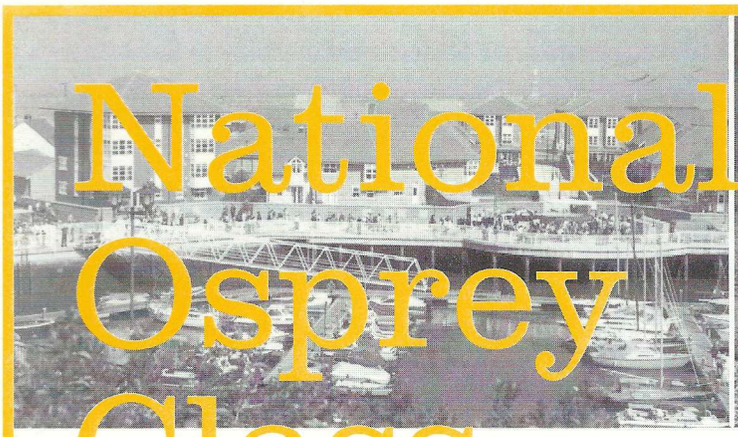
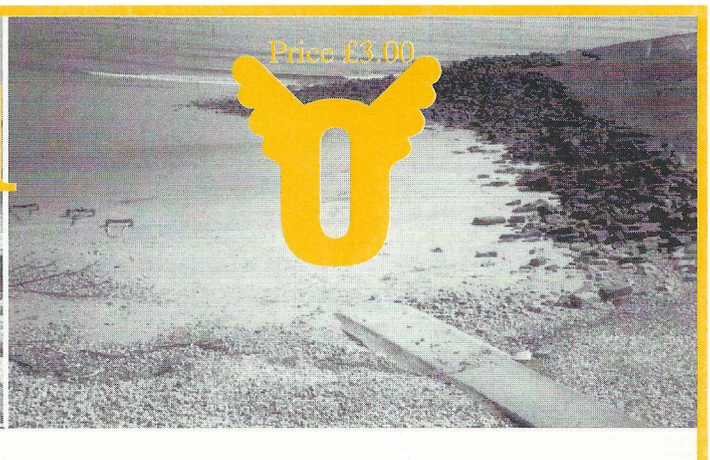
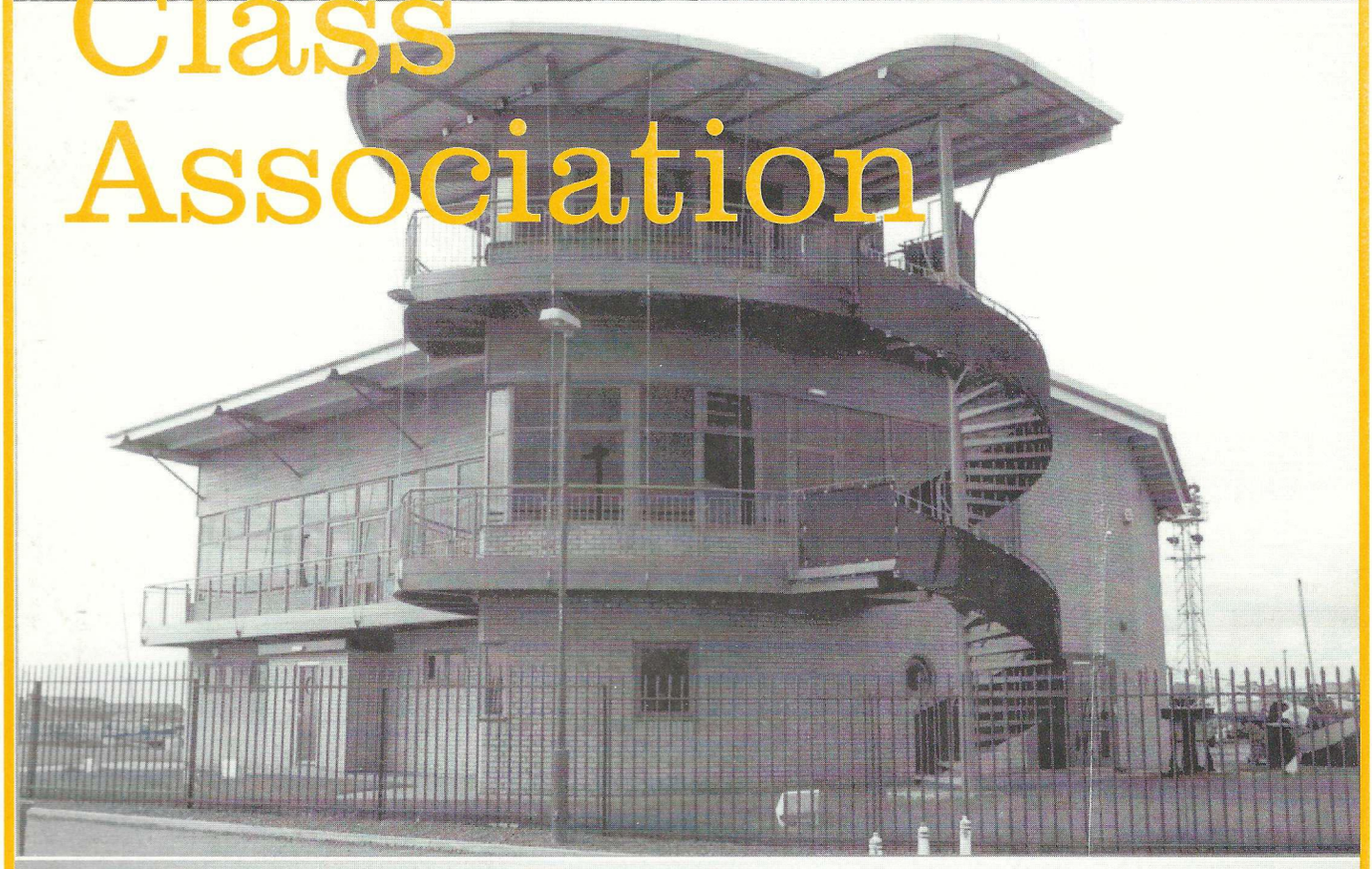




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National Osprey Class Association









Magazine

July 1999

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Front Cover

From top left to bottom right
The New Marina, The Launching Area, The New Clubhouse, The Harbour Entrance, The Restaurant and finally the Bar.
Photographs Richard Hewitt



The Editor

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Terry's Tarradiddle

Despite having a large refurbishment programme on our newly aquired MKIII (we wanted to change the colour of the hull and give the topsides a good rub down and re-varnish) we managed to be out on the water on time this year thanks mainly due to Andrews hard work.

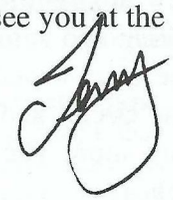
We seem to be maintaining our success from last year so far, we hope that you too are faring as well. We have had one or two little problems such as a shackle breaking on the first race. This was holding the rig tension and the kicker so we had to get back to shore quickly to jury rig. We still managed to continue the race and came second.

I didn't visit the dinghy show due to work committments but I gather it was very succesful thanks to Adam and all those who helped him both before and on the day. It's very important that we are seen to be a going concern as an Association and Class, so the hard work was worthwhile.

I would like to run a series of articles on rigging. Perhaps anyone who has a rigging method for any part of the boat which they consider to be especially good could do an article on it (Centreboards always seem to be difficult). Photographs or drawings of your pet methods will be appreciated, don't worry if your drawings are not too good we have the technology to deal with that. There are many people out there who will benefit from these, so don't be shy!

Could I please remind fleet captains/organisers of Open Meetings that we need your reports and if possible photographs of your meeting as soon after the event as possible ... it does help me get the magazine to bed on time if you are prompt.

Have a great season, enjoy the sailing and hopefully the winning, see you at the Nationals



Chairmans Cantillations



Well the sailing has now started in earnest and a number of Open Meetings have already taken place, but before we look at these I have a few thanks to extend. I am sure you will all agree that the Dinghy Show display and coverage was excellent, for this we have to thank both Richard & Adam Bowers, there was a lot of interest in the Class and I feel certain that we will gain from the event. Also I must thank Richard Hewitt for lending us his new Dobson boat for the display and working on the stand for both days with Paul Jameson his crew.

Following the Exhibition we had a break before the Open meeting circuit started, The first event was the Welsh & Midlands at British Steel, which was a great start to the season with 17 boats competing. The event was won in fine style by Oscar Chess & Nick Daley-Hunt.

Two weeks later we were at Penzance for the Southern Area Championships. There were a number of travelling boats but unfortunately the wind decided to stay at home and there was no sailing on the Saturday, but we did have more than a few beers. Then we headed for the nightclubs of Penzance and I increased the average age to the legal limit. Oh! I forgot Tony Harper decided to sleep under his boat on Friday night and some well watered drunks walked by and stopped - I'll leave the rest to your imagination. Sunday saw 3 races run and the final winners were Adrian Summers and Phil Angrave in Secret Diaries.

A week later we were at Blithfield an excellent event as usual with 18 entries. Some good wind, some good racing and some new faces. It was nice to see the new owners of Antares, Mark Bennett, on the circuit and I hope we will see you guys again soon. The event was won by Oscar and Nick.

Unfortunately I missed Hornsea - but knowing Mike Smith as I do, I feel sure there will be an article somewhere in here. The event was won by Rob Shaw and Steve Watson, Rob having now returned from the Southern Hemisphere.

The bank holiday saw us at Coniston a wonderful venue for scenery, beer, food, accommodation however the wind was fickle. However we had some great sailing and the event was won by the boys from Kent in 555. Congratulations to Tim Kift and Barney Rubble (Steve Offer).

I am sad to report that Ken King, after 14 years on the committee, has decided that he wants a rest. However it would not be right to just let Ken go without saying a very big thank you for all the hard work and support he has given over those fourteen years. His efforts with the Dinghy Show, for which he was responsible for many years, in particular has resulted in our very high profile on the dinghy scene.

Chris Guy is another Committee Member who I have to thank for his work, he is replaced by Nick Daly-Hunt, welcome Nick, who is now the Blithfield Rep!

Well that is the season so far and now is the time to look forward. We have a great Nationals coming at Weymouth and an Inlands at Rutland. Please support us at these two venues particularly at Rutland where we have tried over many years to arrange an event at this venue.

Before I finish there are two apologies for the late despatch of the Broadsheet and the Notice of Race for the Nationals. Terry had provided the Broadsheet ready for the Dinghy Exhibition but in order to try and save postage costs we held back for the Notice of Race. This did not materialize and the consequence of this was the broadsheet was late and the Notice of Race had to be published much later.

Looking forward to seeing you all at Weymouth

Nick Jones

MKIIA Conversion in a Weekend

Last September, 789 capsized for the first time in my inexperienced hands. Pausing just long enough for me to appreciate the huge distance to the centreboard, she gracefully turned upside-down with the crew underneath. The shenanigans which followed convinced me on the spot that the time had come to pick up the jigsaw (this psychological barrier is in fact the biggest obstacle in the whole job, especially if you have good-looking varnish) and actually set about the conversion with no further dithering.

The boat is a 1970 Mk II made by Gmach /Westerly and has a GRP hull with wooden decks and bulkheads. According to Terry McDonald who supplied the official template and instructions, this could be among the first conversions of a composite boat. Earlier work, which may be relevant to other boats, had been to glue a reinforcing strip of 18x6mm flat beading across the front of the bulkhead between the points where the side tanks meet the floor. (All-wood boats have a substantial rail on the back of the bulkhead at this position.) The front surface of the bulkhead below this level was coated with woven glassfibre bonded to the floor and to the GRP keel capping, which terminates here and had become separated by water damage to the bottom of the ply panel.

Procedure followed Terry's excellent manual, and I only want to highlight a few extra 'wrinkles' which, others may find useful.

The Rear Deck: (how to keep it looking good)

- Cut out the template accurately using a scalpel or modelling knife. Use the cut-out middle for the rough positioning, but save the outer frame and draw the accurate cutlines inside it.
- Cover the underside of the jigsaw with Duck Tape or it will scratch the deck.
- Use the pilot hole method to locate the cut-out positions approximately, then use the jigsaw or a 75mm holesaw to make a larger hole in the middle of where you expect the final cut-out to be. Put a rigid steel rule on the underside to check the positions of the inwale, stringers and coaming exactly, then stick the template frame to the deck with masking tape in the final position for drawing. Don't distort the narrow edge of the template, and handle it carefully as you need to reposition it four times.
- Use a fine black indelible marker (Staedtler 318) to draw on the deck. It won't come off while you work, and meths will remove it finally.
- An anglepoise lamp on the deck is a great help for accurate drawing and cutting.
- Cut to within 3mm of the line unless your saw is shattering the underside of the ply, in which case leave more room and finish by sanding.
- For a perfect edge you need a 50mm drum sander held in the chuck of a high-speed drill. A cheap set of these is available from the address below. Each consists of a hard rubber drum with a fitted, disposable sandpaper cylinder; tightening a nut against a washer on the shaft expands the rubber drum to grip the sanding cylinder. Sand the cutouts carefully up to the line, holding the drill by its casing in both hands with the trigger locked on. The finish should be so good it will only need a wipe of wood stain and carefully applied epoxy to seal.
- The inboard edge of each cut-out will benefit from a reinforcing strip of 20x10mm hardwood glued to the underside of the deck (about 15mm inboard so it can't be seen.)

The Rear Bulkhead

- Beware of water-damaged delaminated ply especially near the bottom; cut generously and be prepared to sand the excess. Some epoxy injection and clamping might be needed.
- While following the dimensional rules for the margins of the hole, it is good practice to put a 75mm radius on all four corners.
- The drain holes in the bottom of the bulkhead can best be achieved with a holesaw(about 40mm), and can then be taken down neatly to floor level by the smallest drum sanders. Exposed wood must be sealed very carefully with brushed epoxy.

The Transom Flaps

- It is worth taking time to draw the right outline using a template, and ensure that the maximum area is not exceeded. The area of a basic quadrilateral shape is easy to calculate, and if all four corners of each port are radiused to 50mm this should keep it in limits.
- Separate the ports sufficiently to leave the internal rudder support uncut; also do not cut away too much of the additional layers of GRP which bond it to the inner face of the transom.
- The edges of the ports can be finished superbly with the drum sander.
- Flaps are linked together inside the hull by about 600mm of elastic cord; a short nylon line with a loop running on the elastic goes through a small deck eye on the back of the bulkhead at the keel to

Continued on Page 8

Open Meeting Reports

Coniston 29-30th May

12 Ospreys, from as far a field as Sheppy in Kent and Keilder in the North, competed in fickle winds at the Coniston Open Meeting.

The first race was led for a long time by Alex Mamwell in 1261 but having trawled his spinnaker on the last leg fell back to third with Tim Kift in 555 taking the honours and Wally Gardiner in 1114 second.

The second race was closely fought with Wally Gardiner coming 3rd being pipped on the line by Tim Kift while trying to win the race. Alec Mamwell made up for their error on the first race by winning this one.

Race 3 again saw Wally Gardiner coming in third with Alec Mamwell second and again Tim Kift in first. Mike Mooney in 1281 the race leader for much of the race, capsized on the last leg in the only strong wind of the day to allow the other boats through to steal the glory.

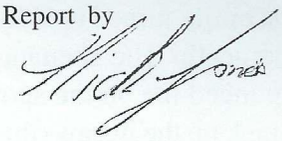
The results of the first 3 races left the competition finely balanced with both 555 and 1261 able to win the meeting depending upon the result of the last race. In the last race 1227 came 3rd having lead the race for all but the last leg. 1114 kept up his run of top 3 finishes despite doing turns due to a collision with the eventual winner 1281.

The competition between 555 and 1261 for the overall winner ended prematurely when 1261 had to retire prior to the start with halyard problems. I must mention that Steve Offer had helped with threading of the same halyard. (*Ed What can you be saying*)

Coniston Sailing Club presented the BEER provided by Vauz Breweries the race sponsors to:

1st 555 Sch you know who Tim Kift & Steve Offer.
2nd 1261 Lady in Red Alec Mamwell and Ian Little.
3rd 1114 Just Pogo Wally and Daniel Gardiner.
4th 1281 White Knuckles Mike Mooney & Mike Smith
5th 1227 A HAG Tony Harper & Martin.
6th 1240 Cognito Nick Jones & Jon Osgood

Report by



Hornsea 22-23 May
Sponsored by British Gas Storage

Strong winds gusting in excess of Force 5 welcomed the 12 Ospreys attending the Hornsea Sailing Club Osprey Open Meeting. Rob Shaw & Steve Watson (1227) set the pattern for the weekend with a win in Race 1, followed by Mike Mooney & Mike Smith (1281) in 2nd, and Alec Mamwell & Ian Little (1261) coming in 3rd. Race 2 was a similar procession as the fleet followed Shaw and Watson, with Richard Hewitt & Paul Jameson (1276) 2nd, and Alec Mamwell & Ian Little 3rd.

Saturday Night. Once again we all trekked off to "The Odd Place" for dinner, where Keith and Linda stuffed us to busting; indeed, there was so much food we had to have several pints to wash it all down; except Rob Shaw who for some reason stayed alcohol-free all weekend - memories of past Sunday mornings at Hornsea no doubt!! Still it seems to have paid off.

Sunday Morning. The bedroom curtains were 90 degrees to the wall - it must still be blowing a bit! I tried to help John and Malcolm out by giving them extra large portions at breakfast.

With winds still blowing in excess of Force 5, Shaw & Watson taking the third race ahead of Mooney & Smith, with Hewitt & Jameson 3rd, John said after the first race on Sunday that after all the breakfast he could hardly move around the boat, but had noticed no difference in the speed of Malcolm!!! And so on to the racing again ....

Race 4 saw Shaw & Watson 1st again, Hewitt & Jameson 2nd, with Andy Reed & Alistair Smith (1275) 3rd.

Race 5 - with the series settled a lot of the fleet stayed ashore for the last race which was sailed in heavy winds. Reed & Smith took 1st place, John Lang & Malcolm Clack (1178) 2nd, and Steve Clay & Pip Warner (1209) 3rd.

Overall results:

1st Rob Shaw & Steve Watson (1227) - S'land SC - 4 pts
2nd Richard Hewitt & Paul Jameson (1276) - S'land SC - 13 pts
3rd Mike Mooney & Mike Smith (1281) - Hornsea SC - 15 pts
4th Alec Mamwell & Ian Little (1261) - Kielder SC - 15 pts
5th Andy Reed & Alistair Smith/Brian Ruston (1275) - Hornsea SC - 18 pts
6th Steve Clay & Pip Warner (1209) - Hornsea SC - 19 pts.

The Club thanked BG Storage for their sponsorship of the event, and for providing the prizes.
report by

Mike Smith

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Welsh & Midlands Area Championships

The Welsh & Midland Area Championships were held at British Steel Sailing Club on the 17/18 April. Fourteen boats took part which was a little down on previous years.

The wind was from the North-West which turned out to be cold for our Southern visitors & warm for the Northern contingent. As the wind was coming off the land there were major shifts and missing the right shift meant you were down the tubes, that's my excuse and I'm sticking to it!

The championship itself went to the wire with results in the final race to be crucial.

The first race got underway around 1.00pm, using the 6-5-1 minute starting sequence under the control of Officer of the Day, Dave Shepard, ex Osprey sailor now part-time 505 crew - part time sailing critic! The wind was blowing force 2-3 and was won by Chess/Daly-Hunt after some close racing with Menear/Bowers and Taylor/Willey. Scudder/Frith were fourth, Hewitt/Jameson fifth and the Seymours sixth.
The second race saw a major shift in the wind which was also gusting to force 4 when a cloud came over the water. Scudder/Frith capsized but got back into the race, Taylor/Willey chased hard but Chess/Daly Hunt took the honours across the line. Taylor/Willey were second, Scudder/Frith did well to come third and were to figure prominently the next day.

Wilson/Williams came fourth and were dark horses in their Mark II, Menear/Bowers were fifth and the O'Kanes starting to show some pace came in sixth. The fleet came ashore and refreshed themselves in the evening in one pub or another.

The wind shifts dominating a lot of the conversations. One hostelry known as Dot's Diner looked as if they were granted a drinking licence going by the number of empty wine bottles the next morning!

The second day arrived similar in weather to the first day but with a little more wind around 3-4 with some lovely gusts. In the first race Scudder/Frith powered off the line and lead from start to finish comfortably. Chess/Daly Hunt came in second, Wilson/Williams were smiled on when the wind fell temporarily light and breezed past Menear/Bowers. Hewitt/Jameson consistent at fifth, the O'Kanes coming in sixth once more.

The second race before lunch, Scudder/Frith were again away cleanly at the start in a lovely 3-4 with sunny periods and sailed a faultless race to lead from the start to finish. Chess/Daly Hunt just pipped Menear/Bowers for second in a close fought battle. Wilson/Williams came in fourth, The O'Kanes moved up a place to fifth and Hewitt/Jameson dropped a place to sixth. Richard and Paul must have been reasonably happy with their brand new wooden boat which had a lot of envious eyes admiring it.

The final and fifth race meant Scudder/Frith had to win to take the Championship. They lead once again off the line but this time were overtaken up the beat by Menear/Bowers. Chess/Daly Hunt

were buried as they, and a lot of the fleet, overstood the windward mark. Menear/Bowers held their lead for a lap then Scudder/Frith got back in front.

At the windward mark on the last lap Wilson/ Williams and Chess/Daly Hunt joined the two leaders Menear/Bowers and Scudder/Frith. Chess/Daly Hunt popped out in front after some cool tactics not to be headed to the finish. Wilson/ Williams smartly picked the right shifts up the last beat to finish second. Menear/Bowers were third and Scudder/Frith came in fourth. Charles/ Stephens got their act together and were fifth and the O'Kanes were once again sixth. Oscar Chess and Nick Daly Hunt showed what fine sailors they are by taking the Championship.

Special mention must go to Dave Williams who worked Saturday afternoon and evening repairing Karl Gormer and Graham Mants boat. The Officer of the Day Dave Shepard and his assistants Bob Taylor and Dennis Brady for good courses in difficult shifty conditions, and the rescue crew who were Chris Brady, Mari Shepard, Gordon Evans, Stan Williams and Pat Moore. Also the canteen staff for looking after the fleet making sure they were all right for food and drink.

The final positions and points for the Championship were as follows:

Position	Crew	Points
1	Oscar Chess/Nick Daly Hunt	5
2	Nigel Skudder/Peter Frith	9
3	Des Menear/Richard Bowers	12
4	Ian Wilson/Iain Williams	13
5	Mike Taylor/Jan Willey	
19		
6	Phil O'Kane/Lyn O'Kane	23
7	Richard Hewitt/Paul Jameson	23
8	David Charles/Martin Shephens	28
9	Jane Seymour/Chris Seymour	33
10	Jeff Hughes/Alex Farr	39
11	Nick Jones/ Jonathon Osgood	44
12	Karl Gormer/Graham Mant	45
13	John Roderick/Steve Davis	48
14	Tony Harper/Martin Stilgoe	50

Jeff Hughes

Open Meetings continued on Page 14

Continued from Page 5

a mini-clamcleat just above.

What about the stowage?

- The stern tank is of course still usable but things will fall about. The wooden reinforcing strips inboard of the deck cutouts can be fitted with small hooks (two on each, openings facing outboard) and these can be used to carry a 'luggage net' edged with elastic cord.

Spinnaker blocks

- This will take you beyond the weekend but seems well worthwhile in terms of both appearance and function. The outboard rear turning block can be placed so as to bring the sheet through the deck and down into the bottom of the boat; I am grateful to Will Odling for this piece of advice.
- My approach was to reinforce the outboard end of the rear stringer by fixing a stainless steel plate to its front face, with a 20mm right-angle return screwed to the wooden inwale and epoxy-taped to the inside of the hull below. A Ronstan 'Smartratchet' on a standup spring is attached by an eyestrap bolted through the plate and stringer, as close to the underside of the deck and as far outboard as possible. This leaves the block pointing forwards, neatly positioned just inside the rear cutout, and very secure.
- The radiused bottom corner of what's left of the rear bulkhead is penetrated by an 11mm I.D. s/s lined bush. Behind this, a Harken 096 ' upright' Bullet block (bolted or screwed to the back of the bulkhead) aligns the sheet through the bush. The sheet then passes forward up the face of the side tank, well out of the way below deck level, to the block at the thwart.

Rubber Drum Sanding Kit HT602 available at £12.95 inc. VAT from:
Grampian Power Tools
Unit 4
Frederick St. Business Centre
Aberdeen
01224 639617

by Dave Smart

Ed Comment:
I am extremely grateful to Dave for this article since it demonstrates that a GRP MKII can be converted. I hope this might encourage others to MKIIA a GRP Boat who might otherwise have shied away from this task since the modification was originally aimed at wooden boats.

Thanks for the kind words about the Guide and Template, however I feel that some credit must also go to Rob Shaw and Huw Pearce. Their help in getting this really good mod prepared tested and accepted meant that a document could be produced at all.

Gas Man Takes on Conversion Job

or A TRILOGY OF WOE

During the February NOCA Committee meeting our Editor went into full Southern moan about my comments regarding Anti-Fouling... sorry.. Southern ale. Then tried to get round me by presenting me with three bottles of Southern Counties finest ales, now there's a laugh!! He's obviously hedging his bets as anyone would have told him I'll do almost anything for one pint of Yorkshire's best.

So here goes with part one of the trilogy;

Part 1-Spitfire

As I started to pour this strange brew I wondered if I should maybe be pouring it into a goldfish bowl size wine glass. Just like Anne Boleyn it had no head! I've seen more sparkle in ditch water!



Mike recieving his Southern Beer ... Looks quite happy ?

Oh well it might taste better than it looks, but if smell is my guide God help me.

Having taken hold of my pint of Spitfire in my Poole 40th Nationals pot, (I thought Southern beer might feel more at home in a Southern pot) I took a deep breath, placed pot to lips and sipped.....Maybe I should have used a Yorkshire Glass Jar. Or better still followed the lead given by all you trendy Southerners and drunk it straight from the bottle with a piece of lime pushed in for good measure!!!! Still not to be put off at the first hurdle I pressed on with my pint of Spitfire though I must say not very impressed. Still as the song goes "Things can only get better".

Part Two -Bishops Todger.. sorry..**Finger**

I've decided to stick with the Poole pot, even if I'm drinking queer beer I can at least have fond memories.

I've also taken on the Jilly Goulden approach. You know the one, breathing in it's fine aromas through flared nostrils, admiring it's colour, sparkle, looking for that cheeky little something. What a load of rubbish. You can't make a silk purse out of a sow's ear, or come too it a Bishops Finger.

Still this is a mission, and I must take this terrible task seriously.

As I removed the cap I waited with bated breath for that gush of life to rise from the depths of the bottle. I was greeted with a few half hearted bubbles, I've seen more gas in a flat glass of Andrews, that reminds me I wonder where it is!!!

Never mind it might taste really good. Really it might!! To say this strange Southern brew tasted hoppy is an understatement. It's got more hop than Watership Down. Still I press on to the bottom of the glass. At this point I found The Bishops Finger a tad more palatable than Spitfire, but only just. Have you Southerners no idea what harm you're doing to your taste buds?

I think the biggest reason so few of you travel to NORTHERN meetings is the fear that you will get a taste for good beer, and on your return to South of the Watford Gap wont be able to get

any. Maybe NOCA could arrange for a supply of YORKSHIRE beer at all Southern meetings. Ahh, at last the bottom of the pot. Now on to the Vintage Christmas Ale.

Part Three -Vintage Christmas Ale

Terry kindly gave me this brew with special feeling. Every Christmas morn I send Terry (that guardian of our beloved mag) and the driving force behind it (her that must be obeyed) a cheery Christmas fax. The trouble being I work shifts and often find myself at work at 06.00 hrs. on said morn. Well I'm up so why shouldn't our editor be up? Unwrapping his pressies with childish glee, waiting to see if Santa's brought him a new set of sails, compass or the like, or a new pair of slippers and more socks than he can shake a big stick at. And what does he get....A Blxxxy FAX!! His words not mine.

Some people have no sense of what Christmas is all about. Good will to all men, even Southerners. Now, not to be put off by a few harsh words at 6am I give the chap time to come to his senses, have a cup of tea and gather his thoughts. Then at 06.30hrs I re-send him my very best wishes for the season of good will and all that. The phone rings, Tel answers it, the fax machine screams at him, "IT'S ANOTHER BlxxxY FAX", I hear from the machine. The line goes dead. Some people have no sense of humour. So I ring him, "will you turn your BlxxxY FAX MACHINE ON!!" By 7 am Terry and Margaret have the first of many Christmas faxes. The moral to this is never give your fax number to a shift worker, You never know you could be next!!!

And so on to the ale. Things started better. It had a head. (Steve Watson control your thoughts) There is life South of Watford. Taking that first vital sip my taste buds did a somersault. Things were looking up. Why couldn't Terry have given me three bottles of this to try and saved me the curse of Spitfire and having a Bishop's Finger down my throat.

But I couldn't put my finger on what was different about this dark coloured witches brew with a head. I went back to the Goulden method, it had a certain aroma, a cheeky hint of summer fruits, that special something. But what? I re-read the label once again. The cunning Southern chaps had laced it with Grants Cherry Brandy.

What an improvement, this was really nice stuff,

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honest. I shall make a proposal to the AGM that the Nationals are held over the Christmas period down South if this is the standard of Southern Ale at Christmas. And 6.7% to boot. Not bad Terry,.....for Southern Ale.

This brings to mind a few pints, well lots actually, of a very good Northern brew, Jennings Cockle Warmer. Hand pulled with a good inch of creamy head and a kick like a Bower's kite on a windy reach. But unless you travel North!!... why not try the Birkett at Ullswater, or Sam Smith's (sadly no relation) at Nellies in Beverley crystal clear with a beautiful head and only £1.21p a pint. Thick heads are a must and indeed the norm. I feel I cannot and indeed should not close this without some sort of good point for Southern Ale but,..... well, ... as dear Jilly Gouldon would say "maybe it doesn't travel very well".

Thanks once again for the drink Terry, I'm sorting a selection of good NORTHERN brews out for you.

But for now I'm going to the pub..JOHN SMITH'S calls. Oh what a joy.
Converted? No, just looking forward to Christmas!!

MIKE SMITH

Foot Note.

After Faxing Terry the results of my labours he now tells me that hand pulled Southern Ale is really quite good, and that even he thinks Southern bottled beer is not all that it's cracked up to be. Now that's a first, a Southerner admitting that something from down South isn't BETTER, STRONGER, CLEARER, TASTIER, BIGGER, WIDER or HIGHER than anything else in the known world.

There's a chance yet for us Northerners.

Editors Revenge .... sorry Response

The first point I would like to make is that the Beer was alright when I handed it to Mike ... God alone knows what he did with it after I gave it to him. After all he is a Northerner and they have such pride that he probably put something quite obnoxious in the bottle after first drinking the contents, then tried it out in front of Elaine so he could have a witness, poor lass!

The second thing I would like to point out is that its Americans and Texans in particular who have everything BETTER, STRONGER, CLEARER, TASTIER, BIGGER, WIDER or HIGHER than anything else in the known world.

On his recent weekend visit Mike admitted to me that the beer wasn't as bad as he painted it. Margaret and I bought in a vast array of Northern and other beers for Mikes delectation, thinking that he might otherwise die of thirst. In fact he seemed quite happy to quaff vast quantities of Southern Beer throughout the weekend. In fact he enjoyed the southern beer so much that he had to take the majority of the Northern Beer back with him.

I have to tell you that he bought me some Northern Beers to try but I have to admit that they were all so similar that it was impossible to tell one from the other. Do Northerners just make the same beer but have a multiplicity of Labels?

In reality it was difficult to tell one beer from another North or South and we did have a super weekend with Mike and Elaine. We supped and munched our way through from Friday to Sunday and in between visited a few of the local sights and scenes such as the Spitfire and Hurricane Museum, at now Ex, RAF Manston. Mike explained that he was really pleased to visit the Museum since he knew most of the people who featured in it ..... I didn't realize just how old he is ..... come to think of it neither did Elaine, I'm sure she will never look at Mike in quite the same light again ... serves the Nothern B****R right!! Only joking Mike Honest.

Margaret and I look forward to the return visit later in the year which will no doubt be as much of a haze as this visit was.

Just get the beers lined up Mike!!!!





Mike Smith, Representing BG Storage, Presenting the Prizes and Trophy to Rob Shaw & Steve Watson
Photo Elaine



Above - Shaw & Watson finishing Race 4

Below - Mooney & Hewitt starting the Beat Race 2



Below - The Start Race 4



ea Open

Race 4
Reed, Menear &
Lamb



Race 5
Steve Clay &
PB Warner

Race 3 - Mooney & Hewitt sporting the pretty rags







Race 5 - Up the Beat.

Hang on Mike I've dropped my Phillisan

All other photos Gavin Prest

Continued fromPage 8

Poole Open

So what did you do on your 21st birthday ? Did you wake up to a sumptuous breakfast served by a nubile maiden whilst ensconced in black satin sheets, receive thousands of presents, spend the day being congratulated by multitudes, have a wonderful party, bathe in champagne, lose your cherry, or sail in an open meeting at Poole Yacht Club ?

Will Thomas-Ferrand, a name to be conjured with and a force with which to be to be reckoned - 1167- ring any bells yet ? He drove to Poole, rigged his boat and sailed four physical races at the same time as being 21. He also quaffed a fair bit of real ale. The stuff from which legends are made. At least he'll not forget what he did on his 21st.

And what of the rest of us who sailed in the open at Poole ? Well it wasn't easy. The rain rained, the wind winded, the thunder thundered and the lightning lightened. Apart from that it was hardly anything at all.

Personally, I capsized a bit, swum round a bit, actually finished a race and got thoroughly ratted on real ale. I did mention, did I not dear reader, that Poole Yacht Club was staging its real ale weekend at the same time as the Osprey Open meeting.

It obviously put people off because only four boats actually made the trek to Poole. To them I am eternally grateful, but we did miss you dear reader!!

We also missed around half of the local contingent. It was sad to see sixteen Ospreys in the compound with their covers on during the weekends competition. The eighteen boats that actually took to the water had some excellent racing, not to say breathtaking during some of the squalls.

There were two races on Saturday afternoon and two on Sunday morning. All fairly lively affairs with a modicum of "Dear God, do we have to put up the kite ?" on the reaches. Well as you know, it only takes one stupid so-and-so to do it and everyone else feels obliged . This is the Bridges' spinnaker- lemming principle!

Oh yes, the results. Well, Martin Lewis and Andy Barker achieved the same number of points but it went to Martin on some rule which takes into account how many firsts etc. All technical stuff and far too complicated for a simple chap like me to understand.

Bob Iles, our class captain led us through the prize giving and Andy Barker did a vote of thanks on behalf of the visitors. The race officer, committee boat owner and helpers, safety boat drivers, results sheet producers were thanked properly for doing such a super job. It was all very civilised and pleasant and everyone said what a good time they'd had.

I look forward to seeing you in Swanage or failing that chez Bowers for the Nationals.

Simon.

Boat weighing at the Nationals.

All boats will be weighed as part of the scrutineering process. Boats will be accepted for weighing with the centre board in situ and an allowance of 12.5 lbs made against it. Should the boat be found to be more than 1 kilo underweight then the plate will have to be removed for a re-weigh.

Notification of Rule Changes

Proposed rule changes for the AGM to be held at the Weymouth National Championships on Thursday 29th July 1999

1. Reword rule 5B.4.3

Longitudinal watertight bulkheads of plywood, not less than 5mm nominal thickness (minimum 4.35mm) shall extend from the inner edges of the side decks to the inner edges of the lower seam stringer throughout the length of the side decks, and make watertight joints with the aft bulkhead (Mark 2 versions) or transom (Mark 3 versions) and the forward bulkhead and the underside of the foredeck forward of the carlin if the side deck panel is not extended to the forward bulkhead.

Reason - to remove an area of construction difficulty and a moisture trap. This will require an update to the plans, because rule 1.4 states that 'All boats shall be built in accordance with the plans ...'.

Proposed: Huw Pearce Sec: Terry McDonald

****

2. Renumber existing rule 13.4.1 to 13.4.2

Add rule 13.4.1
The spinnaker boom, material of construction, is unrestricted.

Reason - clarify that there are no constraints on the construction material.

Proposed: Huw Pearce Sec: Terry McDonald

****

3. Add rule 13.4.3

The spinnaker boom including fittings shall be able to pass through a 65mm diameter circle.

Reason - to put a limit on the maximum diameter of the spinnaker pole. This will ensure the Pole conforms to rule 6B8.
Proposed: Huw Pearce Sec: Terry McDonald

4. Amend rule 7.2.1

The buoyancy shall be tested annually by an RYA Approved Class Measurer (Full or Maintenance), or an RYA Official Measurer of an RYA Affiliated Club, or an elected member of the National Osprey Class Association, or an elected member of any RYA affiliated Club Committee.

Reason - To enable clubs who do not have measurers to ensure that bouyancy tests are carried out on all Ospreys annually.

Proposed: Mike Smith Seconded:Dave Metcalf

****

5. Add new rule 18 - Other Equipment

18.1 A compass or compasses may be fitted within the cockpit. These may be

a. Standard Magnetic Compass
b. Tactical Magnetic Compass
c. An Electronic digital Compass with chronograph (timer and/or click) may be used. The compass shal be entirely self-contained with either an internal battery and/or solar power. The compass shall have no connections, of any kind, with any other external device. These include power supply and data inputs, such as wind information, boat speed or navigational features. It shall not have the ability to compute correlation's between time, compass and VMG

Reason - To provide a place in the rules for items of equipment to be officially recognised as acceptable, particularly electronic devices which, are now becoming ever more prevalent. This will enable specific devices to be either added into this section or into section 15 Prohibitions.

Proposed: Terry McDonald Sec: Huw Pearce



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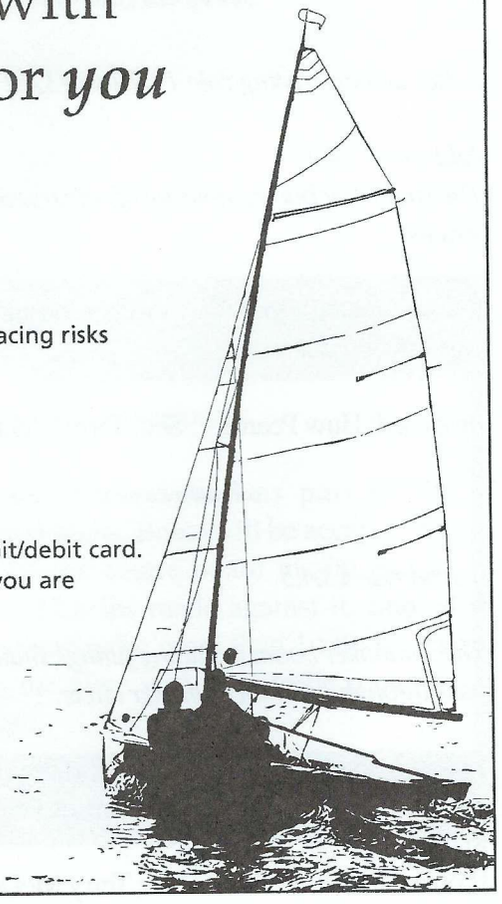
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Ribble's Scribbles

Hi Terry. Thought I'd drop you a line to let you know how we are shaping up at Ribble Cruising Club. We had four of our nine Ospreys at the Nationals last year and Russ Gardiner from Coniston. Ribble Nos. 1114, 1256, 857, 1163, 946. Although some have never been to any Nationals before (1256, 946) and had never done gate starts they soon got into the swing of things and said they had a brilliant time. My thanks to John & Steve (919), to Janet & the girls for putting up with the noise we made on the camp site. We being J Osgood, B Stringfellow, Bill Crichton. Wonderful times had by all, even during the stormy night (never heard a thing ....drunk as a skunk).

Sailing has been very intense and keen, also some open meetings. Four boats at Coniston, two boats at Kielder Open, six at Morecambe & Heysham. Everyone's getting faster so watch out!

Don Flannery has sent in the reports for the magazine for the Opens so I won't say any more about them. At Club level our prize giving was at the end of February. I don't think anyone has dominated all the series, so the silverware will be spread about more this year. Although the weather has been windy we've managed to get most races in. We've managed to get five or six boats out regularly. Hope to get more out this year...all nine of them???

Two boats have carried on sailing throughout the Winter at Blackpool & Fleetwood Yacht Club, by invitation, J Auty & M Atherton (1256) and B Crichton & R Audsley (857). This was in their frostbite series which ends in March. Others are preparing for the new season which starts April, so they have plenty of time to change slipping cleats and repair knocks and dents. So good winds and fair sailing to you all.

Bill Crichton

(Horseplay 857)

P.S. Don Flannery is back to his old self again, fighting fit and ready to go.Thanks to all of you who wished him well

Kielder

Dear Terry,

Before the flood it was possible to trace the line of the old Border Counties Railway along the North Tyne valley.

It left Falstone and continued along the north side of the valley passing quite close to the Belling en route to Scotland via Riccarton Junction. Last winter we decided to visit this long disused railway station and ended up plodding along the old track bed going deeper and deeper into the forest.

On arrival it was possible to make out the old platforms and it certainly felt remote. Indeed the railway workers who lived there were supplied by train. After the walk in it seemed something of a disappointment and we gravitated towards the one remaining building on the centre platform. Peering through the window we could see old signs and other trivial bits of railway history.

On the window was a little notice telling us that we too could become members of the Riccarton Junction Preservation Society. All of a sudden sailing Ospreys in Kielder blizzards didn't seem so sad after all.

Incidentally one of the locomotives that used to work this route was nick named 'The Dipper' on account of the fact that it once fell off the Tay Bridge in tragic circumstances.

None of the local Scottish drivers would touch it once it had been fished out of the river and hence its relocation.

When Roger and Davey get in the groove they become strong contenders to inherit this nickname. One weekend near the start of the season they were flying along, kite up, Davey out when disaster struck and one of Rogers' " good deal" trapeze fittings gave up. Even Davey couldn't defy the laws of gravity and in he went. Life is sometimes very sweet.

The next race was even better. Apparently it was a crews' race and, according to Davey he managed to get Roger on the wire. As the boat was powered up Roger was prodded out just as a gust hit.

As the boat heeled Roger told Davey, in no uncertain terms, that he didn't like this and promptly leapt into the middle of the main sail. This must be one of the only times an Osprey has been capsized by someone impersonating a demented wombat.

We prophesisied some time ago that once Viola had got her boat set up she would start to fly. Little did we know that she would take this so literally until last week when uncovering her boat, she discovered that a bird had built its nest there. Rather than seeing this as an omen of high speed, Viola was rather embarrassed believing it to be the opposite. It has to be noted that she is still making faster progress than some new boats.

Excalibur and the fat boys have enjoyed, if that is the word, some close early season racing. So close in fact that on one occasion Lady in Red gave Vics' beautiful wooden boat a 'Glasgow Kiss'.

It is a fair measure of the fat boys level of competence that they managed to collide with the only other boat on the water whilst sailing on the biggest man made lake in Northern Europe. It is interesting to note that in spite of Steve's attempts to put on weight he still isn't heavy enough to fly Excalibur's kite in heavy weather. Never the less he has hang overs. It's amazing what that third pint can do!

Enough of this prattle. We hope you all have a great season with much incident and excitement.

The Kielder Correspondent

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Sunderland the Millenium and the Nationals 2000

Sunderland Yacht Club

Most of you keen racers will already know that Sunderland is the venue for this years **Scottish and Northerns and next years Nationals**.

I thought you might like to know what its like at Sunderland these days especially if you've never been before. For those who have been it's changed dramatically and if you havent visited in the last 12 months then you won't recognise the place.

We have a super new club house positioned on the edge of the harbour with brilliant view of the sea and harbour. The lounge/bar/galley now form one large open plan room on the first floor. Changing/shower rooms are on the ground floor and easily accessible from the dinghy park.

The whole area has been redeveloped over the last 4 years into a high quality residential area and modern marina. Those of you who attended the 95 Nationals will find the club and surrounding area unrecognisable (for the better).

The City of Sunderland has lot of good quality accommodation to suit everyone's taste and pocket. It also has the amenities you would expect to see in a city (Shops, Cinemas, Theatre, Pubs, Night Club's Restaurants, Swimming Pools, Tourist Attractions etc.) a11 within a 2 mile radius of our yacht club.

Similar more numerous facilities are also available in Newcastle upon Tyne, about 12 miles away.

If you stray a little further afield then the amenities and attractions are truly fantastic We have some of the most beautiful coastal and inland scenery in England with lots of golf, walking, riding, castles, museums, leisure pools and facilities of all kinds;

I could go on but suffice to say we have something to satisfy everyone's interest and enjoyment and of course SOME BLOODY GOOD SAILING with WONDERFUL HOSPITALITY.

Why not come to the Scottish and Northern's this year and get a taster for what you can look forward to at the **Nationals next year**. The Southerns and Northern's are being held this coming August Bank Holiday. We are planning one long race on the Saturday p.m! three shorter races on the Sunday, and one Monday a.m. (one discard so you can miss the Saturday or the Monday especially if you are on form).

Sponsored prizes are provided to values, 1st £100, 2nd £75, 3rd £50 plus 4th and 5th positions.

Social activities are being organised as part of our clubs "Roker Regatta" weekend so the club will be lively ! Camping and Caravaning will be possible at the club. Fleet captains have already been provided with accommodation lists. If anyone would like a copy or any tourist information please contact me on 0191 2131386.

Hope I see you in August

Richard Hewitt

Ed

I genuinely enjoyed the Nationals at Sunderland and especially the sailing. I had never been to the North East before and was quite surprised at the beauty of the countryside.

They certainly know how to Party up there and with the improvements that have been made there is certainly no excuse for not going.

I don't understand why it is said that people are apparently not prepared to go North. Sunderlands Nationals had 48 attending against Pwllhelli's 45 and Hayling Islands 56.

I would say give it a go you won't be disappointed, if I get the chance to go I will and after all it's still OUR NATIONALS!

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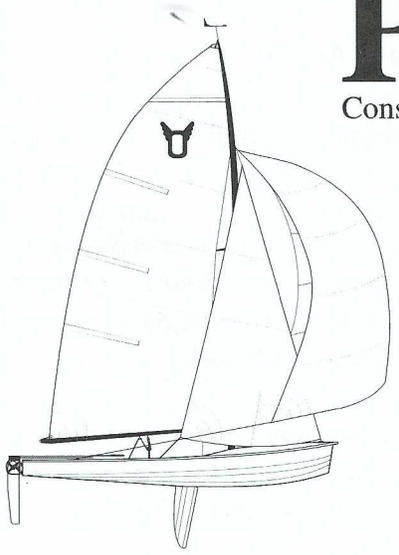
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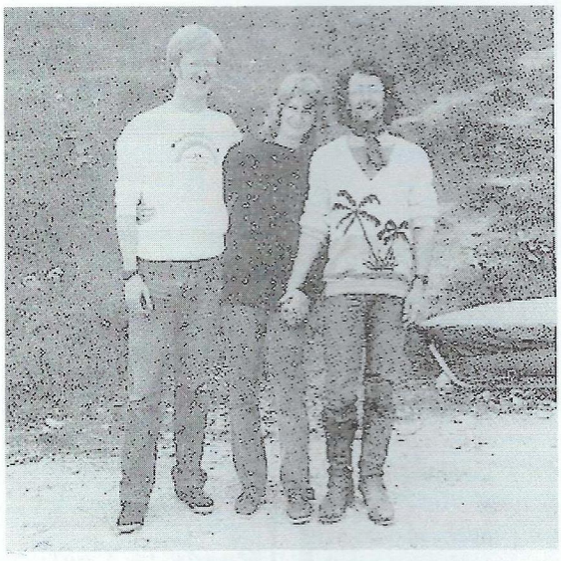
Blast From The Past

Excert from the Winter1982 Magagzine

The People

This is really what the Championship was all about. Despite the low entries, bad weather, uninspired racing and Dennis's Caravan Site, there are many smiles on the photos of the week, and I was amazed at the ability of all the competitors to enjoy themselves.

This was especially true of the 'Dirty Dozen' from Lymington, led by the professionals Huge, and Cap'n Corbs, with their band of followers. They certainly accrued the greatest number of prizes during the week, and celebrated the most enthusiastically at the end.



Champion, Secretary, Editor.

The northern contingent, although fewer in number than hoped for, considering the nationals were in wildest Yorkshire, made up another strong group, led by the prodigal Ken, Maureen and John; good to see them back - Ken has achieved the enviable position of running a pub, which is soon to be altered inside so he can move his girth from bar to bar! He got me a pint of tequila sunrise at the prizegiving, so he must be one of the good guys.

Sadly little support from Wales, only the Professionals and Clare and Neil, but good turnouts from other parts of the country showing that there is still enthusiasm in depth in the class. Both Blithfield and Hornsea are places not instantly recognised as Osprey strongholds, but these are the newest and most active fleets in the north, and they deserve support at their meetings. The Railway Inn made a useful warm up to each evening's entertainment, and Ospreyers gathered there after sampling every chippie in town.
Mike Corbin was undoubted star of the sailboard scene, enthralling hundreds of holidaymakers as he demonstrated the slowest, most uncomfortable and wettest way to drift directly downwind. Other heroes of this odd, but popular, way of spending foggy afternoons were Nicky Jakeways who can do it, Oscar, Nicky Willis, and our Jayne who try hard and lots of Lymington youth, who swam around, noisily pretending to enjoy it.

Thank's to Chris Addy, let down by his helm; he bought the only coin in the slot laser in existence, and allowed the sane members of the fleet to have goes in it. Much better than video games! Hooray for John Prosser, who turned us into T.V. stars despite our initial reluctance and to the rest of Filey S.C. for hosting us.

Two encounters worth dragging out concerned the class secretary and the ex-champions daughter, both ladies treated their suitors with admirable disdain, the guilty parties know who they are, but their embarrassment will be spared if they make up my winter tequila supply.

Even I fell for a caravan this year, must be getting old, I don't envy those camping, like Team Airborne with children and dogs in the mud, or the Hornsea contingent in the marquee, great contrast to those queening it in seafront hotels.

Fate decreed that Dennis West should win the lottery, which is as it should be as he is a regular contributor to the news letter. Fate also says that people who leebow the Picker have bad things happen to them, I hope Gordon learns his lesson. The rubbish was a problem for everyone, some tidal quirk meant that all the garbage of the north east coast was off Filey, not just weed, but diverse plastic artifacts to sail into and smaller ones to bounce off. Using the sea as a dustbin really makes me sick.

Secretary's Soliloquy

Welcome to the final pre-nationals soliloquy of the Millenium. I don't know about you but I am heartily sick of all this hype relating to a random definition of the start of the dominant terrestrial system of time elapse measurement. Will we all feel different on 1.1.00 or will it all simply blur into "life as we know it" ?

If I thought that the blessed Osprey 1244 (guess to whom it belongs) would suddenly appear at every windward mark ahead of Martin Lewis, Phil Angrave, Pete Frith et al. in "The New Millenium", without any extra input of talent or effort from me, then I would maybe give this dawning of the new age a little more enthusiastic consideration.

At the end of the day I believe that it's all a great big excuse for a mammoth extravaganza of excesses and for some a golden opportunity to make money. Having so said, I shall be at the bar of Poole Yacht Club as the clock strikes 12 on 12.12.99, fizzy in hand, eyes damp with emotion and best bitter, wishing everyone a happy new millenium. I shall also be in 1244 on the start line at 10.30 next morning to compete in the New Years Day race.

The same rules will apply in our Nationals at Weymouth at the end of this July. The better sailor you are and the harder you try, the higher up the fleet you will finish the championships. Yes there is a slight element of luck in being on the right side of a tremendous lift half way up the first beat, but how is it that the good guys get lucky so often ?

A thought which may console you is that if all the Mr. Averages didn't turn up, then those whom fortune favours wouldn't have much of a time and our association would for all practical reasons soon cease to exist. No more N.O.C.A. and no more new Ospreys, simply old ones getting older. The mid and lower orders of the fleet are the reasons behind its existence, not the upper echelon.

I dimly remember a philosphy lecture many aeons ago being informed that "Equality is that which gives all of us an equal chance to prove how unequal we are", and so it is with the Nationals. If you have made yourself equal by preparing your boat carefully so that all the systems work as they should, and you know what settings make your boat go fast in different conditions then you have the same chance as Oscar, Andy and co. to take home some silverware.

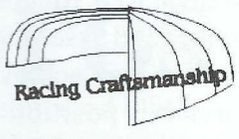
And what if you don't make the walk to the podium on Friday night ? Will you have had a wonderful time, caught up on all the gossip with old friends you haven't seen for months, shared a glass of the brown fizzy stuff with those who also missed the shift on the second beat, made new friends, savoured the flesh pots of Weymouth ?

Yes, all that sort of thing is important too and it won't happen unless you make the trek to South Dorset on 25th July for the last one of the millenium, which is where I came in. See you there.

Simon.

Ed: Thank you Simon the Solioquy was here before time and contains sentiments which I wholeheartedly share. You are indeed right, if it were not for the mid and back fleeters there would be no Nationals. My regret is that I shall again be unable to compete due to lack of crew - but I shall be there with some of the brown fizzy stuff ... see you there!

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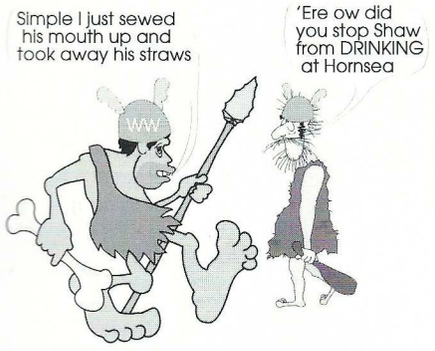
Boats For Sale

1261 Lady in Red. Porter GRP MKIII, 2 Suits of Sails. All Controls, Combi, Covers
£2500 ono. Alec Mamwell 01670-504074(Kielder)

1235 GRP Porter, 2 Sets of Sails, New Mast, Garaged for 2 Years; Little used Combi, Under?Over Covers (Wales)
£2200 Contact Tim Brace (W) 01834-842207 (H) 01834-843117

1233 Quatlepanqui Porter GRP, Winner Nationals '86, New Super Spars Mast with mighty screw and Harken Muscle Box. 1 Suit Rellings and a number of addtional Genoa's, Combi and
£1995 Under.over covers. ONO Nick Jones 01525-751712 (Beds)

1159 Stress Relief GRP MKIII. Full Racing Spec, Ready to Go
£995 ono. Alec Mamwell 01670-511695 (Kielder)



Watson The Wag

The National Osprey Class Association try to ensure that
"The Boats for Sale"
section is accurate at copy deadline. The content of the adverts is entirely the responsibility of the vendor. However Noca will not knowingly publish anything it knows to be incorrect

The National Osprey Class Association urge its members to use the services of our Advertisers whenever possible, in preference to other suppliers. Members are advised that advertising income helps to defray the cost of producing your magazine. Advertisers will only continue to support us if we support them.

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John Claridge
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See Seperate Adverts for Details

Measurers

Full - All Activities

Oscar Chess	Swansea and South Wales	01792-367837
Huw Pearce	Crowthorne, Berks	01344-771047

Maintenance - Sails & Buoyancy Only

Peter Frith	Poole, Dorset	01202-694845
Nick Jones	Bedfordshire	01525-751712
Martin Lewis	Poole, Dorset	01202-842672
Terry McDonald	Birchington, Kent	01843-841497

The above are class members, there are RYA Measurers in other parts of the country, details can be obtained from the above.

The MKIIA

Members are reminded that in order to legally update a MKII to a MKIIA they must have purchased a Template and Guidelines from the Association. Records are being kept be warned!

Copy Deadline

July Issue .....1st June
December Issue .....1st November
Broadsheet .....10th February

Open Meeting Reports & Photographs as SOON after the event as possible please!

The next Magazine is already under way

John Claridge

Boat Builders

Just Want A Repair
Or Refurbishment
High Quality Finish Or
New Rudder In
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Telephone 01590 - 674821

Osprey Open Meetings & Events '99

July	3rd - 4th	Lord Birkett Ullswater (SE)	Don Flannery
July	10th- 11th	Swanage (SE)	Andy Barker 01929-439165
July	**25th - 30th**	**National Championships - Weymouth**	**Adam Bowers**
August	28th - 30th	Scottish & Northerns Sunderland	Richard Hewitt
September	4th -5th	Lymington	Iain Sutherland
September	11th - 12th	Panmora Cup Mounts Bay	John Marks
September	18th - 19th	Keilder	Alec Mamwell
October	2nd - 3rd	Netley	Bob Thomas
October	16th -17th	Inland Championships Rutland	Nick Jones
October	***30th***	***Committee Meeting***	***Simon Bridges***



Wilkinson Sword - Trophy to be presented at 1999 Nationals for the competition period August 98 to July 1999. One special event (SE) + four best opens (Not Nationals to qualify)
Special Events - Inlands, Scottish & Northerns, Welsh & Midlands & Southerns