sprey





NEWSLETTER 90

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COVER: Top: Woolcock, Chess and Robertson battle it out at Mounts Bay 1980. (Photo courtesy G. D. Partington). Below: Oscar and Dave at Poole 1990.

COPY DATE for NEXT ISSUE:
1st DECEMBER, 1990

A nominal charge will be made to all non-members who advertise privately in the Osprey Newsletter.

LISA'S LEADER

Speculation is high as to who are to be the 1990 Champions. No one boat has consistently come out on top, in fact there appears to be two definite categories. We have the windy specialists (the wets) Stiff Stuff, Blue Moon and Swift Half, usually sailing with bigger crews and some trying the raked rig experiment; on the other hand there is the light and flukey expert (the radical) and here there is most definitely only one, Schiaffino; coming somewhere in between these two are Lettuce, Toothpick and Poetry in Plastic (the moderates). But what about Ian Porter, will he make it this year? The odds are it's anybody's week.

The steering committee are also getting their act together, membership numbers are up, publicity profile increased and rules are being enforced – decidedly controversial.

There was an excellent show at the Dinghy Exhibition, a special credit to Robin Tooz Hobson for all his organisation. Numbers of boats being built have been way down (well, non existent), we need new blood to keep the class buoyant; some more good exhibitions and bright young people will keep the Osprey flying along.

The gossip in the class? Well, there's none to report, lots of babies springing up but not many good crew changes – as I said earlier, positively middle-aged!

Looking forward to a good chat, especially as I've been retired now; you'll probably find me on my knees praying for good (sunny) weather. Lisa

CHAIRMAN'S COLUMN

Sailboat '90
Big thank you to all who helped set-up, run and demolish the stand and generally be "Big, Bold and Beautiful" at this year's Sailboat '90 at Crystal Palace, back in March. A special thank you to our sponsors Maryland Dairy Products. I'm certain the Princess Royal looked our way when she walked past, though it was a bit difficult to tell with all the security round her. We had a good range of photographs decorating the stand and also the video of '86 Mounts Bay Nationals (the windy one). Are there any offers to make a new video?

News-sheet
This year has seen the publication of a News-sheet, to supplement the Newsletter, and keep you up-to-date with forthcoming events. I hope it has proved useful. Best guarantee of getting one is to turn up at all the Open meetings so you are there when it is released! !

Open Meeting Attendance
Talking about Open meetings, we've been having some good turnouts and hot competition this year, in fact Mumbles had a line-up like a Nationals! !

It's unfortunate that the weather has been better for the spectators than the sailors (!); perhaps it will 'improve' for the second half of the season. I certainly intend to find out.

National Venues
We seem to have a perpetual problem of your favourite venues getting booked up and we have fast approaching gaps in the calendar. Please discuss with your Rep or other Committee members your views for this annual get-together, to help in their decision on where we go. And let's be positive over the venues which are able to accommodate us.

Second-hand Boats
There seems to be a good market for second-hand boats at the moment. If you know of any which are available please let the Secretary know. Even better, how about buying yourself a new boat . . . ! !

See you on the circuit. Huw Pearce

SECRETARY'S REPORT

The year has been quite hectic so far on the membership front – we now have 130+ paid-up members, so a worthwhile improvement on this time last year. A high proportion of members seem to be travelling round the Open circuit and it is nice to be able to put faces to the voices at the other end of the telephone! However, there are still a number of entrants at Open meetings who are not members and it is clear that this is a problem to be worked on. Supplies of membership forms are available from the Secretary – failing that, a letter giving name, address, boat number, club and type of membership required will suffice.

Dates for Open meetings next year. We have a provisional booking for the first of the Open meetings next year – Kielder Water Sailing Club is very efficient! This prompts me to remind Clubs to put in their bids for Open Meeting dates EARLY, with a choice if at all possible. Your Committee try to finalise dates at their Autumn meeting, and manage to get some sort of programme out in spite of the efforts of the Clubs. (Two clubs changed their minds about dates TWICE last year).

Seriously though, if Open Meetings clash the attendances will inevitably be down and Clubs are naturally going to wonder if it will be worth their while to host a meeting in the future – so it is in our own interests to ensure a good turnout at events. We realise that Clubs do not like to commit themselves very early, but if you could give the Events Secretary a gentle nudge now it would help the planning of the 1991 Osprey Calendar considerably.

The Boats for Sale list has gone from one extreme to the other recently. Every time it is extended to take account of new boats for sale, and distributed to those who have asked for it, a flurry of phone calls come and the list shrinks to a fraction of its former size. There does, however, seem to be a chronic shortage of good boats on the market, and the few that do come up often sell within 10 days or so. There are also several members looking for second-hand sails for cruising/club racing. Many owners on the Open circuit must have a selection of less-than-perfect sails tucked away, so how about having a sort-out? My own garage roof has been transformed after two recent enquiries for sails. We also have a member wanting an alloy boom for Osprey 53 (!) so if anyone has a damaged mast in the gales and had both spars replaced, here is your chance.

So, that's about all for now. There's a nice fresh breeze blowing and 1233 needs a bit of exercise so I might well go down the Club (which is what it's all about . . .)

See you on the circuit. Nick Jones, 1233

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

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

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

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

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

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

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

Our new Blue Pole is better than any other spinnaker previously available! Extra stiff and extra light. Available with



our new ramp for centre-hung poles and fast-action end fittings.

Mast.....£210.00 Rigging.....£74.00
Boom.....£48.00 Spinnaker pole..£26.00
All prices ex VAT and delivery

SUPER SPARS

International Sailing Products.
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Tel: Fareham (0329) 232103

MUMBLINGS

If you are using a Sea Sure jib furler, be warned, as they have a catastrophic failure mode. I first learnt of their basic design flaw in Easy Picker when, after about 5 years of reasonably reliable use, the damn thing exploded and the Jib Tack broke free. The mast simply fell back (it always happens on a beat) and the boom supported the rig on the aft tank – end of race.

The warning signs had been there for some time, furler not running smoothly under load, but putting off the evil day of change did me no good at all.

Anyway, a repeat performance at Humbermouth was about as welcome as a fart in a spacesuit, because not only did it put us out of the race, but the mast gracefully folded over the back of the mastgate. There is no real excuse for a failure of these fittings, they are clearly highly stressed, especially sailing on the sea and have a limited life. Regular checking and changing anything suspicious is the only way to do it and is definitely cheapest in the long run.

Concerning jib furlers, my choice would be an RWO single line type, fitted with the Sea Sure lower guard, as the RWO has the ball bearings in **compression**, c.f. Sea Sure where the ball bearings are in **shear**. So if the ball bearings fail on the Sea Sure this results in complete parting of the top and bottom sections, whereas a similar failure in the RWO design simply results in the two flanges coming together (failsafe). The Harken equivalent is rather long and tends to lift the jb very high off the deck. The RWO continuous line jib furler is the most compact of the lot and is favoured by Ian Porter. Care must be taken to ensure the jib is tied up to prevent unfurling when the boat is left. This applies to all furler types, however.

The other critical item to regularly check is the condition of the jib halyard and the halyard sheave. Check for barbing of the wire where it passes over the sheave in the sailing position. The wire takes a severe punishing, as the sheave is very small compared to the rope diameter. To illustrate, the guideline for industrial lift equipment states that the sheave diameter should be at least 22 times the wire rope diameter. For a 4 mm halyard, that's 88 mm, i.e. $3^1/2$ inches. A typical sheave is $1^1/2$ to 2 inches. Couple this with the twisting/untwisting action on the wire rope lay of the jib furler and it is no wonder that they keep failing.

Is there a way around it, I hear you say? Well yes, you could fit a 2 to 1 jib halyard system, but this is not as simple as it sounds. More information on this in the next newsletter.

Oscar

Tribute to Dave and Marg Norris

In 1986, I was the proud owner of Osprey 318. Following a capsize resulting in a broken mast, I phoned Dave for help. I didn't have any money, I'd only been sailing 4 months, I didn't realise that other classes of boats apart from Ospreys existed, and I certainly didn't know where to get a new/secondhand mast from.

On the condition that I joined Blithfield S.C., Dave and Marg spent two days refitting my boat and supplying me with a mast and a suit of sails. No charge.

Over the next two years, Dave and Marg gave time and encouragement towards my sailing. When Dave bought Dogs of War, he sold me Le Chien Noir at well below the price it was worth.

Their enthusiasm for sailing and the Osprey class was outstanding, and it must be a big blow to them to finish sailing the Osprey on health grounds. (I am sure that they will be missed by many people in the Osprey Association) and I wish them well for the future.

Gareth Caldwell Blithfield Fleet Captain

P.S. As a result of knowing Dave and Marg, I still have no money, but I am now on first name terms with my Bank Manager!

RAMBLINGS FROM ROGER

Way back in 1974 a few of us from Stewartby took our boats to the National Championships at Minnis Bay, for me this was my first meeting away from home waters. With 97 entries and such boat names as 'INFIDEL' (Tony Blachford), 'ROBBER' (Ken Robertson), 'PIECES OF EIGHT' (the one and only James Curnow) and 'PINK PANTHER' (Alfie Hawksworth), just thinking about that year brings very fond memories flooding back. As a new boy to the class and the Osprey being the first boat I had ever owned I still remember the friendliness shown to us Puddle sailors and how we felt part of the proceedings.

For my part this was the start of many enjoyable times with the Osprey family and with people who have, I trust, become close friends. How many of us remember Lisa Powell as a little tacker running round the dinghy park whilst Dad (Tony) was showing us newcomers how it should be done. Now married to Oscar who is one of those people with a kind word for everyone and always seems to find the time to give helpful advice (hope I haven't embarrassed you Osc).

Having hardly missed a Nationals since '74 (only 2 in fact) we made our way to Pwllheli for the first time, and what a memorable occasion this was to be, in more ways than one. Very friendly, well organised and a week to be savoured for years to come.

I realised a few years ago that I could have as much fun crewing an OSP as helming and when both Peter Dovey and I lost our crews we decided to pool resources and team up. It didn't take a lot of working out to see that Peter was a natural helm so there was no problem in deciding who should sit where. After a number of years together Peter had to move house and jobs so our partnership came to an end. I bought out Pete's share of 1081 and proceeded to hire in helms to sail her. For the Nationals in '87 and '88 I hired Neill Carter, a Laser sailor of not unnatural ability. To lead a Nationals race at the end of the first beat and stay there for a few legs of the course is quite a feeling. I was allowed one quick look back on the spinnaker reach to see all those spi's behind in one glorious blaze of colour. Quite something after all those years.

Well then we came to Pwllheli, I didn't actually think I would be sailing there as 1081 hadn't been seen in action all year and I didn't have either a helm or a crew. A chance remark by Nick Jones told me that the one and only Mike Mooney was without a crew for the Nat's so why not give him a ring. All this less than two months before the event started. Just as well we did ring or otherwise we would both have turned up without boats as spectators and kicked ourselves for not knowing either one was available. The practice race would be the first time we had ever sailed together and it must be said that I came off the water thinking this could be yet another enjoyable week. If you had told me then that we stood a chance of collecting a trophy, well I don't know what my reply would have been. Needless to say that thought had in no way entered my head, and that is certainly not a slight to Mike's natural sailing ability but just the realisation that I hadn't really sailed at all during the year and as I have already said, we had never sailed together before. Well all I can say is that there was no prouder sailor in that room at the prizegiving, when we went up to collect the prize for 7th place overall. My first prize at a Nationals and what a way to do it after 15 years. Speaks louder for the helm's ability doesn't it, and all this with our combined ages being in excess of 80 years. What can I say but: 1. Thank you Mike, for letting me sail with you, 2. Bringing us home in 7th and 3. Making it a very special Nationals. By the way, the kind comments made to me by various notable Osprey sailors were appreciated and only go to confirm what a friendly crowd the Osprey world is.

So where does the Osprey go in the 1990's, well for sure we cannot stand still, and also we are not as large a fleet as the 505's, but does this really matter. Surely the object of the exercise is to get out there and enjoy yourself and to store up fond memories for later years. If you achieve success then all credit to you, but how do you measure success. Success without friendship is a big NO NO. Prompted by Terry McDonald's article in the January Newsletter I feel his last two paragraphs sum up accurately what Osprey sailing is all about. What club does Terry sail at? Why it's Minnis Bay, now isn't that where I started?

Let's all look forward and build on our success but not lose sight of the large family we have created, the family is important and without the support of those back home we couldn't enjoy our Osp's as much as we do. So here's a little thank you to all who support us from the shoreline.

Good luck to all of you if I don't see you at Tenby, it's because Debbie has now started crewing in Cadet's and would you believe it, their Nationals are in Plymouth during the same week as ours. Oh well, we're only young once. Next stop Ospreys Deb?

Best wishes.

Roger Mant 1081
(Temporarily resting)

Another Fragrant Leaf from the Oggy Book of Nursery Rhymes & Cautionary Tales

I had a little Osprey, its sails were white as snow,
I tweaked it and I tuned it, but the bugger wouldn't go.

I got new sails from Musto's but they really weren't much cop,
And I stuck on 'Go fast goodies' all over the bloody shop.

Muscle boxes, cleats and levers, and to get a bit of heft,
I wrote off for a 'Mighty Screw' – That's when the Missus left.

I'd ten to one on Cunningham and ten times that on kicker,
By God but I could whack it down – but we didn't go no quicker.
So I bought a brand new Burgee and I though 'By heck that's got 'em',
But I sweated up its hallyard and the mast went through the bottom.

So . . .

I bunged each crack and knot hole up with paint and polyfilla
I got a crew like Oscar's – a nice lad called Godzilla,

Alas t'was all to no avail, the laughter just got shriller,
Till they told me where the trouble lay,
– T'were the nut that held the tiller.

Dennis West, 938, Kindly Light

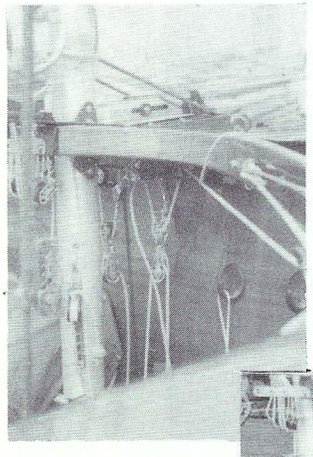
BOAT PROFILE

For this boat profile I have chosen the very successful 'Schiaffino' of Martin Lewis, number 1207.

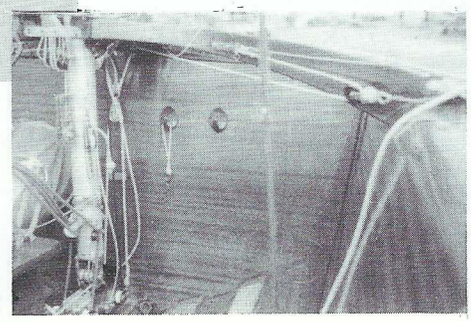
This boat has always been a bit different since Colin Popple first launched her, then sporting spinnaker bags with the jib tacked to the stern fitting. This was intended to give extra speed upwind, by reducing the jib overlap (back to that of a Mk 2) and also, more importantly, by getting the weight of the spinnaker chute out of the bow tank. The boat was a goer from the start, but it could be argued that its heavy weather speed was chiefly due to Popple junior's not inconsiderable frame on the wire, and Popple senior on the stick enjoying a good breeze in true 'east end' tradition. The launching and stowing of an Osprey kite into bags proved a battle, and eventually Schiaffino was brought into line with the herd.

The boat always was immaculate, and Martin has maintained that tradition. He got his hands on her after a very successful Poole nationals in the Mk 2 963, 'Lover in Law' back in '85. She has been sporting various unusual appendages since then, culminating in the large side deck pads during the 1989 season. These are pads about 4" thick stuck to the side deck where the helm sits out to make life a bit more pleasant. This year (1990) these have disappeared, leaving only the padding on the inside of the side tanks.

Tidiness seems to be a golden rule in this boat. All the control lines are neatly laid out with bags to take the control line tails from the centreboard case capping mounted cleats (Photo 3). The main sheet system is based on a simple strap arrangement. Martin's light to medium wind speed has always been exceptional, and in an effort to boost the high wind performance, he has fitted a rake rig system, where the mast can be raked back in heavy weather upwind, being brought more upright by releasing the shrouds and tensioning the jib halyard downwind to give more power. A lot of dinghy classes have headed down this route, the FD and 505 to name but two, and the results can be dramatic. Picture 1 shows the forward bulkhead, the shrouds, halyard and mast ram are all operated from one line. The mast ram has a second control to tweak independently of the rake control line. It helps to have a friendly chandler before engaging in setting up a system like this, as all those blocks must cost an arm and a leg. Results from using this system have been a bit mixed at present, the people who have been most 'successful' with it in a blow – Angrave/Harrop and Lang/Frith have both got big lumps of lard on the wire, so it's difficult to know how much of their speed is due to the rig. Martin does not appear to have it sorted as yet but the Nationals is always a good proving ground.



Pic 1



Pic 2

A nice touch at the back of the cockpit is the padded coke bottle holder (Picture 4) conveniently placed for the helm to have a quick sip. It is not clear what provisions are made for the crew. Perhaps a drip feed down one of the trapeze wires?

O.C.



Pic 4



Pic 3

POOLE TOXIC BUG SCARE SHOCK

A nasty outbreak of toxic algae has occurred at the Poole Yacht Club recently. The particular strain of algae has not yet been identified but it is believed to be of the genus 'mastus rakitoxin'. Various sources have been mooted for this algae, but Pierre Htirf, of the London School of Tropical Diseases who has been studying the algae since it was first identified at Poole, has a pet theory that it was introduced by some aviators from Rotterdam. In the past few years, there have been five hundred and five cases of poisoning reported nationwide, said Professor Htirf (pronounced 'turf'), an unusual chap from Gdansk, with a reputation for being economical with his underwear. The effect of the toxin on the unfortunate mariner who contacts it is rather painful, and not dissimilar to limbo dancing injuries recorded in the Carribean. They include bad back, bruised craniums and severe genuflections, particularly in high wind situations.

The latest reported casualty of this virtual epidemic is Nitram Siwel, who has been forced onto a diet of String Tweaking (similar to Ginseng, but only available on prescription) to ride out this attack. Poole Osprey Representative Squire N'Worb spoke from his country retreat, and claims to be the first local to discover it. He admits, however, to a common problem much reported in the agony pages, "When I had it, I didn't know what to do with it". If any further spread occurs, the Ospray Newsletter will be the first to find out. Meanwhile, the Department of Health and the RYA advice is to keep your stick upright.

Dr. Rodney Rigging

I'll buy a pint for the first person who works this out – Ed.

HAYLING ISLAND SC NEWS

THE 1989 "DOWN THE PAN TROPHY"

Competition for this trophy, a comfortable varnished wood loo seat, was probably the best that we have seen for any event this year. This "down the pan" Trophy was presented by the infamous Nick Willis at the annual south coast Osprey Sailors Christmas Party held at a delightful little restaurant called Crooks, opposite the Police Station in Petersfield, with 24 Osprey revellers in attendance.

There was a total of nine contenders for the trophy, all of whom were nominated by secret ballot by the members present. The nominees were read in reverse order:–

7. Van Page with half-a-point scored for regularly beating an anonymous competitor.
6. Wendy Gadd for bravely sailing with Ted two days running.
5. Nick Willis for inviting everyone to the party.
4. With a score of three points, Richard Bowers; who apparently is unable to sail with his brother (do they argue by any chance?)
3. Closely in front and tying with Jayne Willis with four points, was Adam Bowers. Apparently for his contribution to many things; sailmaking, sex and our society today; and Jayne, for her early retirement.
1. The popular winners were Geoff and Winkie, with comments like: 'not sailing an Osprey all year but having the bottle to turn up tonight', 'the wind wasn't blowing that hard' and 'WIMPS!'

The evening in general was enjoyed by all apart from possibly the cleaning staff at the restaurant who had to clear up the debris from party poppers, spray cans and pepper bombs. It is hoped that this event will become a regular feature in the Osprey Calendar and that more people will be able to attend next year's feast. Thanks go to the Willis's and Page's for arranging this year's party.

LYMINGTON v GUERNSEY TEAM RACE

For the uninformed, this is an annual, well almost, event run between LTSC and GYC where we meet at either place to race in Ospreys, and do other things.

This year it was the turn of the Lym fellows to go to Guernsey, so we piled into King Corbin's 3/4 tonner on a miserable Thursday night and proceeded southward to Guernsey. The sea was such that two members indulged in an amount of technicolour yawning, but eventually we arrived in Guernsey after a 20 hour beat, where we were met by the GYC Osprey crowd, and whisked off for a meal and a few beers.

The first race was sailed in light winds with a small squall in which GYC took 1, 3, 6, thus winning by 1/4 pt.

The wind perked up to about force two for the second race but unfortunately my boat fell apart whilst in third place, and it was a struggle to finish. GYC took 1, 2, 4.

After an excellent lunch cooked by the GYC Osprey back-up team, we emerged from the club for the third race, academic as GYC had won the first two out of three. The wind had increased further with a rain squall before the start. Hugh Carter salvaged some LTSC pride by sailing off for a convincing win, whilst our team raced hard against all three GYC boats, eventually being pipped on the line for 4th place instead of second by some good team tactics, with GYC winning this race by 3/4 pt.

After racing we were transported off to buy our cheap rations and thence to an excellent posh nosh in town. Once again we were treated to lunch on Sunday by the back-up team and after visiting the small island of Herm, we set out for England, arriving at 8 am on Monday.

Many thanks to Andy Dorey, and GYC Osprey sailors and wives who were tremendously hospitable throughout the weekend and provided good racing to boot. We look forward to seeing them all in Lymington in 1982 so we can win the trophy back.

Teams were: LTSC Huge Carthog/Phil Le Maitre (Loaned) King Korbin (of Korbin Towers)/GenaGrunty Grundy/ Sport Willis

GYC Andy Dorey/Simon Chapman
Phil Salazar/Phil Babbe
Steve Martell/Richard Ogier.

Someone from Lymington

OSPREY OPEN MEETINGS

BLITHFIELD SAILING CLUB OSPREY OPEN MEETING 24/25 MARCH 1990

"Stubbed out by Stubbs!"

Twenty one competitors braved the wintery elements to attend the first Osprey Open of the season. Saturday rewarded them with Force 6 gusting 7 winds which proved very difficult and found some crews a little rusty. As thefleet rounded the windward mark on the second lap they were hit by an almighty slammer, decimating the fleet. All competitors capsized at some point in the race and there was much gear failure, the worst of which was a broken mast for the unfortunate Vanny Page in 'Stiff Stuff' – not quite stiff enough I'm afraid!

The race was eventually won by Ian Wilson in 'Poetry in Plastic', Geoff Stubbs in 'Lettice' was second with Allan Cooper's 'Cooper Machine' third.

The race officer sensibly abandoned the scheduled second race to be re-sailed on Sunday, winning many friends. An excellent evening entertainment programme featuring Reg Curl (Black Country comedian) filled the recently extended clubhouse. Much ale was consumed by all!

Sunday dawned with much of the same in terms of

extreme weather conditions, but aggravated by hang-overs, characteristic of fun-loving Osprey sailors.

Race 2 turned out to be a Blithfield benefit with the home club's Geoff Stubbs first, Coopers second and Keith Gibbons third using local knowledge to good effect, in the testing conditions. Ian Wilson had been holding a 'skin of the teeth' second place until flattened by a line squall. Dave Chalkley in 'Hagar the Horrible' was fourth with Oscar Chess 5th.

Race 3 was intended to be sailed back to back. However, the weary competitors voted with their feet and came ashore for a quick cup of coffee to renew their vigour. The 10 a.m. start, plus losing an hour, was obviously having an effect. Some competitors sat this one out in the hope the wind would moderate as predicted. In the event it was won by Osprey fleet stalwart Oscar Chess sailing his old boat 'The Picker' with crewman Nick Willis. Blithfield's Geoff Stubbs had done enough to secure the meeting with a consistent second despite their relatively low all-up crew weight. Allan Cooper was third, Ian Wilson fourth and Craig Franklin in 'Stringbag' fifth.

By Race 4 the conditions had moderated slightly (Force 4/5) promising an exciting finale. Although Geoff Stubbs had stubbed out the competition, an exciting battle for second to fifth was about to commence. Oscar's experience and rapidly improving performance won the day finishing first, placing him second overall. Ian Wilson had his moment of glory leading for a while before capsizing, but eventually clawing back to second, whilst the other major contender Team Cooper made a disastrous start, pushing their luck to the limit in a last ditch effort to succeed. Dave Chalkley put in another creditable performance finishing third with the 'Cooper Machine' fighting their way through the fleet to fourth.

The usual silverware and 'Tutbury Crystal' prizes were awarded as follows:

1st	1194	Geoff Stubbs/Mark Wetton Blithfield S.C.	'Lettice'
2nd	1161	Oscar Chess, Lisa Chess/ Nick Willis British Steel S.C.	'Easy Picker'
3rd	1220	Ian Wilson/Dave Shepherd British Steel S.C.	'Poetry in Plastic'
4th	1243	Allan & Jeff Cooper Blithfield S.C.	'Cooper Machine'
5th=	1224	Dave Chalkley/Steve Watson Humbermouth Y.C.	'Hagar the Horrible'
5th=	1205	Keith Gibbons/Richard Cooper Blithfield S.C.	'Sarajohn'

Best Blithfield Boat Prize: Geoff Stubbs/Mark Wetton.
Jeff Cooper, 1243

OSPREY OPEN MEETING BRITISH STEEL SAILING CLUB 28/29 APRIL 1990

Twenty four boats contested the Osprey Open Meeting at British Steel Sailing Club, Port Talbot. Visitors came from eleven different clubs and from as far away as Humbermouth to enjoy a sunny weekend of close competitive racing.

Saturday's sailing was held in a shifty force 2-3 wind. The sudden changes in strength and direction, untypical of westerly winds normally experienced at this club, caused many a tale of woe. Early leaders in race one were Chris Gorringe and Nadie Hosie. Just as they were starting to look uncatchable the wind deserted them, allowing Ian Wilson and Dave Shepherd to take over in front and eventually win the race. Van Page with Nick Willis finished in close second and the Griffiths brothers third.

Oscar and Lisa Chess won the second race by a large margin. The Page/Willis and Wilson/Shepherd teams took the next two places.

A postponement was necessary on Sunday morning because at first there was no wind at all. Later two races were possible but conditions remained light and



Alistair, Roger, Colin, Bob, Gareth & Phil



Oscar & Dave	*1085*
Vanny & Nick	*1260*
M. King & M. Thompson	*1181*
Maurice & Chris Clark	*1244*

flukey. It was remarkable that certain people were able to score so consistently well in such changeable and patchy winds. Bob Falconer and Richard Taylor won both races and gained second place overall after an indifferent day on Saturday. David John Edwards and Bob Taylor sailed well in a borrowed boat. They led for much of the third race, in which they finished second, and then had a third place in the last race. They were unlucky to lose third place overall to Ian Wilson and Dave Shepherd by a quarter of a point.

The overall winner, however, was Oscar Chess. He was crewed on the Sunday by Dave Griffiths and the former class champions worked hard for their fourth and second placings.

Craig Franklin and John Pym finished third in the third race, just behind their other boat. They should be more careful who they lend boats to! The Rodericks were also pleased with their fourth place in the last race.

Patrick Moore, the race officer, set some good courses and introduced the visitors to all the corners of the "pond". With the fleet frequently being over-anxious to start (there were four general recalls) and the wind on Sunday threatening to die completely, he was understandably relieved when it was all over and he could resume his other perversion – sailing his Finn!

Ian Wilson, 1220

Overall Results:

1st	1085	Oscar Chess, Lisa Chess/ Dave Griffiths British Steel	'Toothpick'
2nd	1175	R. Falconer/R. Taylor Broxbourne	
3rd	1220	I. Wilson/D. Shepherd British Steel	'Poetry in Plastic'
4th	1150	D. Edwards/R. Taylor British Steel	'Splash in the Pan'
5th	1238	J. Griffiths/P. Griffiths Saundersfoot	'Mistral'

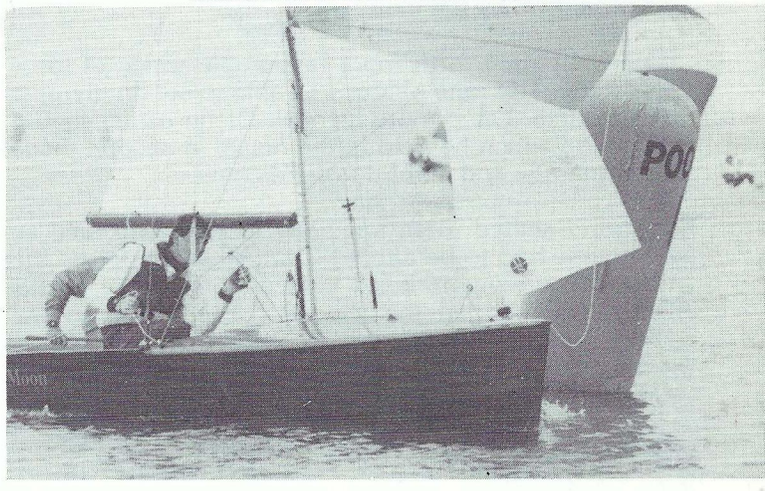




Duncan, Glen & Richard Bowers

Vanny & Nick

Phil & Andy



OSPREY SOUTHERN AREA CHAMPIONSHIPS POOLE YACHT CLUB 12/13 MAY 1990

Twenty four Ospreys, including 13 visitors, attended the Southern Area Championships held at Poole Yacht Club on 12/13 May. Courses were laid inside the harbour and the weekend was characterised by light, shifting winds.

Two races were held back to back on the Saturday, with the first being won by Vanny Page and Nick Willis in 'Stiff Stuff'. The second race was won by Martin Lewis and Dave Gorringe in 'Schiaffino'.

Sunday provided similar wind conditions and some sunshine. The morning race was again won by Martin and Dave, after a close dual with Oscar Chess in 'Toothpick' and Richard Bowers in 1219.

At the start of the last race at least four boats were in contention, however, it was Oscar and Dave who mastered the tricky conditions to take the final race, and with it the championship.

Overall Results:

1st 1085 Oscar Chess/Dave Griffiths 'Toothpick' British Steel S.C.

2nd 1207 Martin Lewis/Dave Gorringe 'Schiaffino'
Poole Y.C.

3rd 1260 Vanny Page/Nick Willis 'Stiff Stuff'
Hayling Island S.C.

4th 1140 Sue Harrop/Mike Coulson 'Mischief'
Datchet Watger S.C.

5th 1198 Phil Angrave/Andy Harrop 'Blue Moon 2'
Poole Y.C.

SCOTTISH & NORTHERN CHAMPIONSHIPS HUMBERMOUTH YACHT CLUB 2/3 JUNE 1990

Sixteen competitors took part in the Scottish & Northern Championships, with 3 out of the 4 races to count.

Two races were held on Saturday on triangular courses. With fresh westerly winds strengthening to force 5-6 at times, there were many capsizes and the club's rescue facilities were kept busy during the afternoon. Four people braved flying the spinnaker and most of those that did ended up enjoying the delights of the River Humber.

In the first race Duncan Glenn managed to stay upright and won comfortably. He was followed home by Gareth Caldwell.

At the start of the second race the wind strengthened considerably but 15 of the competitors managed the start line. Dave Chalkley and Steve Watson led at the first windward mark which they held for two laps until they encountered rudder problems. This race was taken by Mike Straw and Simon Townsend from Van Page crewed by Nick Willis. Duncan Glenn wisely retired from this fearing further damage to his mast.

Saturday evening the competitors were provided with a Steak barbecue and all sorts of other entertainment not organised by the club.

Sunday brought forth more favourable winds of force 3 westerly. The race officer was able to set an olympic style course. Once more Duncan Glenn established a good lead which he held to the finish. In second place was Van Page and in third Rob Falconer.

The wind shifted more southerly for the final race so the course had to be altered. Duncan Glenn found the more favoured port hand side of the course to his liking and rounded the windward mark first. In the dying breeze Glenn and Van Page changed places several times until Glenn out-manoeuvred his rival to take the finishing gun and the championships.

Overall Results:

1st Duncan Glenn/Richard Bowers
2nd Van Page/Nick Willis
3rd Gareth Caldwell/Nick Daily-Hunt
4th Mike Straw/Simon Townsend

First H.M.Y.C. Boat: Gerry Chappell/John Harrison.

Dave Chalkley, 1224

WELSH & MIDLAND AREA CHAMPIONSHIPS MUMBLES SAILING CLUB 17/18 JUNE 1990

A record turnout for Mumbles and the Osprey fleet with 30 boats coming from all corners of the earth to sail in the challenging and well remembered Swansea Bay.

The weekend, however, saw light winds, and more effort went into getting the tide right than any muscle building 3 sailors. Unfortunately, for the Ospreys, triangular courses were set which didn't give many chances for position changes.

In the first race Oscar Chess and Dave Griffiths led early on but Martin Lewis and Dave Gorringe revelled in the light conditions and won with a comfortable lead. A visitor to the fleet, Welsh youth Simon Brewer sailing with Alistair Ramsden, borrowed The Picker and sailed well to finish fourth. After some seal spectating and refreshments from the J24 the second race was started in shifty conditions. Starting at the right end of the line was all important in this race, there was a very strong tide running, which in turn caused havoc at the marks. Martin Lewis again won this race, closely followed by Vanny Page with Nick Willis.

Sunday brought a moderate breeze and an early start, and much shaking off of the alcoholic cloak shrouding most people. Oscar Chess led round the windward mark and held it to the finish, Martin Lewis and Vanny Page battling it out for second.

Tension mounted as the start of the second race was postponed due to a powerboat race in the Bay. Again Oscar Chess was first to the windward mark, with Ian Wilson with Dave Shepherd and Vanny Page hot on his heels, and Martin Lewis gaining fast. Oscar managed to hold them off and left Martin and Vanny to fight it out round the course.

Paul Warren, 550 Tipsy Two

Overall Results:

1st 1207 Martin Lewis/Dave Gorringe
2nd 1085 Oscar Chess/Dave Griffiths
3rd 1260 Vanny Page/Nick Willis

(Just as well it was light, you wouldn't catch me falling in with all those jellyfish – Ed).









OSPREY OPEN MEETING HAYLING ISLAND 23/24 JUNE 1990

The rough conditions over the weekend confined the fleet to the inside of Chichester Harbour and tested the 19 competing Ospreys to the limit.

The Saturday race saw many changes of position with Van Page and Simon Weatherill (1260) from the home club working their way through the fleet to finish first, only to be disqualified for a premature start. Alan Laing and Peter Frith (1216) took the gun followed by Phil Angrave and Andy Harrop (1198) who were also disqualified for a PMS. Mike Webber-Walton and Geoff Saunders (1250) came through to take second with Nigel Scudder and Robin Tooz-Hobson (1259) third.

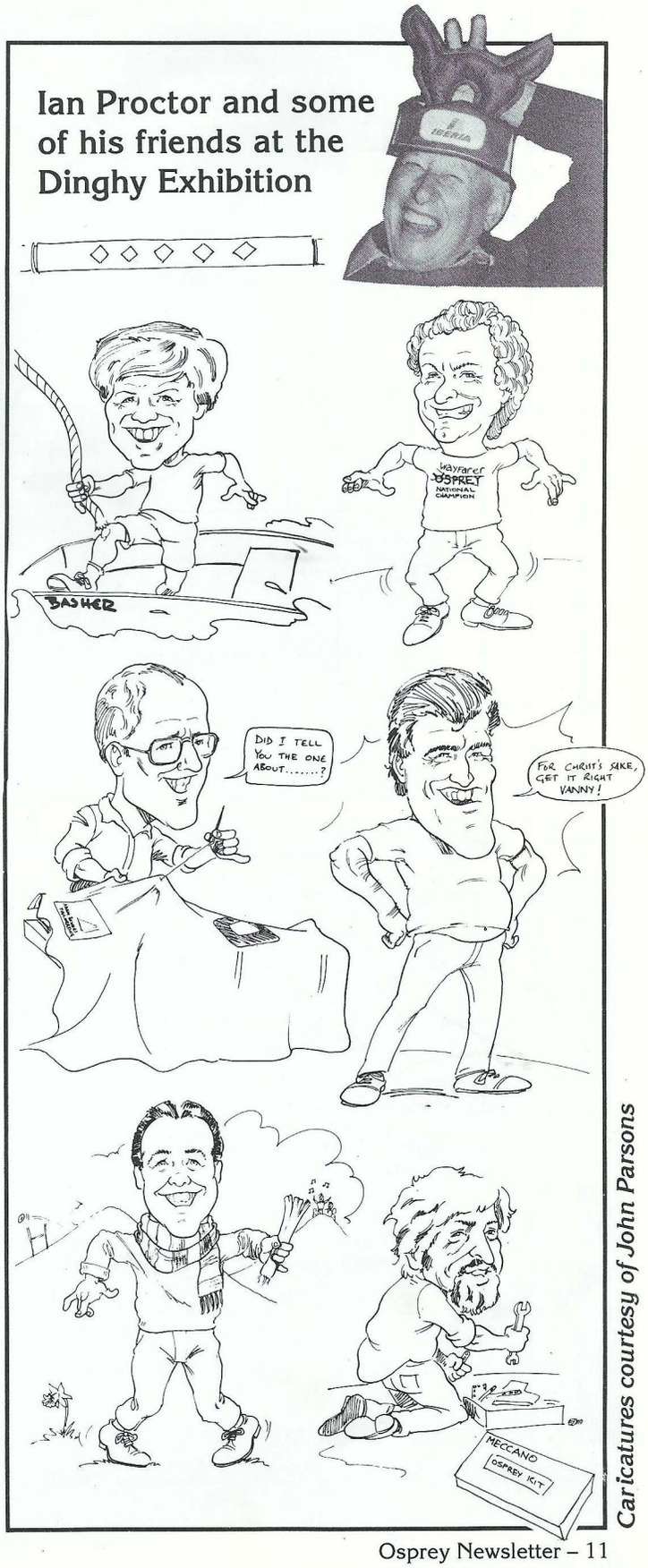
Sunday dawned with strong winds and gales forecast so racing was again held in the harbour. The second race of the series saw 1198 and Oscar Chess/Dave Griffiths (1085) breaking clear of the fleet with 1085 eventually winning the battle leaving 1198 second and 1259 third.

The last race started with the series wide open and the wind picking up further. 1216, 1085 and 1198 all took the lead at various stages but after an exciting race with numerous capsizes 1198 came home to take the gun followed by Simon Townsend/Mike Straw (1241) and Dave Chalkey/Steve Watson (1224) third.

Overall Results:

			Pts.
1st	Angrave/Harrop	Poole Y.C.	2.75
2nd	Chess/Griffiths	British Steel S.C.	4.75
3rd	Laing/Frith	Poole Y.C.	5.75
4th	Scudder/Tooz-Hobson	Shoreham S.C.	6.00
5th	Chalkley/Watson	Humbermouth Y.C	7.00
6th	Straw/Townsend	Emsworth S.C	8.00

Ian Proctor and some of his friends at the Dinghy Exhibition



Caricatures courtesy of John Parsons

REALISE YOUR POTENTIAL

PROCTOR

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Proctor is the benchmark - Others follow!

INNOVATION
Proctor is the world leader in development

FITTINGS DESIGN
For top performance matching components which are strong, light weight & reliable

DEALER NETWORK
There are 40 Proctor Specialists worldwide to help you

AVAILABILITY
We ensure you are on the water with the minimum of fuss

VALUE
With a Proctor spar, you are ensuring reliability and performance

Proctor spars provide the quality the Osprey Class demands ... and the performance to win!

RESULTS 89
NATIONALS - 1st - 3rd - 4th
WORLDS - 2nd - 4th - 5th - 6th - 7th

PROCTOR MASTS

Duncan Rd Swanwick Southampton SO3 7ZQ Hants England Tel: (0489) 583111 Telex: 47327 Fax: (0489) 577889

Osprey Archive

Taken from Yachts & Yachting November 1973

John Rayner describes the new Mark III boat and traces developments in the class during its twenty-one years' existence.

EARLY in October the prototype Mark 3 Osprey appeared, to herald another stage in the development of a class that has been on the British sailing scene for some 21 years. The boat, appropriately named "The Shape Of Things To Come" made its debut at the Lymington Open and its design is the result of a class committee using considerable foresight to overcome anticipated construction problems.

Some 18 months ago, the principal builder, Ken Robertson of Westerly Boats, warned that marine timber was becoming scarce and the price was escalating to such an extent that the wooden boat would soon be priced out of existence. A figure of £1,000 by January 1974 was quoted. The feeling was that production would have to be concentrated solely on glassfibre production and that the present design would have to be modified to take advantage of latest techniques to keep the price down. Designer Ian Proctor prepared the necessary details and after discussion and acceptance at the August AGM an existing Mark 2 wooden boat was modified to produce the prototype.

The changes concentrate entirely on the internal layout, in the main affecting the buoyancy distribution in the boat. The aft tank is removed and the side tanks flared and carried through to the transom. One additional feature is that the reduced buoyancy will virtually eliminate the tendency to invert after capsizing. Transom flaps are fitted and the forestay has been moved slightly aft to accommodate a centrally positioned spinnaker chute. These changes will enable the new boat to be marketed at about £750 on the water with production commencing early next year at the rate of about three new boats per week. Earls Court will see the unveiling of the first production model numbered 1000, yet another significant event.

In one-design classes there is always a danger of sticking too rigidly to the rules and watching obsolescence creep in as new designs and ideas come on to the market. Prosperity lies in the skill of the managing committee knowing what changes are necessary and when to take them. In recent years the Osprey has had its fair share of improvements with the adoption of the chute, larger spinnaker, freeing of rudder shape and now the Mark 3. The AGMs have invariably produced a minority group insisting on the status quo being maintained but the fact remains that all the alterations to date have been accepted by the racing fleets and enhanced the reputation of the boat.

In all cases where changes have taken place, the basic hull shape and sail plan have remained unaltered so that as far as possible all boats can compete on a fair basis. Perhaps the only time this fundamental rule was broken was when the Mark 1 boat became Mark 2 and it is interesting to recall briefly some of the early history of the boat's development.

The IYRU organised trials in Holland in 1952 and a year later at La Baule in France to select a suitable two-man dinghy for



(above) The new Mark III flying high. (below) Layout shot shows the new open transom - slight reduction in buoyancy makes her more manageable when capsized.

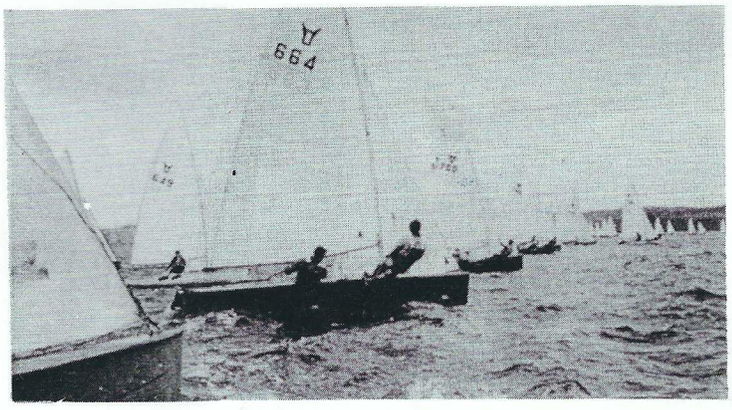


international and Olympic competition. The FD won, but not without stiff competition from 'Osprey', as the prototype was called. 'Osprey' also entered and won the Round the Island race in June 1953 and it was following these events that Ian Proctor decided to modify the design with a view to quantity production. The Mark 2 was made wider aft, had a slightly larger sail area and used part chine, part clinker construction (as opposed to the all clinker built Mark 1). The class was named after the original prototype and after extensive trials in 1955 the Bell Woodworking Company promoted and marketed the Mark 2 very successfully for some 10 years. In the early sixties other builders came on the scene and the demand for the well known Bell kits fell away.

Glassfibre first appeared in 1965, when the prototype, known simply as 'G1', was raced by various yachtsmen at the Plymouth nationals. Paul Wright started production with No. 549 early in 1966 and from then on glassfibre, and latterly composite, boats have represented about 40% of new boats registered. John Gmach of Fordingbridge has retained the glassfibre franchise since 1968. First boat out of his workshops in early 1969 was No. 728 'Mad Dogs' which enjoyed a spectacular season by winning the Scottish & Northern championship at Filey and shortly afterwards the national championship at Saundersfoot.

The Osprey fits into a special niche in the dinghy world. At 17ft 6in, it is the next step down in size from the FD and only marginally slower at PY 82. The boat is aimed at the young man who wants sea sailing in a robust racing machine offering excitement and value for money. The class is well established throughout the country as the fleets at Royal Tay, Filey, Lymington, Mount's Bay and Morecambe illustrate, to name but a few. One outstanding fact in the racing calendar has been the extraordinarily high attendance at recent championships – an average of 107 entries for the last five events. In fact, the entry of 118 at Mount's Bay in 1970 represented just 15% of all boats registered. About 250 boats are based overseas and at the last championship four teams form Lagos Y.C., Nigeria, took delivery of new boats and competed for the week.

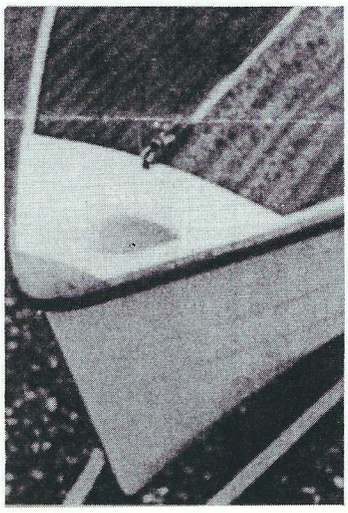
One great advantage the class enjoys is the regular attendance of the technical advisors at committee meetings. Ian Proctor has over 60 designs to his credit whilst Ken Robertson, four times national champion, represents a company which has built winning boats for nearly a decade, as well as the gold medal exhibit at the 1970 Earls Court Show, No. 760 'The Other Man's Grass'. John Gmach has wide experience of glassfibre production while Edward Hyde imparts valuable knowledge on sailmaking and design. It is the advice of these people combined with the enthusiasm of the main committee that will ensure the continued growth and success of the class.



(above) The 114-strong fleet get away from the gate at the 1971 nationals at Filey. (below) The prototype Osprey - photo Eileen Ramsay.



Spinnaker chute and forestay arrangement on the Mark III Osprey.



OSPREYS FOR SALE

524 – Hull needs some attention, Scotspar mast, Banks sails, no trailer. £300. Tel: (08525) 223 (West of Scotland).

615 Wood Mk. 2 – 2 suits of sails, Combi trolley. £450. Tel: Peter Holmes, (0472) 697190.

660 Westerly Wood – Professionally converted to Mk. 3. Proctor spars, Hood & Bowers sails. M&W rudder, Harken blocks, new o/b cover, trolley, trailer, beautiful condition. £995. Tel: (0752) 232080 (day).

723 Wood – Unused Epsilon, seven sails, combi. £575. Tel: (0621) 773059 or 081 555 7572.

799 – Well maintained, cover, trolley. £450 ono. Tel: (0273) 595629.

834 Mk. 2 – Extensive rebuild 1987, superb condition, cover, trolley, trailer, 2 suits sails. £1185. Tel: Bristol 845232.

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

917 Glass Gmach – 1 set good cruising Musto sails (main, genoa and spinnaker) and 1 set Dolphin sails (main and spinnaker), Proctor mast, launching trolley, nearly new overcover. Needs small easy repair to hull. £350. Tel: Alan Sturges, (02406) 5665 (Reading).

1103 Airbourne Mk. 3 GRP – Proctor mast and boom, 3 suits sails, combi trailer. £950.

1110 Mk. 3 – Racing cruising rig, spinnaker, trailer, trolley, cover. £800. Tel: 0446 792361.

1150 Westerly – £1100. Tel: Craig, via Oscar and Lisa Chess or (06333) 5794.

1211 Porter – £2150. Tel: (0245) 414108 (day) or (0245) 416013 (eves).

BITS & PIECES

WANTED secondhand mast, good condition. Send details to Michael Waters, 433 Louth Road, New Waltham, Grimsby, DN36 4PP.

WANTED suit of sails, not necessarily matched, for junior member to use in club racing. Tel: Ben Duke, (0803) 297974 (Torquay).

WANTED secondhand spinnaker. Contact Jerry Ashton, 112 Barton Hill Drive, Minster, Sheerness on Sea, Kent, ME12 3NF.

WANTED boom for Osprey 53, for cruising. Tel: Tom Sperry, (0488) 683857.

FOR SALE Vinta 370 windsurfer, fully battened sail. As new. £250. Tel: Chris Windley, (0283) 791077.

BOATS WANTED

Wooden Osprey, ready to sail, for cruising use. Up to £500. John Marks, Tel: (0736) 788913.

Price in the region of £1000 for cruising and club racing in Lymington area. Tel: Marina Johnson or George Skuodas, (0590) 697619 (home) or (0590) 679011 (business).

PLEASE NOTIFY THE SECRETARY IF YOU BUY OR SELL ANY OR THESE ITEMS.

A special thanks to Cathy Pearce and Derek Gorringe who have provided all the photographs for this Newsletter.

OSPREY BUILDERS

For G.R.P./Wooden Boats:

PORTER BROTHERS
JOHN KING SHIPYARD
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HANTS, PO10 7AY.
Tel: 0243 377522

For Wooden Boats:

JOHN CLARIDGE BOATBUILDERS
SADLERS FARM
LOWER PENNINGTON LANE
PENNINGTON
LYMINGTON, HANTS.
Tel: 0590 74821

GUY WINDER BOATS
HOLLINS HILL GARAGE
BAILDON
SHIPLEY, WEST YORKSHIRE.
Tel: (Works) Bradford 583223
(Home) Bradford 586642

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. Porter Brothers
13. Iain Williams

OSPREY VENUES 1990

11/12 August	Tenby Regatta
20/24 August	Federation Week, Chichester Harbour Nick Willis (042 07) 319
25/27 August	Burnham Ken King (0621) 742511 Saundersfoot Bank Holiday Regatta John Griffiths (0834) 812617
26 August	Sheppey Round the Island Lee Allen (0795) 664507
22/23 Sept.	Datchet Huw Pearce (0344) 771047
29/30 Sept.	Lymington Nigel Wallbank (0590) 77166
6/7 October	Stewartby Nick Jones (0525) 715055
13/14 October	Shoreham Robin Tooz-Hobson (0903) 37325

