National Osprey Class Association



Newsletter July 1992

Osprey Class Association Committee

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A Nominal Charge will be made to all non-members who advertise privately in the Osprey Newsletter

Cover Picture:
"From the Archives"
Lynda Postle at the '90 Nationals
photo by kind permission of Colloryan Ltd

Terry's Tarradiddle

Another year another newsletter, with you preparing for the Nationals will you have time to read it? ... I hope so!

My thanks to all those who have contributed to this issue, particularly those who provided electronic copy, also Jane Willis without whom we would have had no new pictures. Please remember you don't have to wait until the deadline to send in copy, it can't all be typed in at the last minute and still meet the printers deadline.

From an Editors point of view the Broadsheet was an absolute disaster, I have a number of apologies to make, first to John Lang for several typing errors in his Balance sheets, no doubt the information was informative and hopefully the correct information is given herein with the Notice of AGM.

Secondly to everyone else and in particular those contacts who all had the same erroneous telephone number, I'm still trying to work out who it belongs to and how it happened to get into the Broadsheet at all! ... most comments however were complimentary and I had no complaints so I guess **you** all liked the Broadsheet.

Well having bared my breast so to speak onto more important things .... Sailing. My erstwhile crew has decided that holidays or weekend duties in vast quantities are the order of the day, and coupled with my own French Easter weekend, we only managed to sail twice between the start of the season and the 13th June! Why do I have a boat I ask? Why were we so rusty at the Southerns! At least we weren't last .....Ah well theres always next year.

We have a number of learned articles in this issue for your edification, not least one on "**how to do it**" from the reigning National Champion, Martin Lewis. However some Open Meeting Reports have not been sent in despite having been reliably informed by my super travelling spies, the "Pinkies", that the Opens have actually occurred, and have been good fun.

One of my "Phobias" is the dreaded capsize, perhaps worsened by the eccentricities of the MKII. Maybe a lot of people out there were taught that it is part of dinghy sailing and accept it as part of the fun. If like me you were taught that to capsize was the ultimate disgrace and you are not keen on damaging your boat, heavy weather sailing presents more of a challenge, and it is perhaps something that a lot of us feel we need some help on! So hows about an article from someone on "How to keep your boat the right way up" to complement Martins Sail Setting extravaganza, you have right up to the 1st of November to write it!

Finally I'd like to say a very big thank you to all those unsung heroes who rarely get mentioned who provide travellers with all sorts of services, like accomodation, tools to repair their glasses (Thank you Ted) etc etc. Also those other little kindnesses, like the can of drink kindly passed across between races at Hayling (Thank you Mandy and Dave from Queen Mary). It is these little things that make the Ospreyites so special. If you have an unsung hero why not use these pages to say that special thank you?

Have a Happy and Successful Nationals

Terry

PLEASE NOTE COPY DEADLINE

1st June for July Issue
1st November for December Issue
1st February for Broadsheet

Chairmans Column

Six months further on. a little bit greyer and a little bit older, the season is well under way.

The New Year started with Bloody Mary of course which was attended by eight boats plus about 350 others. The racing was questionable and with the light winds not much to write home about. My thoughts were on a double height mast with twin trapeze, fully battened main and River Thames mentality as being the answer. Admittedly this didn't seem logical at the start ! and I hadn't much time to develop this dream.

Starts come up a bit quick at the Mary and after a few points of Tactics we were into the sequence. With the watch running. The later count from Paul went something like "20, 19, 18, 17, what the H---'s that. 12, 11, 10, You're Kidding?. 7, 6, 5, *!, 2, 1."

Following that the scenery changed somewhat. It got light! This was fine up the first beat. At the first mark the usual friendly greetings were exchanged with little red flags and then everyone settled down to the two mile reach, run, run, reach. This was punctuated by 3 J24's with bug floppy things up

front, initially one minute behind, now lying line abreast and seemingly gobbling up all before, including us it seemed.
On the water one meets many people at the Event, but I have great difficulty in remembering all the names - its worse when there are four crew on board. However, the "Giant Osprey's" did break through to 2nd and 3rd overall. Unbelievable really. However, I am told that in a reasonable force 3 they carry too much sail and fall over. Ultra's seem to do that a lot too! - is it the same mentality?

Early February Committee Meeting came and went with much discussion about this and that, including the Dinghy Show following shortly after.

It was interesting to see that 60 members called on the stand over the two days with various other interested parties. Plenty of assistance was given by many of the Association, particularly Ken King, the stand organiser, who was there on Friday with a small team to set it up and again on Sunday evening to ship it out. Team co-operation got us out and loaded within record time and Ken was home to see "Lovejoy" in good time. Thanks Ken, and also Peter Frith for the loan of the boat.

During the show, Ian Proctor and his wife dropped in for a chat and the inevitable discussions followed about proposed modifications and the like. Ian Porter did likewise, sharing his time between us and his many other business interests represented at the show.

During the two days, many matters were thrashed about which enabled us to pass on up-to-the-minute news of who was doing what and news of the coming events to all corners.

At the time of writing we have already had the first five Open Meetings of the season and by the time this hits the streets we will all be preparing to got to the Nationals.

The reports will no doubt speak for themselves, but it was nice to see all those who turned up around the country, including some very old Osprey Sailors who haven't been seen for years, and all look fit and well. The term "old " is, of course, questionable. They look much the same to me, but at 25 and a bit I suppose they would wouldn't they?

During the last few months I have been kept in very close contact with the Nationals Organisation and as can be sen from the various communiques the wheels have ground out the message. So hopefully, we will have a goodly crowd to enjoy another helping of Poole Pud.

Open Meeting Summary to Date:-

1. BSC was relatively heavy but quite warm and sunny, and I got my shirt off. Others pretended to sail.
2. Kielder was a mixture, but quite cool with very good sailing during which I discovered the source of "Newcastle Brown". The water is already coloured, they don't even have to colour it! I didn't know it tasted peaty though. According to the telly, the South East could end up having it piped in. What with that and the funny London beer at exorbitant prices, I could stay away from the South for years.
3. Fecamp was light , hot and quick. For some slow, hot and wet and others long sleepless nights.
4. Bridlington was sunny, warm and very windy. Saturday was blown off and Sunday blown over with the constant north-easterly in the 6/7 bracket. Two miles inland it was 4 ish!
5. Minnis Bay

Finally, sorry to see Andy Harrop didn't make the Olympics after all the work that was put in, but they did give it their all. Perhaps we shall see them back on our circuit to show us a bit more.

Looking forward to seeing all those who dare at the Nationals and beyond.
Good Sailing
Ian



Congratulations to Lisa and Oscar Chess and also Christine and Roger Edwardson.

In Mumbles in mid April, Lisa presented Oscar with a son Sam. Sam was somewhat eager to get here and his arrival was a bit of a shock. But all is now well and we hope the shock has now worn off and been replaced by the joy of parenthood.

In Newcastle two days after the Inlands, Christine presented Roger with another son. Not quite as eager as Sam and obviously more respectful to previous arrangements, but equally welcome.

One Lifetime is Not Enough

The sea is flat calm, not a breath of wind in sight, the sort of day that makes you wish you had taken up golf, or fishing or anything but sailing.

We are going to windward on a close reach with the sails well eased, the ram is off to allow the mast to bend and flatten the sail, the kicker is off, cunningham off, no tension in the luff of the mainsail. The crew is sitting down to leeward holding the genoa sheet to ease the leach, the telltales are of little use and the helmsman is constantly referring to the burgee. In these conditions flat sails are fast and concentration is everything.

As a zephyr of wind fills the sails the boat is gently luffed closer to the wind, the genoa is sheeted normally but both sails are still well eased.

The wind increases so that ripples can be seen on the water, now is the time to think about pulling on the mast ram and powering up the rig. The boom should be sheeted closer to the centreline and the genoa sheeted to a position just before it backwinds the mainsail. Sailing in a light wind requires a delicate touch, so keep movement down to a minimum, and hold the tiller lightly in the hand. The boat should be sailed upright with slight weather helm, adjust the centre-board accordingly. The boat will point high in flat water so haul the mainsheet to pull in the upper leach until the leach ribbon occasionally stalls.

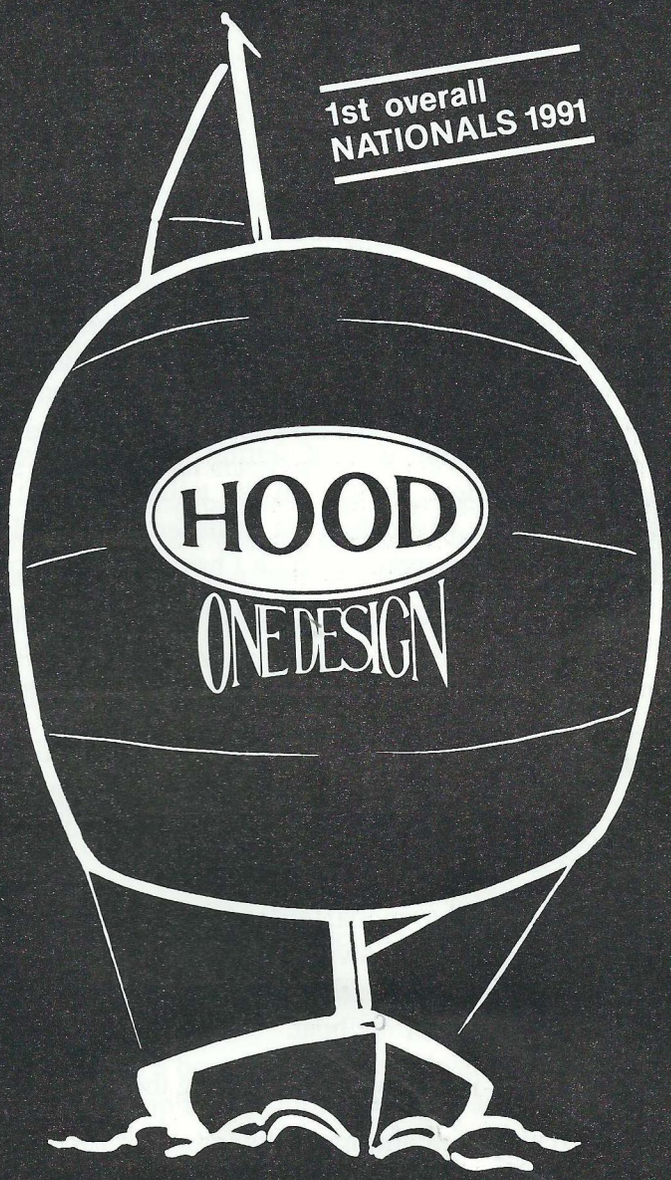
The wind increases another notch, the genoa is squeezed in, the mast ram is full on and the boom is central. The rig must now create maximum power. If the sea is flat then point, if there are waves then ease the mainsheet to twist the upper leach and foot. The genoa fairleads may be moved forward to create a more powerful sail, and the sheet eased to compensate.

The wind increases, the crew is flat out on the trapeze and the boat is humming, we are starting to be overpowered in the gusts, so get the kicker ready to take over when we dump power.

The waves are building, the spray is flying, the crew has moved back opposite the traveller, we are

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constantly overpowered, ease off a little on the genoa halyard, hard down on the kicker and cunningham, move the genoa fairleads back, balance the helm by raking the centreplate, balance the boat by playing the mainsheet, keep the boat planing, keep the boat flat, and go for it.

* * *

Good boat handling is fundamental to success but it is only half the story, boat speed should be pursued relentlessly from the moment you start racing. The way to achieve good boat speed is through constant experiment, try something new in every race. It all adds to the interest and slowly improves your performance. I hope this article gives you a few ideas to work on.

Setting up the Genoa

The Genoa is a highly efficient sail, due to its position in front of the mainsail. (see aerodynamics)

The most common way of setting the genoa is to adjust the fairlead so that all the telltales all lift at the same time when the boat is luffed into wind. I prefer a different method which I have set out below

1. Set the fairlead to a position so that when the sail is pulled in an imaginary extension of the sheet would cut the genoa half way up the luff.
2. take the boat sailing in a light breeze, fit an extendible tiller extension so that the crew can steer the boat from the trapeze, while you sit to the leeward and look at the genoa.

   A. Adjust the genoa fairlead and sheet tension so that the following conditions are met. The genoa leech exhausts parallel to the centreline of the boat.

   B. There is a smooth curve along the foot.

   C. The genoa almost backwinds the main.

   D. There is a parallel slot.

Note that a fullness can be put into the sail by moving the fairlead forward and easing the sheet to compensate for a tighter leech, to flatten the sail do the reverse.
If backwinding is a problem flatten the mainsail, if the slot is wide try putting fullness in the mainsail.
I have to say that this method takes a while to get used to, but I think it gives the best results. When you have finished mark the sheets so that they can be trimmed correctly after each tack.

Powering up the Mainsail

The trouble with sailing is that you can't see the wind, however with the aid of telltales we can see when the main sail has stalled. Mainsails are usually supplied with 3 telltales down the leech. The most important is the top one which should be positioned about six inches below the top batten, and large enough to be easily seen.

When sailing to windward in light winds and flat water, adjust the mainsheet so that it stalls approximately 10% of the time, when the wind increases and waves slow the boat, allow it to fly freely all the time.

In light winds the mainsail should develop maximum power so avoid using the cunningham or kicker upwind as they both "soften" the mast.

If you thread a rope through the cunningham eye, attach one side to the mast and pull down on the other with a force of say 20 pounds the compression force on the mast will be approaching 80 pounds,
(2:1 on the cunningham and 2:1 formed by the mainsail luff and the halyard). The 80 pounds will be acting from the top of the mast and will cause the unsupported top section to bend easily and reduce its ability to recover. This explains why a boat feels lifeless when too much cunningham is applied.

The kicker suffers from a similar problem as it induces mast bend. If you use the mainsheet instead, the mainsail leech will be firmer and the sail develop more power.

Mast Rake

We all know there is some advantage to be gained by raking the mast when going upwind, what we are less sure about is why it works. The first point to make is there is no aerodynamic advantage in raking the mast aft, it will not cause the rig to develop more drive. If raked heavily there will be reduction in drive and pointing will suffer, so what are the benefits?
When the mast is raked its effect will be the same as

A. moving the genoa fairlead aft.

B. lowering the sail plan.

C. altering the spreader angle to increase mast bend fore and aft.

D. using a mast with a lower centre of gravity.

These would all help in strong wind and waves, when a reduction in drive would be beneficial and pointing would not be a problem.

The relative movement of the genoa fairlead and the lowering of the sail plan are easy to understand, but I was surprised to find the spreader angle changing when I fitted a variable rig to my boat. The easiest way to see this is to draw it out to scale on paper, a rough estimate on my rig is that if the tip of the mast moves aft by two feet (measured with a plumb line) the spreaders are angled back an inch. So by raking the mast fore and aft you can flatten the mainsail in strong winds, and put the fullness back into the sail in lighter winds.

The third and I believe the most important effect is to reduce the pitching moment of the mast. When a mast is raked its centre of gravity is moved closer to the point of rotation of the boat, which allows it to move more easily through the waves. In an Osprey, as in most dinghies sailing in a chop, this is about a third of the way forward from the stern. If you doubt this is significant, try raking the mast forward, and all will be revealed!

If you sail inland I would not expect much benefit from mast rake, because in flat water pointing is important and there are no waves, so pitching is not a problem.

I would not expect rake to be used on keel boats as the point of rotation is further forward, so there would be less benefit upwind and they would loose out downwind, particularly on a run, where a vertical mast is fast.

Understanding Side Bend

Before high rig tension became fashionable, it was assumed that if the leeward shroud was slack while going to windward, it didn't matter how much rig tension was applied because the mast would still be supported by the genoa luff and the windward shroud. So why worry about rig tension?

It took me a while to work this one out. Imagine you are sailing a boat to windward with a deck stepped mast with no trapeze, the crew are leaning out and the leeward shroud is almost slack. Now the tension in the windward shroud is mainly dependant on the weight of the crew. The mast will be leaning sideways slightly, but otherwise nothing much has changed.

Now imagine the same situation in a boat with a hog stepped mast (like an Osprey), the crucial difference is the mast is now held at deck level, so instead of leaning sideways, the mast will bend sideways. This may seem like splitting hairs, but when a mast bends sideways it twists open the upper mainsail leech.

To make use of this, the spreaders can be adjusted so that small changes in rig tension, control the amount of side bend. In light winds we want to develop maximum power so keep the rig tight, but as the wind increases above force three, a small amount of side bend will open up the slot and twist off the upper leech, the boat will then become more manageable and have better acceleration.

The best way to see how side bend affects a sail, is to make up a simple model with a wire coat hanger and a piece of paper. Make the coat hanger into an "L" shape representing the mast and boom. Then cut out a sail from the piece of [paper and Sellotape it to the coat hanger. Now press your finger on the leech to see how firm it is. The next step is to copy the side bend in your mast, gradually increase the bend as you go up the mast, and see how the leech tension has changed, you will very quickly understand how it all works. If you turn it round you will what happens if a mast bends to windward.

Aerodynamics

Here are a few ideas to think about, if the wing of a plane generates lift, by the difference in speed between the wind flowing over the curved upper section of a wing and the flat lower section, then why:-

A. can a plane fly upside down?

B. can a boy's model glider fly with flat wings?

If we look at a boat sailing to windward, why, if the wind speeds up in the slot and creates a low pressure area, does the genoa not get sucked into the back of the mainsail?

There is clearly something wrong with our understanding of aerodynamics, a more rational explanation (and the answers to these questions) was first put forward by Arvel Gentry (a Research Aerodynamicist at Douglas Aircraft, and also a keen Yachtsman). To give an idea of how wind interacts with sails, imagine an Osprey sailing to windward under mainsail only, the genoa is then unfurled and sheeted in. We will see how the wind flow has changed. The air that travelled unhindered between the forestay and mast, is now directed by the genoa to the slot. This creates a restriction, which slows the wind down as it approaches the sail, and forces

some of the wind down as it approaches the sail, and forces some of the wind that would have flowed aft of the forestay, to nip round the front of the genoa instead. This causes two beneficial changes to the genoa's performance.

A. The direction of the wind approaching the genoa luff is moved aft, allowing the boat to point higher.

B. The volume of air flowing round the leeward side of the genoa is increased which improves its performance.

The ability of the wind to look ahead and alter course as it approaches the sail, helps to explain in my mind, how a tight leeched mainsail allows the boat to sail higher on the wind, and why centralising the boom does the same thing. It also suggests if the slot is too wide then pointing will suffer. For further information refer to the section on books.

The Hull

Sailors talk about fast and slow boats, but for all practical purposes in a one design class there is only one thing that matters and that is weight. We all know that an Osprey should be close to minimum weight (133.9 KGg or 295.2 lbs) but many of us believe that a few extra pounds are unimportant. I have worked out a formula, so you can calculate how much those extra pounds are costing you. It is based on an anticipated loss on a marginal planing offwind leg, it is a "best guess" only, but it gives an idea of the problem.

The formula is :-

> "for every 10 pounds your boat is above minimum weight you loose 1% boatspeed."

1% on a mile reach is 3 boat lengths!
Remember a heavy boat is slow on all points of sailing in all conditions, it is just a matter of degree. If you have a heavy boat, then providing it was built down to weight the increase is due to any of the following:-

A. Water absorption.

B. Excessive layers of paint.

C. Heavy fittings. (The fittings on Schiaffino weigh 20lbs!)

The good news is this can all be reversed!!!!

Boat Care (Protecting your Investment)

A. To keep your boat dry and light, use a boom up canvas cover.

B. To avoid hull distortion always rest the boat on its keel, not the floor of the boat.

C. Use a Trailer with good suspension, to judge this for yourself, stand on the trailer next to the wheel and bounce up and down, if you cannot see the trailing arm on the suspension unit moving, then its not going to do much for your boat. I use and would recommend, a "Bramber" suspension unit which allows far greater movement than the slightly cheaper and more popular "Indespension".

D. A cradle for the launching trolley is a necessity not a luxury particularly if you have poor suspension.

E. On wooden boats all screw holes should be filled with silicone before inserting the screw. This will stop water getting into the wood. If varnish is scratched down to the wood, stick plastic tape over it until you have time to revarnish.

F. In the presence of sea water stainless steel eats aluminium, so when attaching stainless fittings to the mast or boom, isolate them, preferably with zinc chromate, if this is not available silicone, plastic tape or evostick will do.

G. If you use a Rondar stock, then glue the tiller in place and don't rivet through the forward hole, as this is where the tiller breaks. The bottom pintle will wear first, and when it becomes slack make an epoxy bush or file it out and insert a stainless tube. Its a lot cheaper than buying a new stock.

Books

If you would rather sail than read books, buy the "RYA Race Training Manual". This is an excellent book covering most topics without going into too much detail.

If you want a broad understanding of the sport then the "Sail to Win " series is the obvious choice.

Buy "The Best of Sail Trim" to learn how just about everything we knew about the slot, and the Venturi effect is wrong. The relevant chapters are written by Arvel Gentry.

I was going to write a section on tactics, until I discovered "Winning in One Designs " by J.Perry.

Conclusion

Sailing is a highly complex sport, at the age of 17 with a number of cadet trophies under my belt, I thought I knew it all. I now realise that **ONE LIFETIME IS NOT ENOUGH** to fully understand the many facets of this sport, but perhaps that is it's fascination.

Good Sailing

Martin Lewis

National Champion 1991

RYA's Rejoinders

The RYA are now providing regular information to all Class Association Newsletter Editors.....I've Edited!

Small Ships Register (SSR) - From the 1st June, the SSR will have been operated by the DVLC at Swansea, the RYA hope that they (the DVLC) will be able to provide the same service as the RYA, ie 24-48 hour turn round, the RYA will continue to provide advice, despite the fact that they have lost the contract to provide the service, which they have run since 1983!

The new address to get your SSR Certificate is

The Small Ships Register
DVLA
Swansea SA99 1BX Tel 0792 783355

Breath Tests on Boats - It is already an offence to navigate a vessel whilst unfit to do so by reason of drink or drugs. The Department of Transport has now approved some new by-law powers which will enable the Port of London Authority to require a vessel whose skipper is thought to be unfit to be subjected to a breath test - given by a Policeman. The vessel can then be held stationary until a replacement driver is available!!!

Editors Comment - As good a reason as any for not holding the Nationals in London Docklands .... eh Bob!

Coastal Water Sewage Pollution - The National Rivers Authority (NRA) have recently published proposals for "Statuary Water Quality Objectives" which will include 'use related classes'. This will mean that the amount of sewage and other pollutants that the NRA allows to be pumped into the sea will depend on what the waters are used for. The RYA have sent a questionnaire to 300 identified clubs so that they can advise the NRA of the waters use when they are setting water quality objectives.

The RYA states that it believes that the water used for watersports should get as much attention as that used for swimming off the beach.

Hard Hats - The RYA Race Management Working Party have been looking into the issues surrounding Head Injuries in yachting and possible safety headgear. The working party are keen to hear from anyone who has been involved in a head injury accident whilst sailing, questionnaires are available on request.

Additional Radio Channels for Yacht Clubs - Channel M and M2 are being offered by the Radiocommunications Agency for the same fee until further notice if required contact:-

Stephen Brown 071-215-2159

Round the Island Without Tacking

by Geoff Lambert

I suppose I should really call myself a retired dinghy sailor, since although I raced an Osprey for 13 fabulous years, including five Nationals, my sailing is now almost entirely limited to sailing an elderly Laser in the Mediterranean on holiday.

I started my sailing in the mid 1950's in dinghies, years before I heard of the Osprey, and during the sixties I fell increasingly in love with off-shore sailing (despite severe sea-sickness) and skippered a yacht to the Channel Islands on a number of occasions.

For many years however I nursed an overwhelming desire to sail a dinghy round the Isle of Wight and indeed in 1965 I went round clockwise over two days with a friend in our old shared Enterprise

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E466 "Maybe". Happy memories of that somewhat eventful trip included very rough water off Bembridge Ledge; sailing up the western Solent on a beautiful summer evening at 7 knots with the tide, whilst cooking sausages on a stove tied to the top of the centre-board case; experiencing very considerable difficulty in trying to relieve ourselves over the side without falling in; spending the night sleeping out in the rain on the deck of a friends large motor yacht in the Beaulieu river because she had forgotten she had invited us and broad reaching lazily past Southsea Beach in brilliant sunshine on the Sunday morning "Bikini Spotting".

After I had bought my first Osprey in 1971 (No 597), I once more felt the uncontrollable urge to sail round the island and in 1973 we made our plans again. Because of my cruising experience, the questions of navigation and safety were not a serious problem. We did however equip ourselves with various spares, charts, radio, compass, flares, food for two days, sleeping bags, adapted Enterprise cruising sails, paddles, anchor etc. The old MKII Osprey was ideal for the purpose with its generous stern locker and larger side tanks.

One Saturday morning at about 9am we arrived at Langstone Harbour at the eastern end of the Solent, with a forecast of a fine summer day and by 10am we were ready. The wind was a light north westerly force 2 - 3, the tide almost on neaps, was ebbing to the West and was due to turn at about 2pm. Having broad reached out of the harbour, we hardened up on starboard tack and thought we might make Cowes with only one or two tacks. It was marginal trapezing conditions and we had a gentle sail with the tide towards Cowes and Southampton Water. With the effect of the tide however, we slowly realised that we would not have to tack to clear Cowes and having reached Egypt Point, we were able to bear away a little as the wind freshened slightly but backed a bit. At Hurst narrows the effect of the faster stream, increased wind and bearing away further enabled us to enjoy the only decent plane of the day as we headed for the Needles and arrived there at 1pm, an hour earlier than we had planned.

We wanted to try to sail between the Needles but at almost low tide, the sight of evil looking rocks just below the surface changed our minds and we went round the lighthouse, gybed on to port and headed off south east on a long easy swell, towards St Catherines Point. We hoisted the spinnaker (the old small one in those days), settled to a rather uneventful run against the last of the ebb, had our

lunch and were fascinated anew by the view of the Island Cliffs in the brilliant sunlight.

When we approached St. Catherines in mid afternoon, the tide was well into the flood but the combination of the wind shadow of the cliffs and the sea breeze struggling against the prevailing west/north west wind gave us so little way through the water, that we seriously discussed giving in and using paddles. We headed off-shore a little however and as we slowly cleared St Catherines, we gradually picked up speed making Bembridge Ledge by about 6pm where we doused the spinny and hardened up once more to head north(ish). By this time the wind had backed further to the west although it was only about a 2 and we settled down to a pleasant close reach back to Langstone, arriving there about 8pm in the evening. We were able to ease sheets and sail right up to the slip and after about 60 odd miles we hadn't had to put in a single tack all day.

Although we were a bit tired and stiff after 10 hours in the boat and in one way felt quite proud of our achievement, we realised that due to the fabulous weather and to the brilliant design of the Osprey, it had actually been a very easy, undramatic and frankly lazy day.

Geoff Lambert

A Self Raking Mast

by Mike Potter

Despite having sailed various craft over the last twenty years it was a while before I took a serious interest in the tuning of sails and rig.

The only reason to move a mast was thought to be to control the helm bias that can occur. It was brought home to me quite forcefully that the correct mast rake can make an extraordinary difference, if done correctly. During the summer of '90 we had very high winds and overpowering was serious problem. It was suggested that I take tension off the rig by slacking the forestay, as this could allow the mast to rake back, open the jib slot and de-power the rig. As a result of following this advice we found the boat became more manageable and went to windward surprisingly more quickly. We had found the boat speed we had previously lacked!

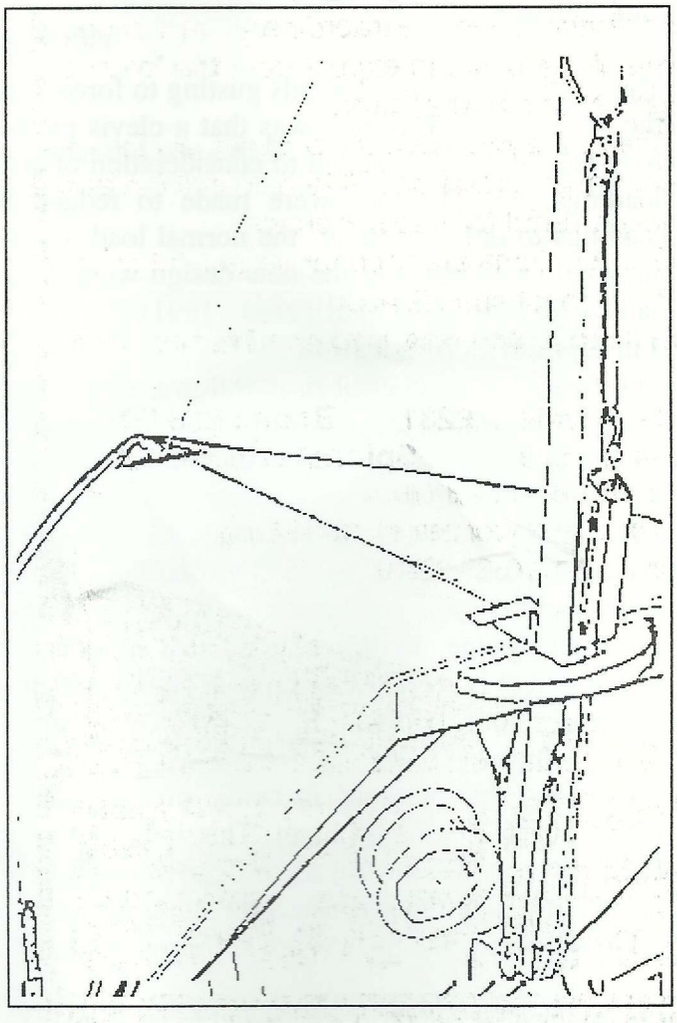
I tried this idea in a force 3, when normally I wouldn't have bothered and noticed a similar improvement in performance, despite the mast leaning to leeward. Having reset the mast with more rake and put on shroud tension much of the increased windward boat speed remained and the close to beam reaches were more powerful. However the broad reaches and dead runs were uninspired and possibly a little slower. What we gained on the windward legs we seemed to lose on the off-wind ones. The net result was almost nil but at least a good deal more interesting.

Clearly it was the right time to sit down and develop an analytical approach to the performance issues.

PROBLEM - How to retain windward performance and recover offwind speed and even improve it?

CRITERIA - Solution should not be complex and adjustments while sailing should be minimal and easy to be made even when the rig is under pressure.

SOLUTION - Have a mast in tension when raked back and allow to move forward for running and broad reaching without loosing tension. Use the wind to assist in making the adjustment.



Firstly, the use of mast shroud levers had to be ruled out as these did not allow easy rig retensioning after moving from a run to a beat. The effect was required but not the physical strain problem. The solution looked potentially very complex.

Any solution would require that the rig tension be maintained even throughout the full fore and aft mast movement. Such a system was eventually designed with tensioning considered, the limits of travel calculated and method of control even simpler than first thought.

The final system has been made as friction free as possible, and it was found that it would work without human help in any winds above force 1. The desired objective had been achieved and it was AUTOMATIC!

The first proving of the system was carried out in a force 5 gusting 6. Boat speed was fast and closer to that of more modern boats. Off wind saw the boat recover 100 metres on a spinnaker run from bouys 1 to 7 at Blithfield and this with an '81 mainsail, '85 jib and spinnaker! The second outing saw a bad start crossing the line last and recovering to finish fourth in front of 3 boats to whom we would normally have come behind.

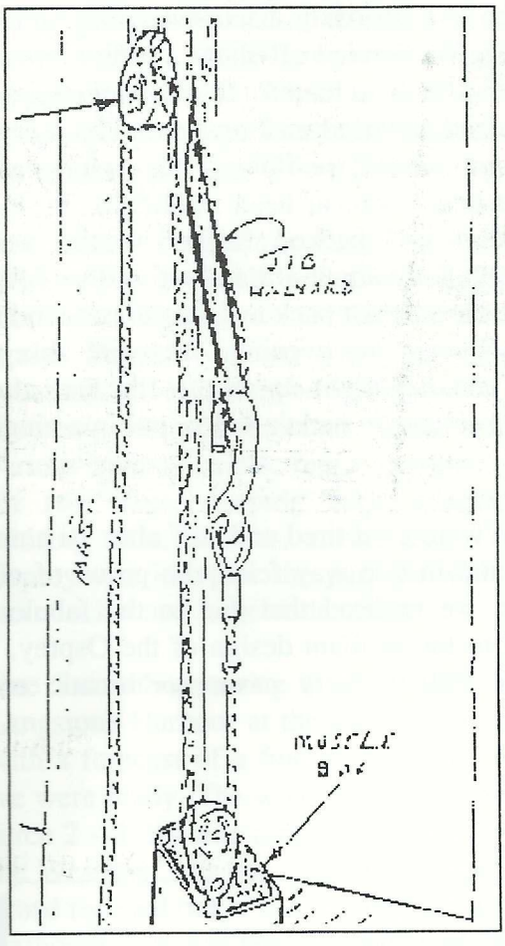
The third outing was in winds gusting to force 7 and the mast broke! The fault was that a clevis pin had bent then sheared. This led to consideration of point loadings, modifications were made to reduce the loadings to only 2/3rds of the normal load. Having satisfied ourselves that the new design worked new sails were now being considered. (1991)

The System Configuration

The final rigging control is as follows, simplicity is the key. It was found that the forestay lengthening equated to 1.3rd shroud shortening`. The calculation was done by measuring forestay position after re-pinning the shrouds in their adjuster plates. This can never be precise as it is difficult to set the tension at the same level in the rig each time without a tension gauge. However a reliable ratio can be found and it is then satisfactory to round this up to the nearest half.

Some say that without it being precise, the rig tensioning will be a problem. This is not so as the mast will only be moving a few degrees and this will be of little significance when the available slack is already being taken up at close to the correct rate.

On the Osprey the ratio was found to be 3.06:1, so a 3:1 pulley ratio was envisaged. The further back the shroud plates are from the mast position, the lower the ratio will be. Most dinghies with three point mast fixing, would appear to need 3:1 or 4:1. As the swing from full rake to full forward is only likely to be 5^{o}, then change in rig tension, should the ratio be wrong by 1/2 a point, will not be great. However, should there be a slight error, then the following advice is worth noting.



There is clearly no need to get a highly accurate ratio (say 31:10), but should error be likely, then it should be such that additional rig tension will develop as the rake is increased, thus securing the rig in the heaviest duty point, when beating. Put another way, if 3:1 is ideal, then 7:2 (3 1/2 : 1) will give a tighter rig when running and 5:2 (2 1/2 : 1) will give a tighter rig when beating. The former is to be avoided.

Basically you have a wire loop from the jib halyard to the shroud wire with a 3:1 pulley in the circuit. Rig tension is applied via the muscle box and a back stop in the system is run to a jam cleat near the helm.

The second drawing shows the wire coming from the jib halyard to a pulley on the muscle box and then back to a pulley suspended near the gooseneck. This provides the loop that allows the muscle box to introduce the necessary tension into the system. (Avoid placing additional pop rivets in the mast near



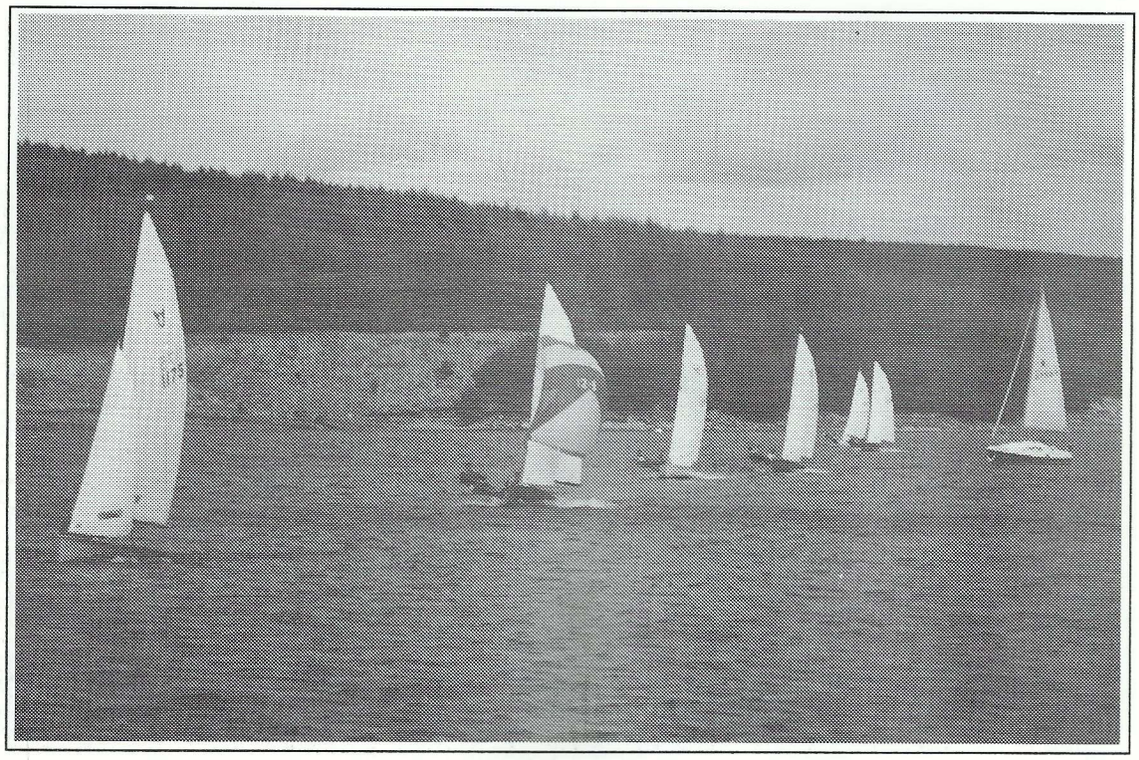
Nice one Bob!

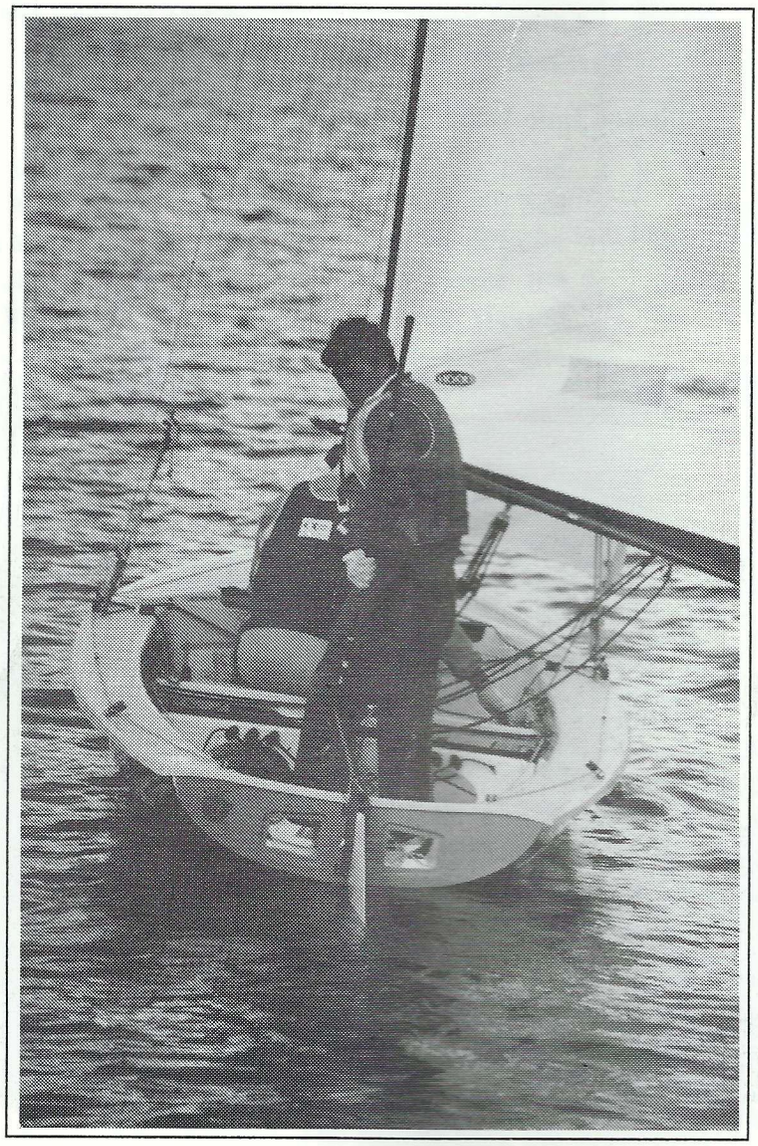
Fecamp

Photos Jane Willis

Where did you get that ..... what did you call it





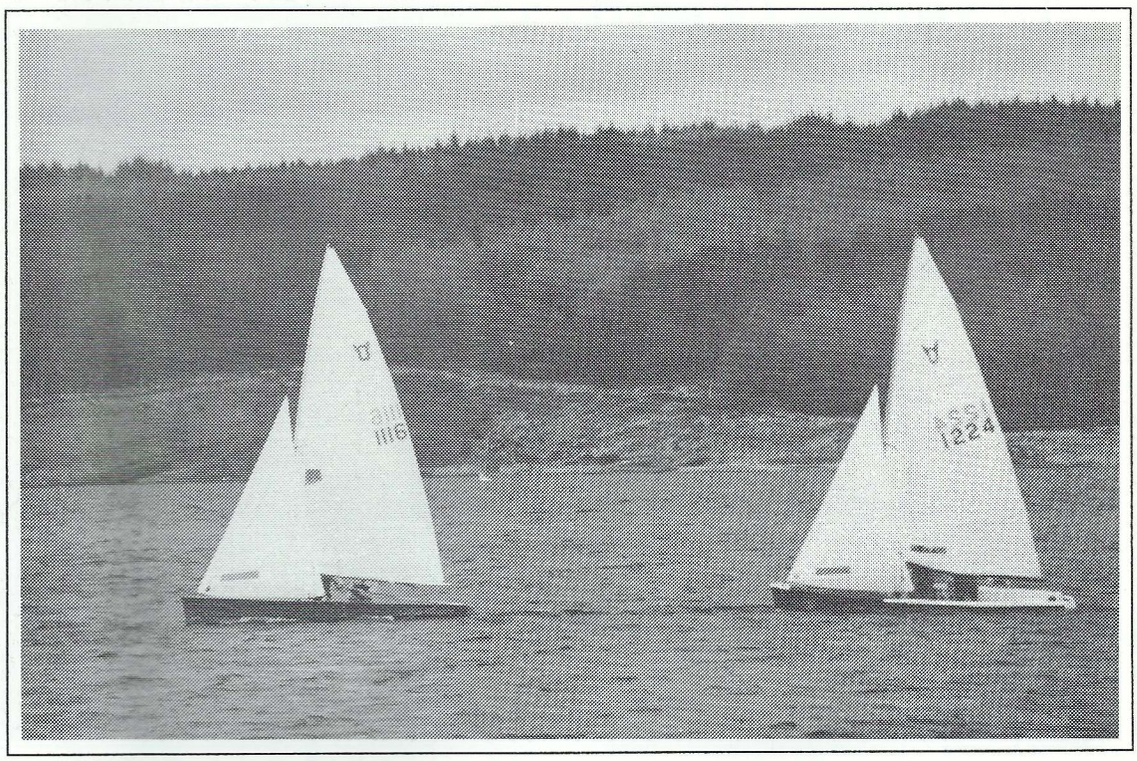


Too Windy for Kites

Inland Championships

Photos Jane Willis

Nick & Vanny who were second 'cos we didn't have one of Bob and Richard who came first!

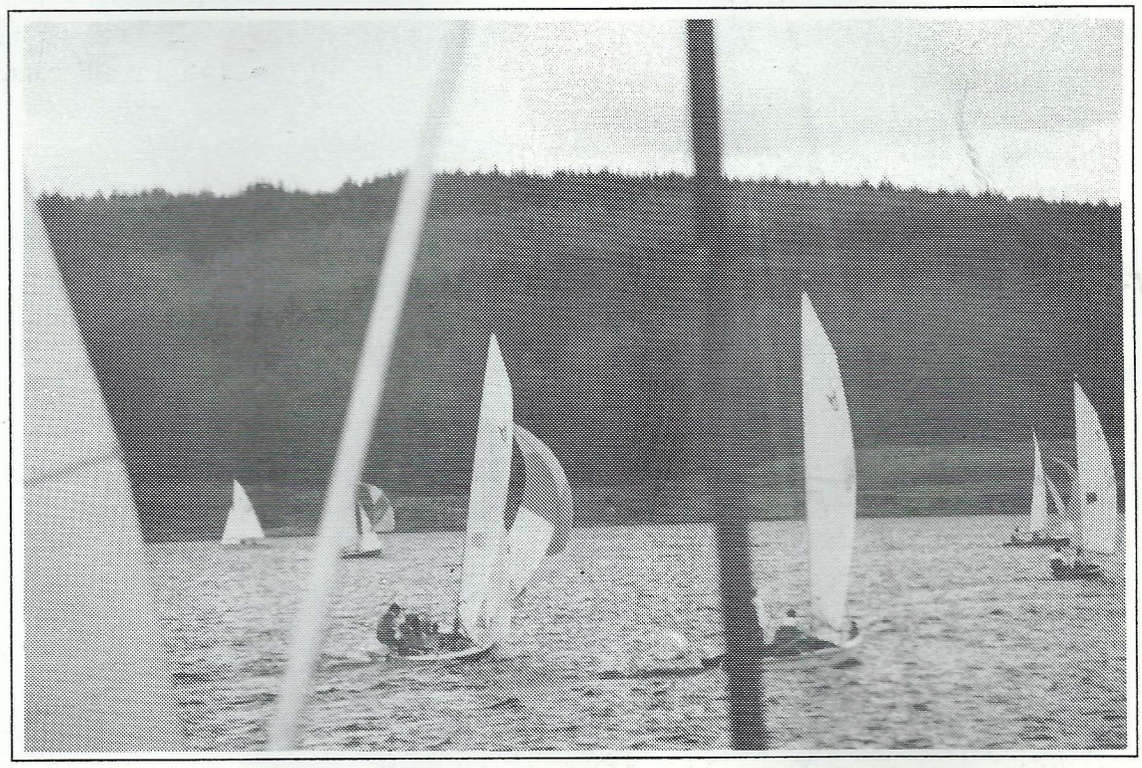


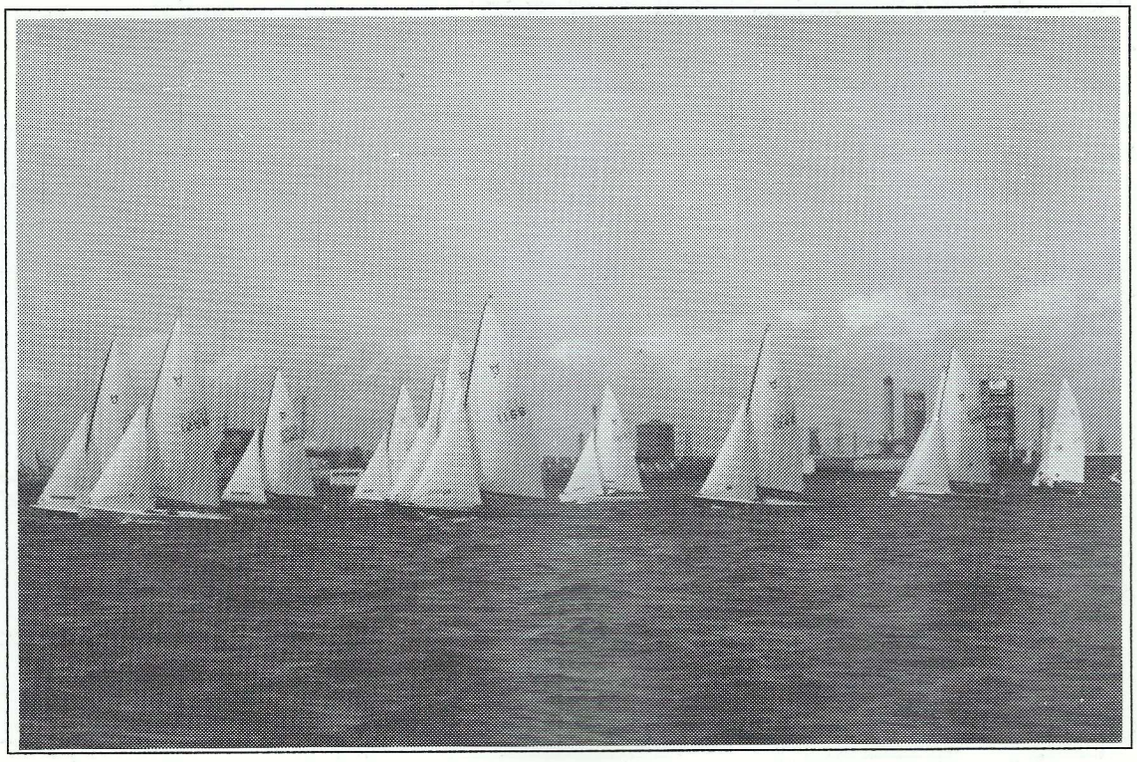
Dave and Iain being Chased

Inland Championships

Photos Jane Willis

The superb setting





The Fleet at the Start

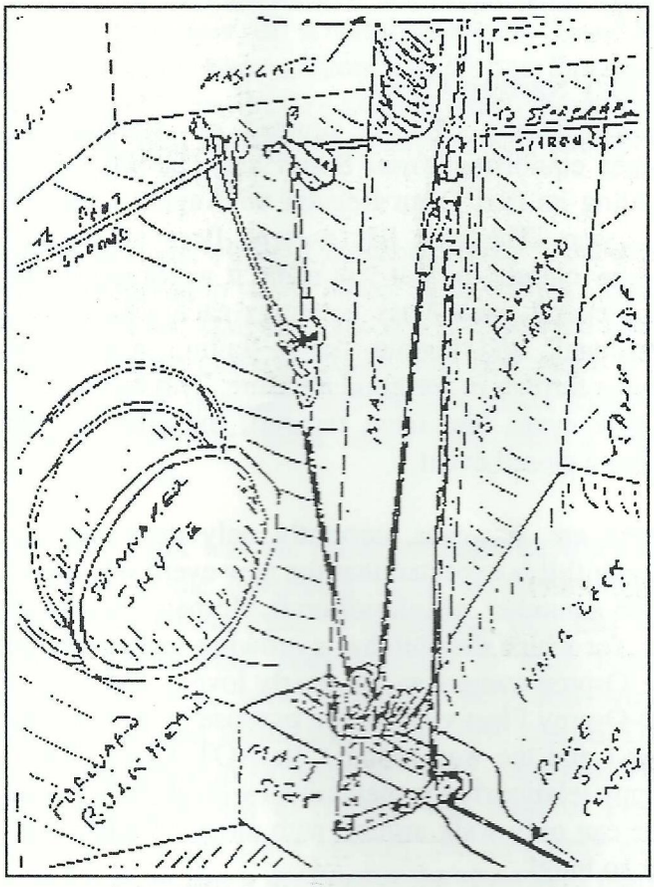
British Steel

Photos Jane Willis

You take the pictures we will use them Jane



the gooseneck as this can weaken the mast at a very sensitive point.)
The wire then continues down the mast to a pulley at the base. This ensures that the mast raking action does not introduce additional secondary tensions. The moving wire passes through the mast pivot axis line at its heel. The wire then travels up to the top of the forward bulkhead where it splits into two as shown in the third drawing. The two wires then go via Harken pulley blocks, one port one starboard. The wire travels along the carlin towards the shrouds.

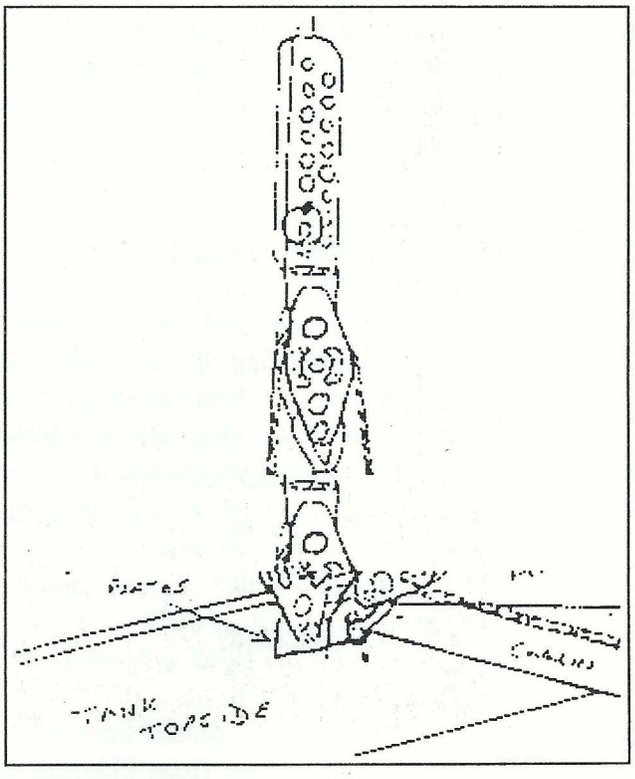


The wire then reaches the pulleys attached via two shroud plates where the 3:1 mechanical advantage is achieved (drawing 4).
The "rake back stop" control is achieved by running a separate line from the wire coming down the mast. This control wire can be seen in drawing 3 and is routed via an 8:1 cascade pulley arrangement to a cleat amidships. By pulling 1" of sheet on the back stop line, 1" of forward rake is achieved. The mast cannot rake further back when this is cleated, and can be pulled forward when the wind is not strong enough for the spinnaker to do the job! When you start to beat, with the back stop released, the mainsheet pull brings the mast back ..... EASY!

Costs

The inventory for this is not extensive, but is costly, as you have to use high strain pulleys with steel ball bearings. It could set you back £130.

Do not be tempted to use cheap equipment as it will break and a new mast will set you back considerably more!



Update

Only one small modification has been made since the previous part of the article was written, which was to introduce a 2:1 pulley on the control line to the muscle box. Despite there having been no problems experienced it was felt that the point loading on the nylon pulley used was too great. After a years experience we are pleased with the way the system works and of course it has been proved in all weathers now not least at Minnis Bays Open last year which was sailed in strong winds and many other rigs failed.

Mike Potter

Club Communications

Hayling Island

Ospreys at HISC have really taken off this year with 11 boats now at the club, 7 of them with sail numbers greater than 1240.
So Who sails What?

1270 Geoff Saunders/Nick Rawlings
1265 Nick Willis/Van Page
1263 Alan Sheldrick/Peter Sheldrick
1261 Ian Aldridge/Bill Munnery
1254 Jason Barker/Martin Stainsby

1250 Jeff Cooper/Neil Robinson
1241 Seb Gardner/Ziggy Kruk
660 Robin Gadd/Ted Gadd
509 Christopher Lee (cruising only)
242 Owned by Nick Willis Sailed by guests. ?
One more which is used for cruising.

So Who is Fast?

Vanny and Nick have not had things their own way being pushed hard all the time by Martin and Jason, Nick and Geoff and Neil and Jeff. Having said that any of the others are more than capable of winning as well. In June we held a 'Mini Olympics' with a guest appearance by Bob Falconer and Richard. Racing was very tight with an end result of:-

1st Martin and Jason

2nd Vanny and Nick

3rd Bob and Richard

By the time this is printed we should have had our Open so look for more news from Hayling next time round.

P.S. We have 3-4 recruits looking for Mk 3 Glass Ospreys so if you know of one give me a call on 04207 319.
Good Sailing

Nick Willis

Minnis Bay

Minnis Bay has seen yet further increases in the volume of Ospreys, I for one hope that this growth continues since it provides superb racing and an opportunity to push ones skill limits that bit further.

There are increasingly strongly contested races as skill levels rise, particularly with John Boyes and Mike Graham joining this year and pushing their ancient MKII to the front of the fleet with Simon Northrop and his new crew for this year Kevin "Shin Pad" Skinner (these ex cat sailors don't know about centreplate cases you know and are want to collide with them .... the shins lost!). The Pinkies are having to work hard at home as well as away with all this competition, the senior Northrop with his "Four Square" crew Bryn Watkins are also hitting the front of the fleet with increasing aplomb! All Bryn needs to master now is how to wear stilts whilst sailing to get his weight far enough outboard!
With a fleet of 13 boats, which has grown in two years, with many many years with only one, Minnis Bay has arrived back on the Osprey scene, perhaps for the first time since 1974 when the Nationals were held at the "Bay".

We hope all those who braved the awful forecast to travel to us enjoyed the Southern Area Championships here. We thank each and everyone one of you for coming and look forward to seeing more visitors next year! .... lets hope we can provide better weather on both days.

Terry McDonald

Netley Sailing Club

Netley Sailing Club is situated on Southampton Water equidistant from Soton and Hamble and is holding its first Open Regatta on August 15th/16th this year. The club has a large fleet of assorted dinghy classes, in fact you name it we've got it. We run several open class meetings each year with a "National" and various Army Sailing Association events thrown in for good measure. This however is a new event (the open regatta), the club Regatta being a closed event.

There are, however, currently only three Ospreys resident! it is expected that the new event will attract quite a number of inferior craft, Hornets , Scorpions etc, for which the club has a growing reputation, but we Osprey owners would dearly love to see a lot of the Osprey Fleet visit for the purpose of showing the flag (and the way round!). Its NOT 'Class War', a happy relationship is maintained with all factions but one can only walk around with an air of superiority for so long!

It will be very much a fun event, tho' I am quite sure that some on the water activities will be serious enough for everyone. There are camping facilities on site with a splendid view of the water, a reasonable amount of accommodation in the village, and the route to the venue is easy. (Junction 8 on the M27 is 2 miles from the slipway!). Friday night arrivals are welcome, the beer is cheap (for those who get cleaned out at Poole) camping free and the social life lively.

So in case you have not had enough by then, do come along and enjoy this new event squeezed in between the Nationals and Hayling/Burnham events this year, we can assure you of a good weekend

Bob Thomas

Editors Note: Come on Fleet Captains it only takes a few moments to jot down a few bits of news about your club for the interest of our readers. We would like to see more from clubs.

Open Meeting Reports

Scottish & Northern Championships at RYYC Bridlington

On the 6th & 7th of June, the Royal Yorkshire Yacht Club hosted the Osprey Scottish and Northern Championships, which was attended by eleven boats, a disappointingly low turn-out. However the turn-out was less of a disappointment than the weather, which blew a force 6-7 all day Saturday. The Race Officer, Wesley Denton wisely postponed the racing until Sunday when he unwisely predicted winds of 3-4 falling.

Sunday brought winds of minimum force 5, but after some deliberation most boats went sailing. Eight boats made the start line and at the windward mark were all fairly close together. The first reach was sailed without spinnaker and the first major casualty happened halfway down when Rob Shaw's mast snapped in two.

The wing mark was the scene of mayhem, when all but three of the remaining boats capsized. David Edwards and John Pym, in Stringbag, who had led from the windward mark decided to ware round instead of gybe, were delighted they had when everyone behind them, apart from fifth placed Tim and Chris White in Brothers-in-Arms, capsized. The only other boat not to capsize was Bird of Prey, sailed by Neil and Dave Metcalf, but they were well behind having had a ducking at the windward mark. Their tiller broke after the gybe, so their race finished after the gybe mark anyway.

Dave Edwards later capsized and his rudder floated away necessitating a fifty yard swim, and allowed the Whites to take the lead until their rudder came up allowing Dave Edwards back into the lead.

Round the leeward mark for the last time Edwards and Pym were just leading the Whites with Bob Falconer and Richard Taylor well back in third place.

The Whites stayed out to sea for the final beat and the others went inshore. The seaward side paid and the Whites won by a good margin, in all five boats finished.

The rescue boats gave superb cover all through the race in very difficult conditions. As the wind appeared to be increasing the rest of the racing was cancelled, which was just as well as Rob Shaw claimed to have spotted a mine just below the surface of the water near the windward mark. The Coastguard was alerted, who took the matter very seriously, this being the third such sighting this year, and went out to look for it.

And so we all went home, the Championships fortunately finishing not with a bang but a whimper!

Results

1st Tim & Chris White, 1231,
Brothers in Arms, Hornsea.
2nd Dave Edwards & John Pym, 1247,
Stringbag, British Steel.
3rd Bob Falconer & Richard Taylor, 1175,
Diva, Broxbourne.
4th Steve Sharp & Steve Watson, 1245,
Two Bob Bit, Hornsea.
5th Andy Read & Mike Smith, 1239,
Dogs of War, Hornsea.

A. Whitewash

Editors Note: that was the only other name on the report and it seemed better than "ANON", which the sender obviously wanted to be, what was he afraid of I wonder? Does he think he might be conned into writing again!

Inland Championships at Kielder Water

Twenty four Ospreys attended the Inlands which included 4 home boats and travellers from as far away as Hayling Island, Minnis Bay and Poole.

The all important wind, from the south west, blew at up to force seven in the gusts and only died away once at the end of one race. It also had the habit of swinging through 45 degrees at short notice keeping the crews alert if they wished to avoid a swim.

Competition was close, good start lines were evident as were finishing techniques. A particularly competitive sequence conclude race four, when Dave Griffiths and Bob Falconer rounded the final mark with Bob slightly in the lead.

A Tacking Duel ensued with Bob making the better final tack to take the race, but second place overall. After five of the six races, four helms were clearly in contention for the Championship Trophy, sponsored by Northumbrian Water.

Dave Griffiths and Iain Williams had $7^1/_2$ points, Bob Falconer and Richard Taylor $7^1/_4$ points, while Van Page with Nick Willis and Dave Chalkley all sported $11^1/_4$ points.

All now depended on the fortunes of Mondays final race. Van and Nick, a previous winner at Kielder, secured the lead by the second mark and steadily increased it to hold a commanding lead around the remainder of the course.

It was sufficient to give them an overall second place, but to miss first by $1^3/_4$ points. Dave Griffiths lost out by coming seventh, while a good race and third position for Bob Falconer, from Broxbourne Sailing Club, was sufficient to give him the overall title.

Home Club involvement was strong with four boats participating, Roger Edwardson and Laurie Decyk, eventually took the top club position of 12th, just ahead of Simon Robinson and David Eynon in 13th place.

Visitors and club members enjoyed a visit to the Dam where they were given a tour of the underground tunnel and the valve tower, by Northumbrian Water .

Prizes were presented by the Commodore Edith Findlay, together with the Race Officer Giles Passmore.

Final Results

R Falconer	1175	2/1/4/3/2/3 - 10.75 points	1st
V.Page	1265	6/6/1/3/2/1 -12.5 points	2nd
D.Griffiths	1116	3/13/3/1/1/7 - 14.5 points	3rd
D.Chalkley	1259	1/2/2/7/10/15 -14.75 points	4th
J.Lang	1178	5/3/6/5/5/4 - 22 points	5th
M.Speller	1258	4/10/5/4/4/10 - 27 points	6th
S.Sharpe	1245	8/12/7/6/7/8 - 36 points	*7th*
J.Abraham	1163	7/14/9/10/8/5 - 39 points	8th
A.Reed	1239	11/8/12/8/6/9 - 42 points	9th
R.Gardiner	1114	13/5/10/-/12/6 - 46 points	10th
N.Metcalfe	1203	9/16/-/9/13/2 - 49 points	11th
R.Edwardson	1230	12/9/15/11/11/11 - 54 points	12th
S.Robinson	1162	14/18/13/12/9/12 - 60 points	13th
D.Flannery	1036	19/7/14/13/14/17 -65 points	14th
I.Madeley	1252	16/11/11/15/-/13 - 66points	15th
M.Hood	1144	15/15/-/14/-/16 -85 points	16th
R.Macintyre	1087	18/21/16/17/15/-/- 87 points	17th
S.Robson	811	20/17/17/16/-/19 -89 points	18th
R.Thomas	1251	17/19/-/-/-/14 - 100 points	19th
N.Jones	1233	21/20/-/-/-/20 - 117 points	20th
A.Batchelor	903	-/22/-/-/-/20 - 117 points	21st
S.P Saunders	935	22/23/-/-/-/-/ - 120 points	22nd
R.Shaw	167	-/4/8/-/-/-	23rd
R.Cleminshaw	1209	10/-/-/-/-/-/-	24th

Roger Edwardson

Notice of AGM

The Annual General Meeting of the National Osprey Association will take place at Poole Yacht Club on Thursday 6th August 1992.

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SAILS BUILT TO WIN
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RESULTS

1991

1st Inlands
1st Southerns
1st Poole Regatta
2nd Scottish/Northerns
2nd Minnis Bay
2nd Poole
2nd Mumbles
5th Nationals

Full rig setting data supplied with every suit.

PRICES

Mainsail
inclusive Sausage Bag, Battens, Sail, No's, and window — £330.00 ex VAT

Genoa
inclusive Sausage bag and window — £155.00 ex VAT

Spinnaker
inclusive sailnumbers, downhaul pitch and bag — Medium £240.00 ex VAT, Maxi £260.00 ex VAT

For full details contact Steve Goacher at the Loft or complete the slip below.

STOP PRESS:Inland '92 3 boats in the top 6

Please send me full details of your Osprey Sails.

Name: .....

Address: .....

..... Postcode: .....

Tel Home:.....

Tel Work: .....

Steve Goacher Sails,
Shepherds Boatyard,
Glebe Road, Bowness-on-Windermere,
Cumbria LA23 3HE, England.
Phone or Fax (05394) 88686

National Osprey Class Association
Balance Sheet
At 31st December 1991

	1991		1990	
	£	£	£	£
Current Assets				
Sundry Debtors		408		135
Cash at Bank:				
Barclays Bank PLC	220			
Western Trust & Savings	27			
National Savings Bank	2,801			
		3,048		2,967
		3,456		3,102
Current Liabilities				
Sundry Creditors	511		550	
Prepaid Subscriptions	60		53	
		571		603
		2,885		2,499
Represented by:				
Surplus Account				
Balance at 1st January 1991	2,499			
Add: Surplus for year	386			
		2,885		2,499

Accountants Report

We have examined the Associations accounting records and confirm that the annexed Balance Sheet and ncome and Expenditure Account are in agreement therewith and reflect the Associations financial position as at 31st December 1991 and its surplus for the year then ended.

David W Pepper & Co
Chartered Accountants

29 January 1992

Income and Expenditure Account for the year ended 31st December 1991

	1991		1990	
	£	£	£	£
Income:				
Subscriptions		2,462		2,450
Sponsorship		-		500
Nationals Levy		400		432
Advertising		184		156
Sale of Goods		209		226
Building Fees		100		-
Donations		-		7
Interest Receivable		326		337
		3,681		4,108
Expenditure:				
Goods for resale	192		11	
Newsletter	1,236		1,011	
Promotional Advertising	696		906	
Dinghy Exhibition	107		505	
National Championships	-		252	
Meetings Expenses	300)			
Postages & Stationary	615)			
Telephone	114)		622	
Travelling Expenses	24)			
Bank Charges	11		10	
Insurance	-		158	
		3,295		3,475
Surplus for the Year		386		633

Secretary's Report

The season is moving fast, with only the Welsh & Midlands Area Championships to come and the Nationals fast approaching. Turn-out at Open Meetings has not been quite as high as usual perhaps, so I'll stop moaning about late payment of subs for once and write about Opens instead.

I'd like to encourage a few newcomers to join the hardy travellers amongst us. There are still several good Open Meetings left before the end of the season. ANYONE is welcome at these so why not come along, you can be sure of a welcome and some good competitive sailing. You don't have to be an expert but don't forget to bring proof of membership, boat certificate and buoyancy certificate if required - also a roadworthy trailer helps! If it blows a gale (unlikely but not impossible) and you decide that the conditions are beyond you, there is the opportunity to watch the experts try no to break their masts, necks etc, while you pat yourself on the back for having the sense to stay ashore.

There are usually two races on the Saturday afternoon, and two or three on the Sunday, timed so as to allow as much time for travelling home as possible. Entry fees are reasonable, and low (or zero) cost accommodation is usually available at the club or with fellow Ospreyites. There is often an informal social event on the Saturday night, and of course prizegiving after the last race. The Osprey Sailors are a very friendly bunch, and are always ready to offer advice to help you set up your boat (not that they will all agree of course .....)

Anyone wanting more info on Opens is invited to contact the relevant Fleet Rep, or myself.

I have had several phone calls recently asking about boats for sale. The fact is that there are virtually none available at present, to my knowledge, and those there are do not match buyers requirements. So PLEASE let me know of ALL boats for sale, as all the time this situation persists we are losing prospective members to other classes.

The Nationals are upon us and it only remains for me to wish you all a good week with fair weather and favourable winds, see you there!

Nick Jones

Ospreys For Sale

There have been no notifications of Ospreys for sale.

Bits and Pieces

Osprey Spinnakers for sale

1. Ratsey & Lapthorn Radial Head reacher/runner, White, old but hardly used £110.
2. Mountfield Tri-radial, payant cloth, Red/White/Purple, used but still in g.c., good reacher £100
3. Musto Crosscut, all Red, all round suit broad shoulders £90

Also some mains for sale all in good condition contact Oscar Chess on 0792-367837.

Osprey Builders

For Grp/Wooden boats

Porter Brothers
John King Shipyard
King Street
Emsworth
Hants PO10 7AY
Tel
0243-377522 (Works)

For Wooden Boats

Guy Winder Boats
Hollins Lane Garage
Baildon
Shipley
West Yorkshire
Tel
Bradford 583223 (Works)

Bradford 586642 (Home)

Osprey RYA Measurers

1	Hugh Carter	2 Charles Curry
3	Nick Jones	4 Andy Harrop
5	Mike Jakeways	6 Ted May
7	Huw Pearce	8 Iain Williams
9	Terry McDonald	

Osprey Events & Open Meetings 1992

1st - 7th August	**NATIONAL CHAMPIONSHIPS, Poole**	
16th August	Hayling Island Regatta	Nick Willis 04207-319
17th - 21st August	Federation Week, Hayling Island	
22nd-23rd August	Mumbles	Oscar Chess 0792-367837
29th, 30th & 31st August	Burnham	Ken King 0621-7424511
12th & 13th September	**Welsh & Midlands, Stewartby**	Nick Jones 0525-715055
6th September	*Round the Island Race, Sheppey	John Shenton 0634-363312
10th & 11th October	Endeavour Trophy (Invitation only)	
28th November	Blithfield Long Distance	Mike Potter 021-360-1350



* Denotes special events for the purposes of the Wilkinson Sword Trophy

One special event and four best Opens to count (Home club Open or Nationals not included)

The Wilkinson Sword to be presented at the National