Keigh Ganter (0962) 882970.

For Sale - Two sets of sails, 1 set Mountifields and 1 set Musto's. Suitable for cruising or beginner's racing use. Offers based on £50 per set. Phone Dennis West, Nottingham 383189.

For Sale - Two sets of Leader sails, very good condition and ideal for club racing. One set cut flat and ideal for cruising. No reasonable offer refused. Phone Glen Adcock, (0733) 79370 (Peterborough).

BITS & PIECES

Wanted - Second hand Osprey Mast around £70. Phone Mike Jefferies, Thornbury 418581.

WANTED

John Roderick wants nearly new reaching spinnaker, and a Mighty Screw, complete with mast fitting. Tel: Bridgend (0656) 652633.

OSPREY BUILDERS

For G.R.P./Wooden Boats:

PORTER BROTHERS
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Tel: 0243 377522

For Wooden Boats:

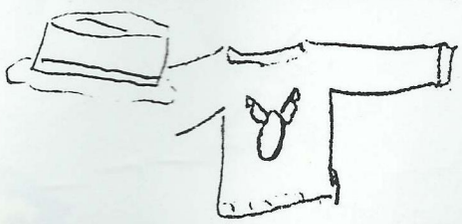
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Osprey R.Y.A. Measurers

1. Ray Brooks
2. Hugh Carter
3. Oscar Chess
4. Charles Curry
5. Andy Harrop
6. Mike Jakeways
7. John Lang
8. Richard Marshall
9. Ted May
10. Dave Norris
11. Huw Pearce
12. Iain Williams
13. Nick Willis

WANTED



AR'FUR DALEY

Entrepreneur extraordinaire, is known for dealings in rag trade, believed to currently be working from a lock-up in Bedford, would like other to take over while he goes into retirement.

(Minder not necessarily part of the deal)

OSPREY VENUES 1989

Remaining events for 1989 are as follows:

13 August	Hayling Regatta
14-18 August	Federation Week (Hayling Island)
26-28 August	Burnham, followed by Burnham Week
26-28 August	Saundersfoot Regatta
28 August	Cock of the Harbour (Hayling Island)
3 September	Sheppey Round the Island Race
9-10 Sept.	Stewartby (Welsh & Midlands Championship)
16-17 Sept.	Sheppey/Panmora Cup (Mounts Bay)
30 Sept-1 Oct.	Ribble
7-8 October	Lymington (Jack in the Basket)

