# National Osprey Class Association

*40th Anniversary Edition*




# Magazine July 1993

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**FRONT COVER Toast to 40 Years of Osprey Paul & Debbie Daniels with Ian Madeley Photo Courtesy of Cristal Clear**

## Terrys Tarradiddle

Another year and another season half over already, with the Nationals at Tenby upon us, with changes to its programme. An extra race will be the bonus for those who find the urge to race inexplicably entwined within their Psyche! Us lesser mortals can of course use the first race as a practice and miss the practice race if we find it all too much!

This year has been one of great activity within the Association Committee with the Ospreys 40th Anniversary celebrated in style at the Dinghy Exhibition complete with champagne and a super iced and marzipan cake. Paul Daniel's visited the stand to help the celebrations along, almost magic you might say! ..... and Ian did. The Handbook has now been revamped and printed and will be in your hot sticky little hands at the Nationals, always assuming of course that you pay the paltry purchase fee. It is a very worthwhile purchase since it incorporates several more interesting sections as well as most of those that appeared in the last edition printed in 1984!

A great deal of work has been done by a number of people in getting this extravaganza to press ..... don't miss it. If you are not going to the Nationals you can get your copy by contacting me, please send an A4 manila envelope addressed with a £1.15 2nd Class or £1.50 1st Class Stamp affixed, don't forget to send your £2.00 for the Handbook, allow 10 days for delivery.

Its rumoured I always have a moan, well not this time, very many thanks to everyone, all the reports came in for the events that occurred, and on time, I even got a report from an event that didn't happen thanks John. Hope you all enjoy the reading

*Happy Sailing*

*Terry*

## Chairmans Cantillations

**'40 Years On. Still Going Strong'**

1993 is, of course, a very special year, not only for the Queen, but for the Osprey, because on the Saturday following the Coronation Ian Proctor sailed round the Isle or Wight to beat all comers in the prototype Osprey. From accounts of the day, the finish was close, in fact only one second separated first and second after eleven hours and sixty-four miles. According to the report the Osprey Crew numbered three with Ian Proctor at the helm, John Oakley and young Cliff Norbury crewing. Some of the competitors beaten to the post make the 'Who's Who' of yachting look second class. Uffa Fox 4th, Bruce Banks 5th, Jack Knights 9th, Beeder Moore 11th. No doubt there were more, but when you are a winner you are just that! - and we still are.

With this in mind and a desire to get one up on the competition, the Dinghy Show was approached with vigour to put us firmly back on the map. Plans had already been laid to show a new all timber boat from a new Builder, namely one Alan Jackson. Together with Bob Shaw's unfailing enthusiasm and "Brass" the spot on the stand was filled, hence the coverage in Yachts & Yachting of its construction. Roker Express is now a flier!

We also spoke with Donald Forbes, the Show manager, to ensure a visitation from the opening guest and set up a Birthday Cake and Champers for the celebration. The Pictures only tell part of the story. Paul Daniel's cut the cake to perfection, whilst Debbie smiled sweetly for the camera's. We had many guests throughout the weekend and all the Association Members who visited enjoyed pieces of an excellent cake made and iced by Crystal Palace Caterers, who proved very capable. (*Eds Note: Jolly good it was two ... sorry*

*Freudian slip .... too!)* We turned a lot of heads during the weekend and managed some publicity in Yachts & Yachting, although not as much as expected.

While all this was going on, we managed to get much more representation on some of the main Committees of the RYA and as a result Huw Pearce is now Committee Member for Group H of the Class Association Committee which covers most of the Trapeze Classes. He is also heavily involved with the Technical Committee work of the RYA. The previous incumbent, a Laser II man, who never attended these meetings did not pass on the information he should have done, having unwillingly had the job foisted on him in the first place. Hopefully we shall now have a direct line to the RYA's inner workings and possibly be able to have some say in the run of things when they affect us. *(Eds Note: I've already got a spot in the December Mag for you Huw, I'll let you get acquainted first and let you off this issue).*

I have mentioned in the past few editions of this magazine that the new Handbook is shortly to be released. Well, following a short meeting at BSC where the Printers Draft was flashed about and unanimously approved, it has now gone into print and will be released at the Nationals. This is thanks to a lot of very hard work in various departments of the Committee over some years. We discussed whether or not to charge for the Handbook at the AGM, suggestions at Poole were perhaps not, in the event due to the cost of printing this size of document and considering the data in it it has been decided to charge a minimal sum to full members and more for those who are not. As you will have read it will be available at the Nationals or from Terry McDonald, providing you remember your SAE and Cheque for £2.00.

By the time this edition is being read we shall, of course be at the Nationals again. No doubt I shall see you all then, when we are to stage two further events for our 40th Anniversary. The first on the water, which will be a mini round the Island Race to celebrate the Ian Proctor Memorial Trophy Race which will then become the sixth perpetual Trophy Race. The second event will be at the Imperial Hotel for the Official 40th Birthday Party some time during the week.

Looking forward to seeing you all there



## Inland Championships

**1st - 3rd May**

20 Ospreys travelled to British Steel Sailing Club in South Wales over the May Day bank holiday weekend to contest the Inland National Championship. The event was held over the three days, with seven races, six to count.

The first two races were sailed on Saturday afternoon in a strong, shifty force 5 breeze. In the first race, after two local boats retired with gear failure whilst in contention for the top placings, 1250, Neil Robinson/Jeff Cooper from Hayling Island SC battled closely with 1198, Phil Angrave/Colin Rainback from Poole YC and 1247, Ian Fryett/John Pym from British Steel, right up to the finish.

The second race saw 1116, Dave Griffiths/Iain William's from the home club, establish an early lead which they managed to hold to the finish despite fierce competition from David John Edwards/Nick Willis in 242 from British Steele/Hayling. Following two capsizes on the last round 242 dropped out of the running, allowing 1247 and 1272, Rob Shaw/Tony Harper from Sunderland YC, through to take 2nd and 3rd.

The fleet got away for the third race on Sunday morning in a fairly steady force 4. 1116 led to the windward mark, to be taken by 242. 1116 and 242 battled around the course until problems with snapping spinnaker sheets caused 1116 to drop behind and 1085, Oscar Chess/Chris White from British Steel took up the challenge. 242 held their lead until the last beat when 1085 passed in front. The wind then shifted at the finish to allow 242 to regain the lead and win the race. 1259, Dave Chalkley/Steve Watson from Humbermouth YC sailed a good race to finish 3rd. 1178, John Lang and Malcolm Clack from West Riding had spinnaker problems and dropped out of the top four whilst 1116 sailed a good last lap to finish fourth after their earlier troubles.

The breeze for race 5 varied from force 3-5. After the first beat 1259 had a seemingly unassailable lead and flew around the first couple of laps. On the second round a gust took many of the leaders to the wrong side of the gybe mark and some place-changing ensued. After the 3rd beat 1267, Alan Lang and Peter Frith from Poole YC gained the lead which they managed to maintain to the finish despite a capsize on the spinnaker reach and attacks from 1259 and 242. Windshifts on the final beat nearly reversed the top finishing positions. The first three boats all finished within seconds of each other and the finishing order was 1267, 242 and 1259.

The wind strengthened again to force 5 for the next race. The shifts on the beats were the cause of much place changing but 1085 held the lead from the first mark for most of the race only to find at the finish that they had been over the line at the start. The first four boats established a lead after the first round and battled against each other judging the shifts on the beats and managing to stay upright on the tight windy reaches. 242 was the eventual victor, with 1085 placed 2nd on the water but disqualified, which gave 1267 a second place and 1198 a third.

Races 6 and 7 were sailed on the Monday in generally lighter winds than the previous two days. Wind shifts of 90 degrees during race 6 meant no beats and hence the race turned into a procession. 1085 picked up the lead early on and held it until the final reach, when 242 got through and held the lead up to the last fetch to the finish. 1198 held third position throughout the race and 1247 and 1238, Alex and Jon Bale from British Steel, battled for 4th and 5th.

By the end of Race 6 the leader board showed that 242 had won, even counting all their results to date, however battle for the rest of the top six placings was very tight.

Race 7 was started in a steady breeze which increased throughout to force 5. 242 having relaxed, had a good start and led from there to the finish, maintaining a healthy distance in front of 1247 and 1085 who finished 2nd and 3rd.

Spectators at the event were treated over the three days to displays of brilliant sailing interspersed with disasters involving gear failures, spectacular capsizes, many nail biting moments on the beats where windshifts caused many place changes, and some very close finishes with the hooters being sounded seconds apart.

The overall positions were:

| Pos'n | Boat | Helm & Crew | Club | Points |
|---|---|---|---|---|
| 1st | 242 | DJ Edwards & Nick Willis | BSSC/HISC | 12 .00 |
| 2nd | 1247 | Ian Fryett & John Pym | BSSC | 22.00 |
| 3rd | 1085 | Oscar Chess & Chris White | BSSC | 22 |
| 4th | 1267 | Alan Lang & Peter Frith | Poole YC | 24.75 |
| 5th | 1259 | Dave Chalkley & Steve Watson | Humberm'th | 29 |
| 6th | 1198 | Phil Angrave & Colin Rainback | Poole YC | 30 |

Report by

*Jane Willis*

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## The Norfolk Broads In May

Have you ever taken a trip to the Broads? Its well worth the experience at any time of the year, but especially rewarding in May when all the baby animals are viewing the world for the first time in their lives.

The trees are in their brightest and freshest greens and perhaps more importantly there are fewer people about to spoil the peacefulness of this unique water playground, where that most famous of sailors learnt to sail, Admiral Lord Nelson.

You can of course visit in a number of ways, being water borne is really essential though, so if you prefer to sleep on dry land you can always hire a day boat. You do have a choice of hiring Motor Cruisers which can be highly luxurious (at a price) or more ordinary ones which are quite comfortable but less expensive. For the real purist you can still hire sailing boats, which will of course, be considerably less comfortable, but nonetheless enjoyable for all that.

My excuse for not sailing is that we took my 83 year old Mother with us for the week, (Terry told me I had to say that which is in fact true) and perhaps also quite truthfully we prefer our creature comforts when we are on holiday!

A sailing boat can be quite an adventure in itself, (particularly if you go during the height of the season which I would not recommend due to the hoards of novice cruiser skippers) since many of the waterways are quite narrow and tree lined, whilst others are exposed and relatively straight. You will get plenty of tacking and gybing experience that's for sure, and the amateur motor cruiser drivers haven't got a clue what you are likely to do next, so

you can really get the adrenaline going even though you know you can't capsize.

The sight of that most unique of boats, the Norfolk Wherry, can still be seen and what a sight it makes as it ghosts along with probably only the very top of its single sail catching the wind! Just a few of these ancient craft have been saved from extinction and are now used to train youngsters in the art of sailing. Indeed you can hire them, either to sit and watch the crew do it all, or you can help.

The real magic is of course the goslings, ducklings and other baby birds which abound on the Broads in May. Picture if you will the sight of Terry stood on the side of Salhouse Broad surrounded by some 35 Goslings all trying to take bread from his hand ..... yes I know it beggars the imagination ..... but its true and the parents surprisingly let him do it!

Imagine the sheer magic of being able to gently meander along watching the parent birds come to your boat to beg bread for their offspring. Being able to stop and tie up in the sun to eat a leisurely lunch of bread and cheese, and drink cool beer, bathed in warm spring sunshine, then move on to find a cosy mooring for the night, drink your first G&T whilst watching the Barbecue King get the evening meal cooked! ..... Ah Bliss!

There are good Pubs selling good beer and food if you don't fancy cooking, there are always those places where you can get a really sumptuous meal for rather more money if you have a special occasion to celebrate. We were lucky we had two such celebrations which really saves on the cooking.

For a really restful week you should try it and as I say May is a particularly good time. You can of course get less pleasant weather and it can blow in East Anglia but you can choose a sheltered mooring for the night and be very cosy and safe.

We found one such spot, a few miles outside Coltishall, which was really little more than a dent in the bank sheltered by trees and bushes. As Terry manoeuvred the boat into this sheltered recess a pheasant called and disappeared into the undergrowth. We secured the boat and had a spot to eat, with the canopy back the saloon was a superb sun trap and before long both Terry and Mum were snoozing.

I could hear the pheasant calling and it sounded very close, so I sat quietly on the foredeck, complete with camera, and patiently waited. After twenty minutes or so I had a brief glimpse of burnished copper amongst the undergrowth a mere 20 to 25 feet from the boat.

I raised the camera, complete with telephoto, focused on the area where I had seen him and waited. Before long I had some magical moments seeing his burnished copper head and shoulders as he slowly 'grazed' along the bank coming within ten feet of where I sat.

These moments are the true magic of the Broads to be captured, using a little patience, on film for future happy memories .... providing you've wound the film on properly!!!

Then there's the old favourite as you come round a bend and spot what must be the most miserable looking of birds, the Heron standing patiently, watching for his dinner. They really are very dour birds and always on their own and you are never really sure if they are real or models, they stand so still, that is until they fly away.

You hear the excited honking of several geese as they come in to land, almost it seems saying, "watch out we are coming in" with their feet spread out like water ski's!

Laugh with wild amusement at the Moorhens and Coots as they try vainly to fly, with feet running across the water like veritable

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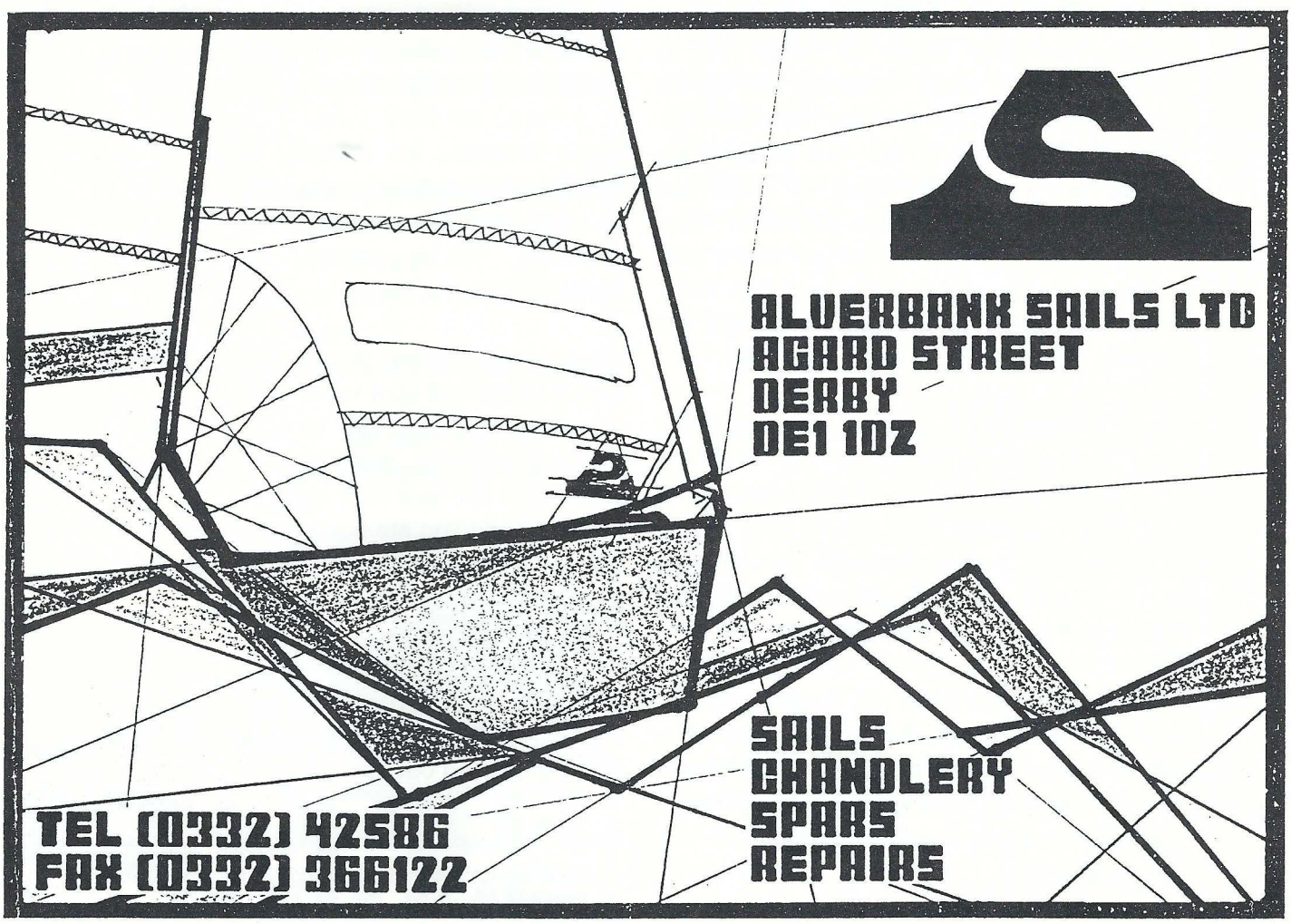
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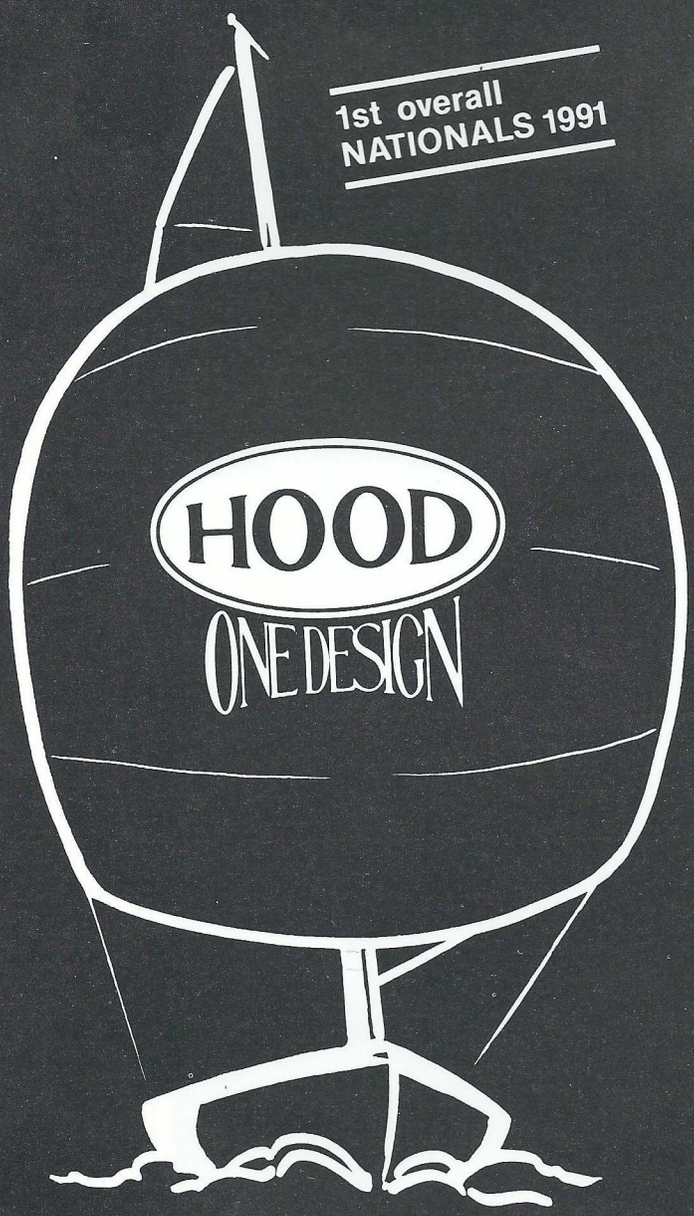
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lunatics. Gasp as a Grebe surfaces holding a fish much bigger than it can swallow, but somehow it manages, much to your disbelief.

There is even the friendly local who points you in the right direction for the local shop to buy fresh milk and bread, though these commodities last surprisingly long when afloat. The comradeship and help of fellow Broads travellers when you come into moor at a popular mooring.

The graceful swans both black and white and what a sight they make as they either take off or land, quietly unlike the geese, and with such apparent ease for such a large bird

Yes it makes a wonderful break and even a week seems to have the effect of a fortnight anywhere else, will we ever sail on the broads again after having sampled the ease and comfort of power?

*Margaret McDonald*

## Open Meeting Reports

***Poole 8th & 9th May***

Poole Open Meeting produced a weekend of strong North Easterly Winds, and vicious Gusts. The rescue boats were kept busy with most of the 22 boat fleet capsizing at least once. Phil Holt took a ducking, the first time in ten years!

Heavy weather expert Dave Griffiths had a disappointing weekend, inverting his mast in the first race. Nick Rawlings broke his boom while leading the fleet, and Phil Angrave had to retire from the second race when four bolts holding the top rudder pintle sheared!

The first race developed into a tussle between Martin Lewis and Dave Gorringe sailing Schiaffino and Phil Angrave and Colin

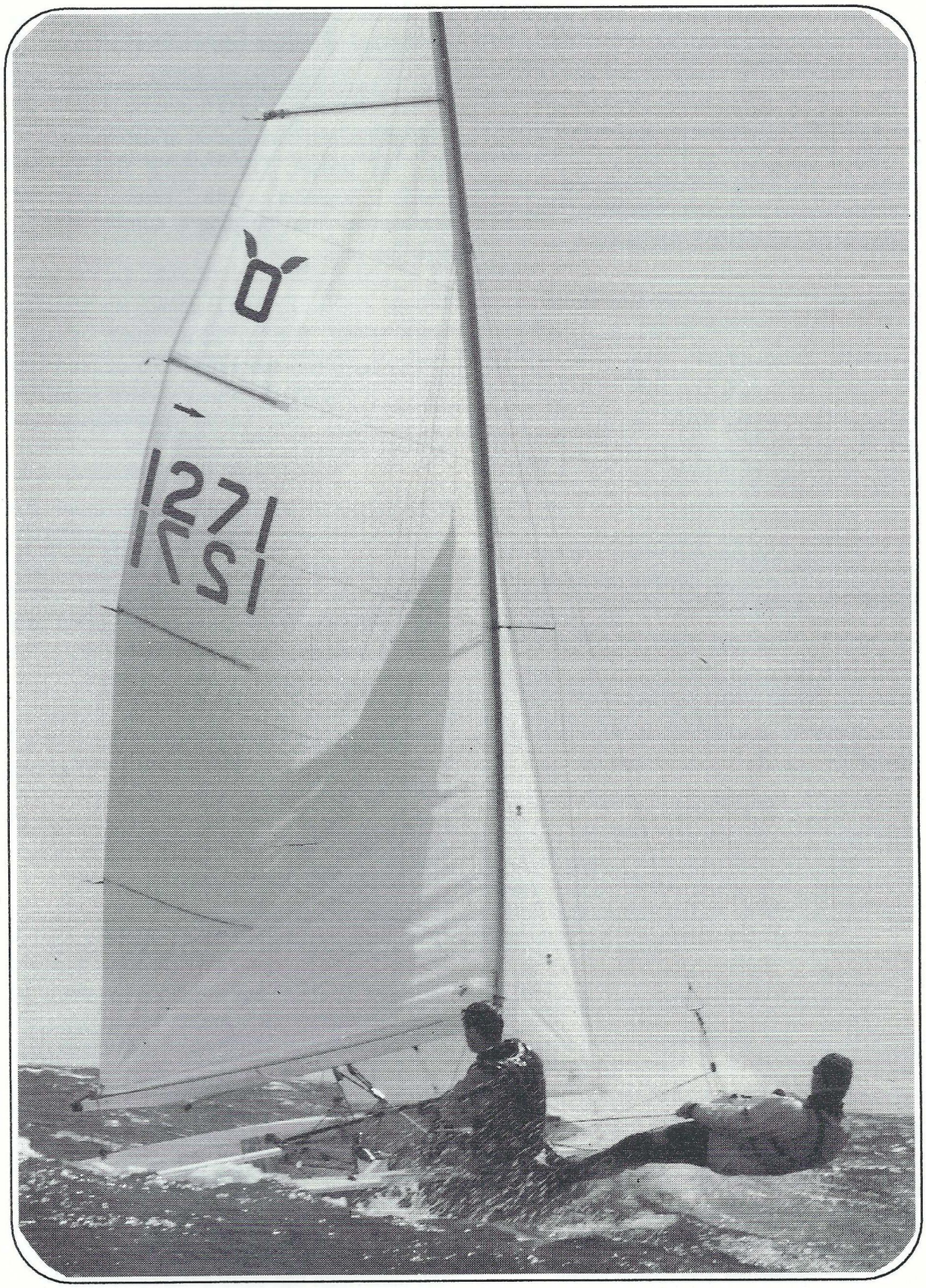



Paul Daniels prepares to cut the 40th Birthday Cake

photo by Cristyal Clear



Getting ready for the off at the Southerns
Photo by Jane Willis



The National Champion Nigel Skudder in Action
Photo by Colloryan

Rainback in Blue Moon. At the finish Schiaffino tacked just ahead of Blue Moon and held him off to take the gun.

In the second race Martin Stainsby and Jason Barker in Katie Wiz got away and were never seriously challenged. Schiaffino was second and National Champions Nigel Skudder and Adam Bowers in Skuds Missile third.

On Sunday the wind dropped to force 4 to 5, and six boats arrived at the windward mark together, Blue Moon made the quickest Spinnaker set and shot away on a gust. A good lead was gradually eroded by Skuds Missile and as they crossed tacks up the last beat the Missile homed in for a narrow victory.

The meeting was decided in the last race with any one of four boats capable of winning. The battle for first place ended with Katie Wiz crossing the line just ahead of Skuds Missile who was later disqualified for a premature start. So Katie Wiz won the event, and had the distinction of staying upright the whole weekend.

The overall positions were:

| Pos'n | Boat | Helm & Crew | Points |
|---|---|---|---|
| 1st | Katie Wiz | Martin Stainsby & Jason Barker | 4.50 |
| 2nd | Schiaffino | Martin Lewis & Dave Gorringe | 6.50 |
| 3rd | Blue Moon | Phil Angrave & Colin Rainback | 8.00 |
| 4th | Skuds Missile | Nigel Skudder & Adam Bowers | 9.00 |
| 5th | Stringbag | Ian Fryett & John Pym | 12 |
| 6th | Another Swift Half | Alan Laing & Peter Frith | 14 |

Report by

*Martin Lewis*

**Please Note Copy Deadlines**
**1st June for July Issue**
**1st November for December Issue**
**Open Meeting Reports & Photos as SOON after the event as possible Please**

## Rudder Design Considerations

This article is a compilation of detail provided by Fred Imhoff, Lex Pranger and George Moffat together with some personal experiences from building a number of foils over the years.

Rudder design is often a subject about which many would like to know more. Several people have had the experience of receiving advice from different sources which appear to be at odds! This article it is hoped will provide a degree of guidance.

Because of the "Mystique" that surrounds the subject, a number of foils have appeared on the market that purport to meet needs. They are easily recognised as they are most often seen with special coatings or finishes and appear to be "state of the art" for performance.

However the number of stories that are heard in a busy sailing club where these boards have not lived up to expectations are legion. The problems are the very ones that you would expect the competent foil maker to know how to overcome or avoid.

In a few minutes chat session at the club it became evident that one did not measure properly, another resonated in the water at even moderately high speeds for no apparent reason. Another stalled too easily and one lost steerage at high speed for no apparent reason. To cap it all these boards can cost anywhere between £40 to in excess of £100. Just what are we buying and how complex is the technology that attaches to foil design.

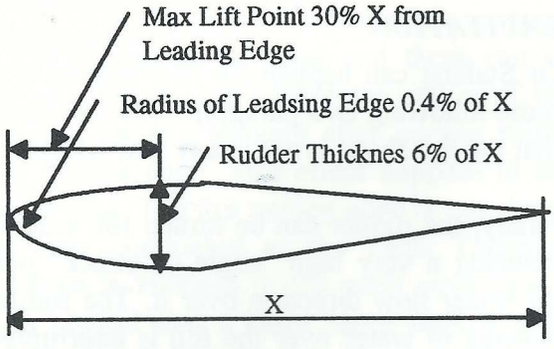
Surprisingly, the answers are not complex and any handyman can build a foil relatively easily if he has done his homework.

In order to understand what you should be buying, the following notes concern foil construction, optimum dimensions for the efficient blades and ways to resolve a problem foil if that is the current situation. At the same time, performance can be improved if the opportunity is there.

Before considering design, it is worth remembering that wetted surface has to be kept to a minimum for the attainment of boat speed. Also, that when water flows around foils their coefficient of friction is 40% greater than that of the hull. Rudders of large ponderous shapes may be someone's idea of excellence, but they seldom win races unless other boats are similarly equipped!

### *SHAPE*

The rudder should be aerofoil shaped to give optimum lift characteristics. A plank with a simple taper at the leading and trailing edges has a very inefficient lift capability. The ideal shape of the foil in cross section is not unlike an aircraft wing cross section except the point of maximum lift is in a slightly different position.




This profile shape can apply to both the rudder and the centre plate. The cross section dimension relationships are that the foil length X will have a thickness of 6% of X with this thickness positioned 30% of X from the leading edge. The radius of curvature of the leading edge should be 0.4% of X.

Because of the high level of material strength needed, certainly in wood, the minimum thickness is considered to 20 mm ($^3/_4$"). On this basis, the foil width, front to back dimension, is therefore 300 mm (8") with the maximum thickness about 65-70 mm ($2^3/_4$") from the leading edge. The leading edge ought to be about 3 mm across with a fine radius forming it. This tight radius can be difficult to attain and many find a compromise of about 2.5 mm ($^1/_{10}$") radius (close to 5 mm across the foil width just behind the leading edge).

### *ASPECT RATIOS*

The most usual and efficient aspect ratio (width to length ratio) is considered to be 1:4. For a 200 mm (8") wide rudder, the optimum depth is 800 mm (32"). Few boats need such a length of rudder and this gives some scope for further design considerations. It is worth noting that catamarans have a very similar sized rudders to monohull boats and because of their mass have much greater momentum leverage needs.

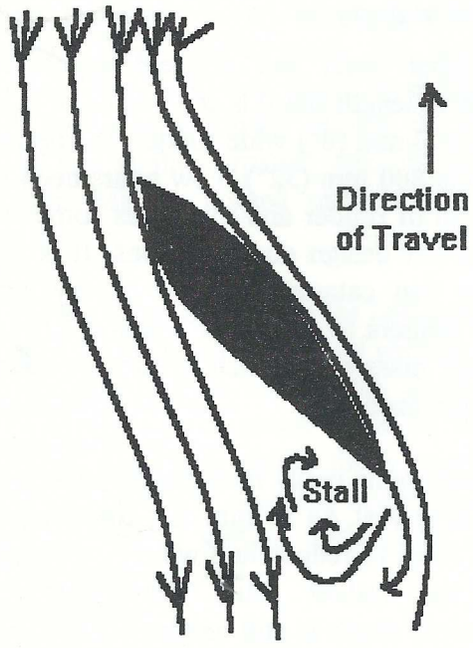
Do monohulls really need deep rudders? The answer is yes! As in light airs the transom is often lifted to reduce hull wetted surface area and the rudder must remain effective. Therefore depth is still needed, however, the effective working area can be questioned and this ought to lead to narrower foils with higher aspect ratios being used. It is worth noting that aspect ratios of up to 7:1 have been used successfully.

### *FOIL RESONANCE*

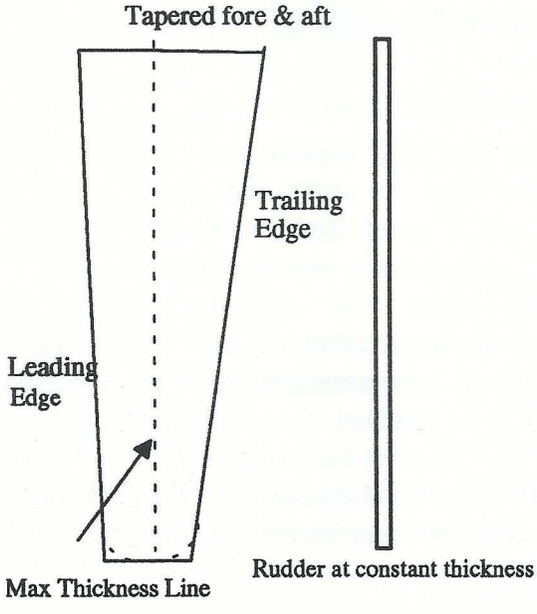
This has been experienced by all of us at some time or other and resonance mostly occurs at speed. Bedsides increasing drag due to unnecessary sideways movement, it can also cause loss of steering effect by introducing air along the foils trailing edge. In order to overcome resonance the foils shape has to be changed.

Resonance is basically the foil acting as a tuning fork and herein lies the truth of this fault. A tuning fork has a consistent shape over its length and the natural resonant

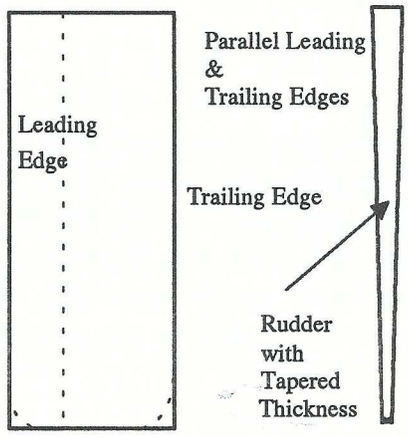
frequency at any point on its length is much the same. By lengthening it, the resonant frequency lowers and in the case of a foil occur at a lower speed. Shortening the foil length is not a solution for a racing dinghy! So there must be other ways of achieving the desired aims. In fact, there are two ways. Unfortunately, neither is advantageous to the optimum lift / drag coefficient, so a compromise has to be reached.




The first is to taper the foil from the top by




reducing the leading and trailing edge separation. In this case the foil thickness should not be altered. The effect is to introduce an evenly but constantly changing profile along which no one part has a similar resonant frequency to another.




The second method is to reduce the thickness instead of the width. This is done along the length evenly it achieves the same objective as before.

**BEWARE!** these two modifications or techniques should never be combined, as the foil will resonate again!

*CAVITATION*

Or Stalling can happen for two reasons. For these following two paragraphs, it is assumed that the foil shape is not in any way warped.

Firstly, the rudder can be turned too quickly, inducing a very high "angle of attack" onto the water flow direction over it. The smooth passage of water over the foil is interrupted, turbulence created and "lift" is lost. Directional control disappears and unless it is restored quickly the situation can get quite exciting. If this happens too often, the foil could well have too sharp a leading edge.

It was once the practice to have both leading and trailing edges razor sharp. To a limited effect this can seem to work but more often the foil width is also large and this aspect masks the problem. On a high aspect ration

foil, the problem really manifests itself. The answer is to round off the leading edge with a radius of no less than 1.5 mm. If that still leaves a problem, then the radius should be increased by simple use of a file and sandpaper.

Secondly, it seems to happen occasionally at high speed and without any unusually sharp change in direction being the cause. Mostly this seems to associated with a trailing edge that has a changing profile over its length. Clearly this can cause the water to flow on adjacent sections to be flowing at different speeds. Turbulence is created and flow can start to go down the edge drawing air with it. Lift is lost and can only be effectively restored by reducing speed. The only remedy is to carefully check the profile and make its shape more regular.

Sometimes even with a regular foil shape and a good leading edge, cavitation can occur when steering sharply. In those cases, the trailing edge can induce turbulence which "grows" forward towards the leading edge as shown below. The same thing can be seen on sails which are sheeted in too hard for the conditions. This is can best seen on a mainsail with telltales on its leech and these can be seen to be tucking behind the sail as if the wind is moving forward after curling round the trailing edge. This effect happens in the water also. The foil trailing edge is too sharp. In tests conducted at the Delft Technical College in Holland in the early seventies, it was proved that a razor sharp trailing edge could be a liability in this respect. The tests found that trailing edges produced better performance in cavitating situations if they have a 2 mm flat section planed onto them. The reduced potential turbulence provided a more consistent performance at high speeds.

By combining the several features mentioned here, a rudder foil section can be made to improve boat performance by reduced friction, lift ability and greater reliability in adverse conditions.

Similar guidelines apply to the centre board as well. It may well be worth looking more closely at the class rules that apply to centre board design and then deciding if you can do a similar exercise in that department.

*Mike Potter*

*(Editors Note: The rules do prescribe certain parameters for the Centre Board, the rudder design on the other hand is totally optional.)*

## Mounts Bay Ospreys

The idea originally of putting pen to paper was to submit to the magazine a report on Mounts Bay SC Spring Open Meeting, but the "Weather Gods" decided otherwise .... Southerly 8 - 9!!!

So instead I thought I would pinch the idea of other Osprey Fleet Captains and outline our fleet. Ospreys have sailed at Mounts Bay for a very long time, when I stated sailing in 1962 I remember there were about 30 in the fleet. Over the years the numbers dwindled down to near extinction in the early 80's, but we have a revival in the fleet, which numbers now at eighteen and sail numbers from 349 up 1234.

349, John Pritchard and Chas Gooding is a very up to date MKIII conversion.
413, Tony Mockbridge, with another MKIII conversion, my old boat which I took to the Nationals at Poole last year.
481, Richard Angove, our only MKII, Thunderbolt.
680, Emonyeni, owned by Terry Mungles, once called Six Eighty! The boat that is!
760, Chris Firth "The Other Mans Grass" now converted to MKIII, still winning and known to everyone who reads Yachts and Yachting.
922, John Matthews, a previous National Class Champion.

1004, Jeremy Taylor, with Think Tank.
1018, Barry Reynolds on the Rampage.
1030, Phil O'Neil. 1059, Mike Rogers. 1075, Phil Elliott. 1111, the old man of the sea himself, James Curnow. These are all GRP MKIII Westerly Boats.

This season we have two extra wooden MKIII's in the fleet, 1146, One Step Ahead and 1151, Chalk & Chips belonging to David William's and Colin Stephen's respectively.
1153, another MKIII Westerly owned by Andrew Hosking and usually sailed by Linda Postle - as featured on the front cover of last July's Magazine. As well as the Westerly GRP Boats we also have two Porter built Osprey's 1211 owned by John Marks (me) and 1227 owned by Des Menear. Lastly we have 1234, a "Nice One" owned by Paul Hosking.

This completes our list of boats at Mounts Bay, abilities vary throughout the range from novice to expert, but very friendly. So next year book your Holidays for the Nationals at Mounts Bay and join us in some very good sailing. But why wait until then? our Autumn Open Meeting for the Panmorra Cup is on the weekend of September 11 - 12 and we shall be very glad to see any Osprey Sailor there!

*John Marks*

Mounts Bay Fleet Captain

## Southern Area Championships

19 Ospreys competed at Hayling Island Sailing Club on the South Coast to contest the Southern Area Championship and the Sundale Computing Cup sponsored by Sandy Point Chandlery. The four race event was held over weekend of the 5th/6th June.

The first two races were sailed on Saturday afternoon in a light force 1-2 sea breeze. In the first race, 242, David John Edwards/Nick Willis rounded first followed by 1265, Mike Webber-Walton/Simon Weatherill. 242 opened a good lead until 1265 found some wind on the run and closed up to just pip 242 at the finish. 1238, Alex and Jon Bale finished a good third.

The second race saw the whole fleet staying in close contention until local boat 1270, Nick Rawlings/Geff Saunders sailed an excellent run to move into the lead which they never lost. 1247, Ian Fryett/John Pymm just managed to retain second to the finish over 242 who had also gained on the run.

After a three hour postponement the fleet got away for the third race on the Sunday afternoon in a fairly steady force 2 building at times to force 3. 1271, Nigel Skudder/Adam Bowers and 1247 were pushed hard by the fleet with 1271 finally taking the gun as 1247 had to cover 1250, Van Page/Neil Robinson into the finish. By the end of the 3rd race, any one of five boats were in contention for first with 242, 1271 and 1247 just needing a win to be unbeatable.

The breeze for the last race was a steady force 2/3. After the first beat 1238 had a seemingly unassailable lead with all the others in close contention. 1247 held second until the end of the run when the whole fleet converged with the Int 14 and ISO fleets completing their first triangle at the leeward mark where 1247 was baulked allowing 1271 through. 1271 then closed with 1238 on the last triangle and just pipped them at the line taking first place and the championships. 1238's second was enough to give them forth place overall with 1265 in third place for the race.

The overall positions were:

| Post'n | Boat | Crew | Points |
|---|---|---|---|
| 1st | 1271 | Nigel Skudder Adam Bowers | 5.5 |
| 2nd | 1247 | Ian Fryett John Pym | 8 |
| 3rd | 242 | DJ Edwards Nick Willis | 10 |
| 4th | 1238 | Alex Bale Jon Bale | 11 |
| 5th | 1265 | Mike Webber-Walton Simon Weatherill | 14.75 |

Report by *Nick Willis*

# Phils Palimsest

**or Secretary's Report**

Well the seasons well and truly underway and hopefully entering that time of year when wet and dry suits can be exchanged for shorts and T-shirts. For avid readers of Yachts & Yachting I hope you've noticed the recent free publicity the class has been receiving, it has certainly caught the attention of a lot of people looking at a change of class as enquiries are at an all time high.

We now also have a brochure to send out which those of you at Sailboat 93 probably had a look at, I know Iain William's did because he walked out with it (Funny that! I thought he knew what an Osprey was!) This was written fairly quickly with now written background information by someone who has only been involved with Ospreys for three years, it would be appreciated if those who have read it could

- let me know what they thought of it &
- how it could be improved
- Also for the adverts in Y & Y

If you have a good idea share it, to quote a famous Robot "I need input".

So far good news, so here's the bad. Inevitably nearly all enquiries involve a request for a second hand boat list, put simply, this at the moment does not exist. The reason is **You Yourselves** , the list was filled but then it transpired that most or all of the boats had been sold! No one told me though, and some of the boats were bought by people who ought to know better! It would also appear that there have / are boats for sale and I don't know about them. This is ludicrous, why pay to advertise when I know who is looking? Please then when you read this, if you are selling please telephone me with the details and I will put it on the list. I will delete it from the list when either you tell me you have sold it, or one month later. If after a month you haven't sold it the onus is on you to tell me to get it back on the list. This will ensure that I don't give out totally useless information to the very people we need the most, NEW MEMBERS!

Having got that out of my system and hopefully preserved what hair I have left, on to what might be a good idea I had this morning. (Eds *Comment: I thought Phil had already lost all his hair!)* We all want as high a turnout for the Nationals as possible and as Tenby is so beautiful presumably a lot of people want to go. I know of helms without crews and crews without helms, there are obviously more than I know about. If you fall into either category telephone me and I'll try to be matchmaker. Also if you know of a crew who for reasons beyond their control normally sails on some inferior craft but might fancy a challenge, please let them know this facility exists. I don't know if this will work but nothing ventured nothing gained, as said by the boat on the far side of a bad wind shift.

*Phil Lewis*

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## Osprey Builders

| For GRP & Wooden Boats | For Wooden Boats |
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| I.L & L.M.Porter | A. Jackson |
| 0489 570222 | 0268 - 710111 |

## RYA Measurers

| | |
|---|---|
| Nick Jones | John Lang |
| Terry McDonald | Huw Pearce |
| Iain Williams | |

## Ospreys For Sale

1236 Porter Hull /Harken Fittings /Proctor Spars, Trolley / Trailer (New), Top and Bottom Covers, 3 Mains, 3 Jibs, 3 Spinnakers, 2 Rudders, spare spinnakers, sailed twice since last August, Red Hull.
£3600ono David Owens 081-390-1739

1175 Creasy Hull Wood 2 suits sails, 2 rudder under & over covers, New Combi, Immaculate
£4500, Bob Falconer 081-444-4878

963 Kind of Magic, revarnished, Super Spar Mast, 2 Proctor Booms, 2 Mains 3 Genoa's 3 Spinnakers 1 suit nearly new. Trolley Trailer, Cover Milanes and White Foils, Wood Westerly MKII
£1100ono Nick Woodley 0634-715674

659 Glass painted Pale Blue & White with 709, Sails Old but not blown, Trailer /Trolley, Mast & Rigging, Struct OK
£525 Paul William's 0493 - 740174


CHIPSTOW OSPREYS




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Alan Jackson started dinghy repair and refurbishment work in 1978, having spent the previous years in the furniture trade. Recent increased demand for new boats has resulted in the company expanding to new premises and increasing the staff to five specialist boatbuilders.

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In addition to boatbuilding, Chipstow Boatyards now offer foils - timber or glass reinforced; repainting, spray finish and varnish restoration work; supply of rigging and re-fitting; insurance quotations for repair work.

**THE PRODUCT**

1993 will see the building of a new Osprey using the best materials and technology available. Chipstow can quote for a new Osprey, finished and ready to race, or at any stage of completion.

**THE RESULTS**

National Championships - highest placed boats in 1992:

| | |
|---|---|
| National 12 | - 2nd |
| Albacore | - 3rd |
| Merlin Rocket | - 6th |
| Enterprise | - 14th |

**THE ADDRESS**

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Essex, CM11 1QF
Telephone 0268 710111

STEVE GOACHER

SAILS

THE WINNING EDGE

RESULTS

| | | |
|---|---|---|
| 1992 | Welsh/Midlands | 1st, 3rd* |
| | Inlands | 3rd, 4th, 5th |
| | Nationals | 5th |
| | Mumbles | 1st |
| | Pool Regatta | 1st |
| | Blithfield | 2nd |
| 1991 | | |
| | Inlands | 1st |
| | Southerns | 1st |
| | Poole Regatta | 1st |
| | Scottish/Northerns | 2nd |
| | Minnis Bay | 2nd |
| | Poole | 2nd |
| | Mumbles | 2nd |
| | Nationals | 5th |

For full details of our range of Osprey Sails contact Steve Goacher at the Loft.

Steve Goacher Sails
Shepherds Boatyard
Glebe Road
Bowness-on-Windermere
Cumbria LA23 3HE
Phone/Fax: 05394 88686

# Osprey Events & Open Meetings 1993

| | | | |
|---|---|---|---|
| 18th July | | Tenby "Round the Island" (why not pre-deliver your boat to the Nationals's) | |
| **25th - 30th July** | | **NATIONAL CHAMPIONSHIPS, Tenby** | |
| 14th - 15th August | | Sheppey | John Shenton |
| 28th, 29th & 30th August | | Burnham | Ken King |
| **28th, 29th & 30th August** | | **Scottish & Northern Championships** | |
| | | **Re-scheduled Venue Sunderland Yacht Club** | **Rob Shaw** |
| 11th - 12th September | | Mounts Bay | John Marks |
| 5th September | * | Sheppey Island Race | John Shenton |
| 2nd - 3rd October | | Lymington | |

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



**Wilkinson Sword** - Trophy to be presented at 1994 Nationals for Competition period August 1993 to July 1994. One Special + Four best Opens (Not Home Open or Nationals) to Qualify.