National Osprey Class Association



Magazine July 1994

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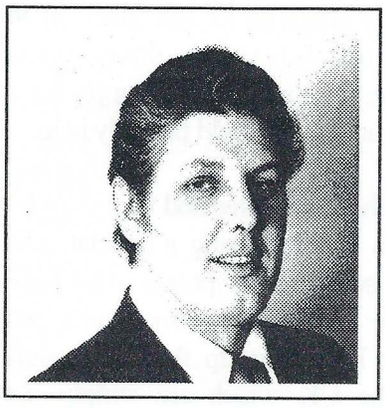
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Front Cover: Ken & Terry on the crest of a wave at Last Years Nationals at Tenby.
Photo by Courtesy of Colloryan

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Copy Deadline

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

Open Meeting Reports & Photographs as <u>SOON</u> after the event as possible please!

Terry's Tarradiddle

So how has your 1994 Season been so far? Mine started well, with the boat still in the garage being tarted up for the season, when it started (the season), just as well really, the first five weekends in a row were blown out! Now my crew's had the temerity to go on holiday .....amazing!!!!

An era passes this year when our noble chairman and my good friend "Ian Madeley" retires from office, I found Ian a great Chairman with much enthusiasm, he has had difficult task's on many occasion's, not least when I have had a go!

Ian is a friend to everyone on the Committee as well as many other members of the association and I am sure that we shall all miss that down to earth "Northern Approach" from the top. Hopefully Ian will remain on the committee to help it in its coming year, as did Huw Pearce. Thanks a million Ian from each and everyone of us, you've done us proud!

That leads me on nicely to tell you that Ian is proposing Rob Shaw as the next Chairman at the AGM this year. I am able to assure you that Rob is an extremely long-standing and enthusiastic Ospreyite, currently leading the challenge for the Wilkinson Sword.

If you are at the Nationals this year, (can you afford not to be?), please make sure that you are at the AGM to ensure that your views and needs are made known. There are also some important rule changes to vote on, so do be there.

I look forward to seeing you all at the Nationals when I hope we shall have some reasonable weather, I certainly don't want to witness the horror waves and weather I've heard about from past years and indeed seen for myself at Mounts Bay one "Easter Southerns". We are relying on you for some good sailing weather John Marks!!!



Chairman's Cantillations



1994 has picked up its feet and appears to be hurtling along at top speed. Already 5 open meetings have passed. Each of which have given some very close racing and a mixture of euphoria and despair amongst the front runners.

In my previous Cantillation I mentioned the Dinghy Show and the building storm concerning the Manufacturer's push to seemingly take over the Show. I was horrified at the effect in the main hall. We, like many other dinghy classes, were tucked away in space barely big enough to move, whilst in the middle there was even a picnic area set on smart coloured carpets with corporate hospitality image. There was room to move around all the boats thereon and obviously considerable money had been spent in its set-up, which we have no hope of competing with.

The Yachting Press were there and many questions have been asked. So much so that there is now a larger Dinghy Show Committee comprising some of the more vociferous members from the Classes Association who should get things back in proportion: Already as a result not only is a different venue likely, but hopefully a return to a fair chance for all in displaying our virtues. Attendees at our Show Stand were, on average only interested in a chat, and at this time I believe we recruited no more members. Many people were fascinated by the new crop in the centre. How many were tempted is still too early to say.

Ongoing through the last four months has been the Osprey Mould problem. However, this is virtually resolved in that Porter Bros. have rebuilt and stiffened same under the watchful eye of the R.Y.A. and our very attentive Technical Committee. We now have a Mould capable of producing more boats to an improved standard of finish and tolerance. Not only will this keep availability possible but should take it into and beyond the year 2000 at the present rate of production. Much debate has accompanied this sequence of events and as a result a far greater understanding of the inbuilt tolerance requirements of Moulding Techniques has been learnt, and some old ghosts laid to rest.

To replace the total Moulds would cost £4-5K and to do this we would need to surcharge say the Nationals at £20 per boat x 60 for four years say to get near. The Committee do not feel this would be fair and we are therefore attempting to apply for a Sports Council Grant which could possibly help.

On another front, the Committee and various older or less fit owners are discussing a special fleet system to attract some of the people who have boats but do not feel able to complete a full Nationals course; In this group there are many MK2's around the UK which are simply not getting used. As many of you know, I have gone back to Moonlight MK2 and find I can compete effectively with a MK3. It has taken some time to get the dimensions right but it seems to work, as Martin Lewis in 963 proved. Along with this idea Robert Shaw has temporarily converted Light & Bitter (167) to give better draining and less buoyancy at the rear. The conversion takes little time and we are now discussing the matter with the RYA. Many of these MK2's could be bought quite cheaply and put to work to generate a wider membership. The Special Fleet System could become say, the Silver Fleet and completes a instead of the whole.



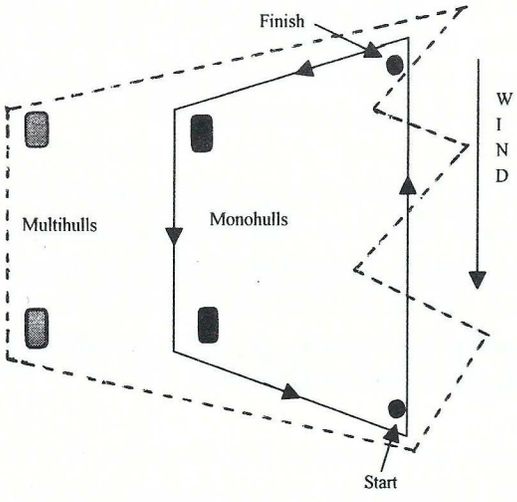
We already have a MK2 prize and could generate more trophies to suit. We would be interested in people's views generally and I could be putting an item to the AGM on these lines. By the time this is read of course we shall be at the Nationals and at this years AGM I shall be standing down for the next chairman. This therefore will be my last Cantillation. Thank you to all who have assisted me through the last three years and good luck to all who follow.

Open Meeting Reports

Grafham Grand Prix - 2nd January

Dave & Steve were the only representatives for the Osprey Class at Grafham for this event, which was a shame as it was a "bloody good blast" and they only managed two DNF.

The course was interesting in that it was a trapezoidal course - as below, with the cats sailing to the wider marks. We found this entertaining, as it gave all the legs expected in an "Olympic



Course", with fewer cross overs down the run. It also gave clearer wind on all legs.
The first DNF was recorded after their rudder gudgeon exploded while laying 8th or so on the fifth reach. After changing rudders we managed to have the worst start ever, with nowhere to go but sit and wait for what seemed ages, needles to say the "toys were thrown" from our respective prams and we synchronised our "dummy spit out".

We didn't stay for the prize giving, but saw Dicky Boy (of moaning Bob fame) who is currently sailing a 5-Oh badly.

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Bloody Mary - Saturday 8th January

My day started by waking a strange monster, who, had been sleeping in the Red Hotel overnight, and what followed can only be described as a bloody long drive.

We arrived at QM to a boat park full of boats and cars, and jobsworths who looked as if the only excitement they ever had was telling us that "You can't park there!"

The racing commenced, with the puny boats starting before we got changed and eventually getting round to the more respectively speedy classes.

The Osprey's started with the ISO's, and that was about the last we saw of this class - Mike Speller was there with his ISO and was later heard in the bar to describe the sail as a good old drift. Maybe that is the market the ISO's are going for!!!!!

The Laser 5000's took a while to catch up and only really left the rest of the faster boats when the wind died to nothing - leaving the ludicrously over canvassed classes to sail over, under & around the other boats that had parked up.

Vanny (!) & Nick managed to get away, along with Basher & John Gorringe. They were followed for a while by Dave Chalkley & Fatty, before their momentum was lost after their long run up before the start. Maybe payload had something to do with it.

<u>Please refer to Nick Willis for results - Chalkley lost our copy !!!</u>

I know that Vanny & Basher were 1st & 2nd, but don't know which way round. Chalkley & Watson were 3rd Osprey, and there were 2 (?) behind us .....

Sorry Terry

Editors Note :- Can't that Chalkley get anything right poor devil!

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23 January

The morning was dull & overcast, with a big force 4 blowing straight out of Portsmouth Harbour. Eight Ospreys had entered, though only six made it onto the water.

The race committee were being a bit shirty, having been caught out in a previous year by a big wind. Consequently a decision was made to postpone, and make a "Final Decision" in half an hour. The final decision was to postpone for a further half hour and make the decision then. Fortunately for all the travellers, this decision was to allow us afloat and commence the race as planned.

The course was "straight" triangles and the fleet was split into a fast and slow monohull race - whose corrected times were to be compared even though we started 10 minutes apart and a multihull race for the sadly depleted cat fleet.

The fast handicap fleet got off first time, following through the wind shadows of all the slow handicappers. Those boats that favoured the right hand side of the first beat looked better as the predictable carnage at the starboard hand windward mark became reality.

Barker and Townend led down the first reach, with Chalkley and Watson passing Marshall and Gorringe on a 2 sail reach within 50 yards of the first turning mark. All the Ospreys gybed successfully, with a creditable hoist each.

With superior downwind speed, both Swiggit & Chunda and A.O.B.T.D. went over Jurassic Barker and progressed up the second beat. The places were then set for the race, with most peoples attention being on upturned boats.

The newer classes were well represented with FIFTEEN Laser 5000's entered and nine ISO's. I am pleased to report that although one 5000 got past all the Osprey's, it was soundly beaten on handicap by the leading Osprey.

To the results - the first monohull overall was 505 8497 Mike Holt and Neil Fulcher, who as ex National Champions showed the fleet a clean pair of heels.

The Osprey results were as follows:-

O/A Position	Osprey Position	Number	Helm	Crew
19th	1	1259	Chalkley	Watson
22nd	2	1195	Marshall	Gorringe
31st	3	1229	Kent	Anderson
32nd	4	1234	Barker	Townend
61st	5	1261	Barclay	Munnery
76th	6	1241	Gardner	Mortimer

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Draycote Silver Salver - 26th March

Weather = Millpond
Competition = Varied

Results

2nd Osprey Dave Chalkley/Steve Watson — Down the Pan
1st Osprey Ian Wilson/Ian Williams — 3 Boats in front of above

STOP PRESS!!!!!!!

Even though the Ospreyites had had an awful lot more fun watching the wind die at Pwhelli, an ex Ospreyite - ***Tiger Bridges*** picked up a ***Booby Prize*** for finishing in the last three boats!!!!!!

All the above reports by

Steve Watson

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*Editors Comment:- Thanks to Steve for the above reports written in his inimitable style, also to Chris Guy for the report that follows, I'm still trying to work out the VAT bit. Without these **two** guys reports we would have had no "event reports" at all ..... Am I to assume that reports are not required in the magazine by those clubs that have been holding events. Indeed why not let me know what you do want to see in your Magazine!*

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Blithfield Open Meeting

14th 15th May

Thirteen boats from 9 clubs travelled to join all five home boats for a May Open instead of the usual time of July. There were three from British Steel, two from Hayling Island, Two RYA and one each from Bexley, Humbermouth, Rock, Spinnaker, Stone and Sunderland.

The first race started on schedule at 2.00pm. It was a warm afternoon with the wind force 4/5 and gusting. Excellent sailing conditions, although with the North Easterly wind more likely to vary in direction. Chess soon led to carry on where he left off from last year, followed by Shaw, Barker, Robinson and Page. While the sailors enjoyed close racing and exciting spinnaker reaches, the shore crews sunbathed and enjoyed the spectacle. At the end of the second lap Chess still led with Chalkley and Marshall pulling through into the top five. However at the finish Shaw pulled to the front to win from Robinson, Chess, Page, Marshall and Chalkley.

Race two begun with similar conditions but the temperature cooling especially for the sunbathers. After the first lap Chalkley led from Skudder, Chess, Marshall and Baker. Chess moved into the lead on lap three from Chalkley, Robinson, Marshall and Stubbs and at the finish on the fifth circuit the positions were the same.

Meanwhile back in the clubhouse our ladies were preparing a meal that was served in the clubhouse after racing. This was greatly enjoyed by those who stayed, together with one or two drinks.

Sunday was overcast and quiet. The smell of a delicious breakfast tempted many who thoroughly enjoyed this repast. The scheduled start of 11am arrived ..... but no wind. The OOD and his team postponed and prayed. Everybody's prayers were answered as a gentle breeze slowly built up to a mighty force 1 plus or minus to enable race 3 to start at midday. Positional fortunes changed from mark to mark with large gains and losses within the fleet in the quiet conditions. After a lap Page led from Skudder, Stubbs, Chalkley, Guy and Robinson. However at the finish Skudder won from Page, Chalkley, Stubbs, Chess and Marshall.

After three races the Open Meeting was very open with Chess leading but any of four other boats having a good opportunity to take the overall prize. The wind increased slightly to a force 2 at the start of race 4. Chess took the lead from Skudder, Marshall, Robinson, Page and Chalkley. However on the next lap Chess went to a wrong mark and was passed by all the above plus Franklin and Stubbs. Marshall took the lead and was the fourth different race winner of the meeting, Chalkley was second to win the meeting. Next to finish was Skudder followed by Franklin, Page and Robinson.

An enjoyable event which last year turned out to be a very good indicator for the Nationals. Will it prove the same for 1994? Blithfield was pleased to welcome so many visitors and we look forward to seeing as many next year.

Overall Results

Pos	Boat	Helm	Crew	Club	Pts
1	1259	Dave Chalkley	Steve Watson	H'mouth	7
2	1085	Oscar Chess	Nick D-Hunt	B' Steel	9
3	1195	Richard Marshall	John Gorringe	Spin' YC	10
4	242	Van Page	Nick Willis	Hayling	11
5	1250	Neil Robinson	Jeff Cooper	Hayling	11
6	1272	Robert Shaw	Andy Harper	Sun'land	15

Report by

Chris Guy

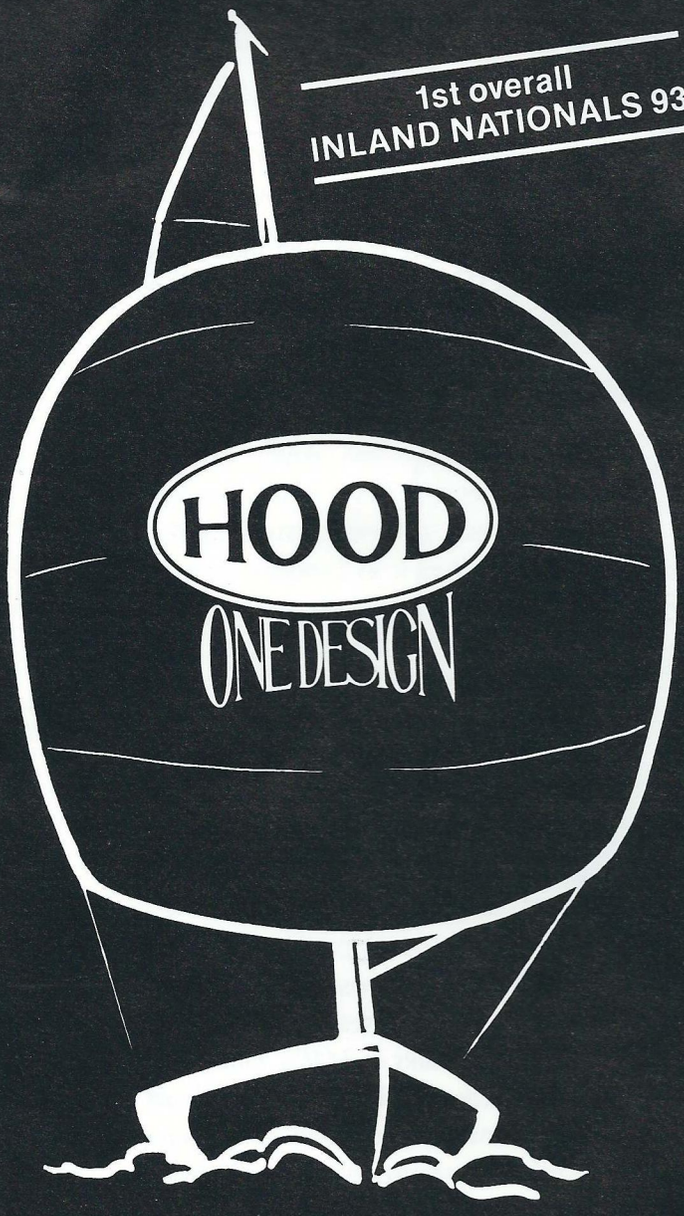
Calling All Travellers
The Wilkinson Sword

All Open Meeting Results should be sent to John Lang, he will need a complete set of the results so that the Sword Points can compiled and the true winner found. The Sword will be presented to the winner from those results sent in!

So if you are a Traveller make sure that the full results are sent in by the responsible club

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Back From the Past

It was suggested that it might be a good idea to include something from old newsletters. The oldest one I have in my possession is December 1974, the year of the Nationals at Minnis Bay, 20 years ago, so what better issue to start with!

Tony Blatchford won everything in 1974 that he entered, the newsletter stated

"By any standards Tony Blatchford's achievements during 1974 have been remarkable. He won the National Championships convincingly with a four race total of only $7^{3}/_{4}$ points and but for gear failure, a problem everyone faces. Monday's result would undoubtedly have been in the first five and a certain first on Wednesday. He won every Open Meeting he entered starting in May with the North Devon Open, to be followed by those at Stone, British Steel Corporation, Lymington and Chase as well as the Welsh & Midland Championship."

The Nationals themselves were fully reported in the issue although no credit for the article was given, some snippets of what I hope will be of interest follow

"The location and proximity of facilities were ideal. The large and well equipped clubhouse was about 150 yards from the seawall. In between lay a large area of lawn, the promenade road and a slip to the beach. The local Council co-operated fully with the Club, enabling the lawn to be used for Dinghy Parking and a section of the road for the exclusive use of competitors cars."

it continued later in the article

" Racing was in an area of water between the shore and a large sandbank, exposed at low water, about a mile out to sea. This meant full Olympic courses could be sailed, except at dead low water, the case on Friday, when the race was postponed for an hour. Race Officer, Robbie

Fullerton enjoyed packed attendance at his 10 o'clock briefing, particularly after Monday's stern warning to late arrivals. He provided a mine of useful information about the weather, enabling most boats to be prepared for the squalls later in the week. The only information Host Clubs never seem to fully impart invariably relates to tides. Springs were flooding throughout the week, and if a three-and-a-half knot flow sounds modest, great care was still needed when rounding against stream, even with a following Force 6."

Sadly Robbie died only a couple of years ago after having served the club well for many a year.

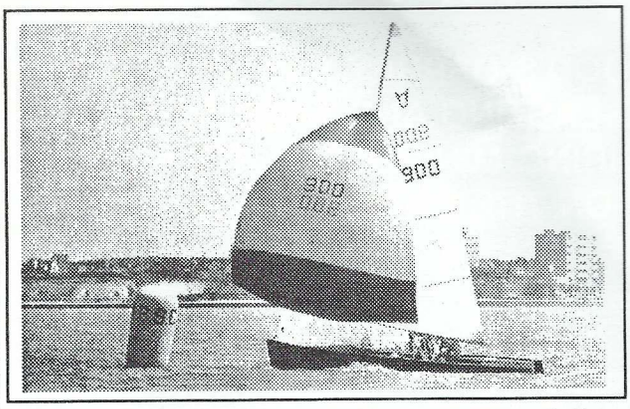


Tony Blatchford and Crew, Brent Strickland receiving their prize at Morecombe from Malcolm McDonald, Marketing Director of Canada Dry, and his wife. (Ed: no relation)

"The racing programme followed the pattern of previous years, with the practice race again abandoned, this time due to strong winds and poor visibility. Thereafter the 97 boat entry was treated to a wide variety of testing conditions with all races being completed. This was the first time for four years that one race per day had been completed, a remarkable fact bearing in mind the misfortunes suffered by other class championships later in the season."

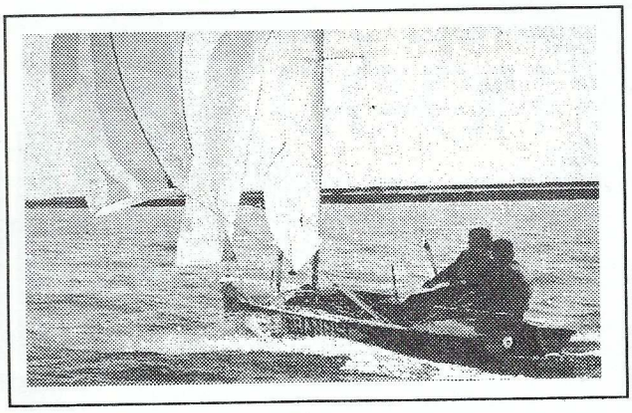
The article concluded

"With the Mark 3 making its debut to championship racing, all eyes were on the final results. No real pattern emerged, with most of the well known names retaining their existing boats and remaining in the top twenty."



Geoff Dean, who very nearly won with the instantly recognisable Minnis Bay Shoreline behind.

Leaving the Nationals, there is another interesting article entitled **"MKII conversion",** the article is one of several, this edition reads



A very young Rob Shaw at Burnham Week 1974 in 805 Granny!

" Candyfloss is no longer young (sail number 466) and her lack of performance could, partly at any rate , be put down to the onset of middle aged spread. She turned the scales at 344lbs, almost the equivalent of carrying a 56lb bag of spuds as ballast in every race.

A redecking job seemed necessary to make any worthwhile impression on the weight: So after discussion with Gerald Iddon who very kindly agreed to provide the workshop facilities and do the work, we decided to go the whole hog and convert to MKIII. The boat was made of wood by Plycraft some 10 years ago. Although overweight, the hull was still sound.

The conversion is major surgery. With the benefit of some hindsight there is at least as much work, if not more, than building new from scratch. With

new timber you don't have all the cleaning up to do, neither do you come across unsuspected nails and screws which involve frequent breaks for tool sharpening. Further any wood boat, just out of the water at the end of the season, will almost inevitably need some drying out. So the first step was to strip off the paint from outside the hull then let nature, aided by a fairly powerful heater in a well equipped workshop, take its course.

The boat was then virtually gutted from forward bulkhead to the transom. Surprisingly, with the side and aft tanks out she maintained her shape without external bracing. The centre board case also came out and has been completely refinished in order to tone in with the rest of the boat

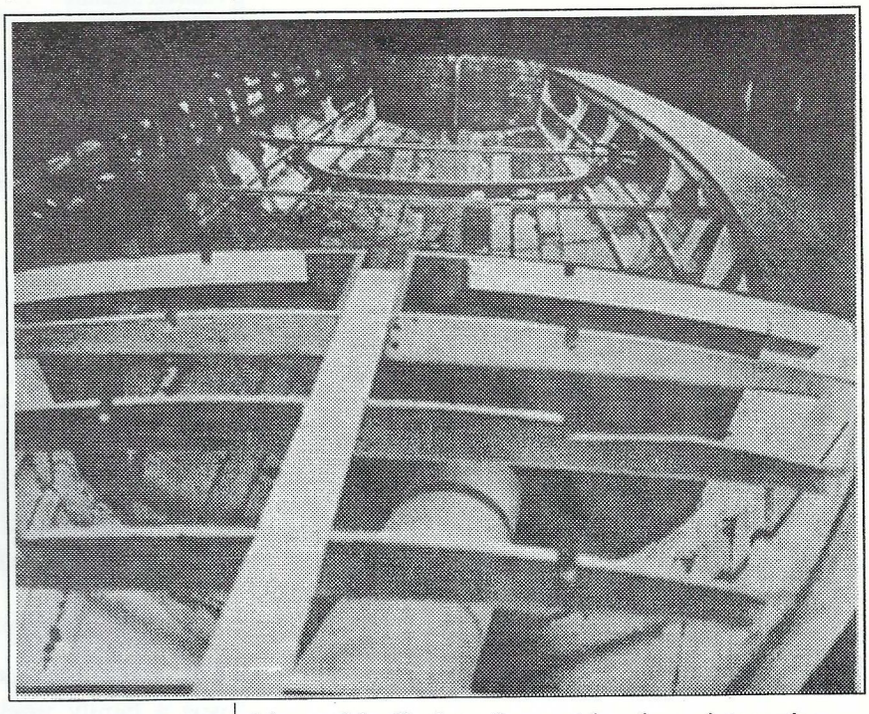
Again in order to give a uniform finish the existing plywood on the front bulkhead was carefully cut away to within 2 or 3 inches of the sides, removed and used as a template for a replacement piece to match the grain of the new decks. Although a bit fiddly the operation is well worth while and it also disposes of the problem of how to fill in old spinnaker shute openings and other apertures which might look a bit untidy. A new bow shute was fitted at this stage.

Now to the materials. The basic requirements are plywood for redecking and timber for the new side deck frames. We used 5mm Gaboon based, Sapele-faced ply for the decks and as far as we know all roads for the supply of this lead to the Reliable Plywood Coy., Warburton Road, Hackney, London E8.

5 Sheets were ordered, each size 8ft x 4ft., but only four were needed. 6 - 8 weeks delivery was quoted, but sheets were despatched a fortnight after ordering, British Rail taking another two weeks to deliver to Preston.

The total cost of the Plywood, including delivery was £43 and timber for the framing another £20. The new centre shute added £16 and so it would seem that the basic hull conversion can be accomplished for about £100, including a repaint and varnish. In our case, as we wanted the standard of finish to match as near as possible that of a new Mark 3, a new centre board, rudder, tiller and sundry fittings has been added as well as a new mainsail, bringing the total spent to date to £240.

If anyone feels like taking the plunge, Gerald Iddon, Tel Rufford 240 will be pleased to answer any technical queries."



I hope this dip into the past has been interesting, certainly its nice to see that not much changes except the price, £100 for a MKIII conversion!

If you would like to see more of this sort of item in future editions why not let me know. I will raid someone else's archives and use more space next time perhaps.

Terry

(Eds Note Please remember this is a reprint from 1974, please no keen phone calls to Rufford)

Club News

Ribble Cruising Club

Over the winter months the Osprey Fleet has been strengthened with the addition of two more boats.

In September 946 "Super Pig" a very good Westerly MKII returned to the club and in December 1236 "Progeny" was purchased from Queen Mary's.

This has resulted in other club members thinking about Osprey's and requesting a sail in one. With the fleet now increased to seven boats it can only mean good news for the class.

The Scottish and Northerns on the 9th and 10th July are to be held at Ribble and the aim is to have 10 club boats by then so your support would be much appreciated for this event. The clubs boats are as follows

946	Super Pig	Mk II Wood
1036	Vitamin Sea	MK III Wood
1114	Just Pogo	MK III Wood
1143	Black Looks	MK III Glass
1163	Prickly Pair	MK III Wood
1188	Popacatapetal	MK III Glass
1236	Progeny	MK III Glass

Anyone wishing to sail an Osprey in the North West contact Don Flannery on 0772 - 724740

Report by

Don Flannery

Poole Yacht Club

Poole Yacht Club had the honour to host the Osprey National Championships back in 1992. We are not a "professional event holding" organisation and all our club funds are generated through members subscriptions and associated fees.

We have around twenty resident Ospreys and the turnout for racing varies between five boats and a full house, depending on family commitment's and the weather. Certainly the opportunity exists to race three times per week between April and September and once per week during October to Christmas period. We all work hard to try and make our boats go a little faster in the January to March season.

Most of these Osprey sailors were involved in the preparations for the Nationals, a major part of which was fund raising. They were so successful that a surplus was realised and a donation made to the Association.

A spin off from this was the continued interest of one of our sponsors, Wadworth Brewery in Devizes. They are a small family business and supply Poole Yacht Club with some of its ale supplies; more importantly for the Osprey Fleet they expressed the wish that the relationship which had been built up in the preparations for the Nationals continued.

Last year we held a Wadworth Weekend when PYC ospreys competed for a Trophy and prizes; It was a family weekend with a Barbecue, cheap beer, a disco and a party at the presentation on Sunday afternoon. Each boat paid a £5.00 entry fee for all this, with wives , girlfriends, grannies, boyfriends (gender equality!) etc. enjoying their hospitality at cost price only.

Wadsworth sponsored the weekend, but the question I had to ask their Sales Manager was "Why?" ..... What do you expect to get out of it?

The reply impressed me greatly and I repeat it in its entirety.

"We hope for your goodwill".

Last month the Osprey Fleet travelled (by coach) to Devizes to visit the Wadworth Brewery and to renew friendships. We had an absolutely super evening; we learnt a few things about brewing real ale, we supped a couple of halves or so, and were treated to an enormous buffet.

The evening was a great success and a decision to repeat the Wadworth / Osprey Weekend was made.

We regard ourselves as being extremely fortunate in having this link with industry. It isn't simply a matter of them paying and us taking, it is a genuine partnership and there is give and take on both sides.

One is aware of real congeniality in our meetings and many of the friendships made will certainly outlast the Ospreys we sail.

Last year, at our Wadworth Weekend we had all but one of our Osprey Fleet out on the water, this year we aim to do a little better.

I thoroughly recommend a relationship between an Osprey Fleet and a commercial organisation to any club, it can be truly enriching experience, but please don't go knocking on the Wadsworth door!

I look forward to meeting you all again at Mounts Bay

by

Simon Bridges

1066

Ed:
Its nice to see the Club Reports, lets see one or two others from other Clubs, especially when there's a good news story like Simons to tell.

Tuning Your Osprey

by Mark Hazelwood who is Banks Sails One Design Manager. Prior to this Mark was running the research and development side of the "Banks One Design Loft " for more than three years. Some of Mark's sailing achievements include winning the Fireball European Championships and he is the current Hornet World Champion. During 1994 Mark will be campaigning a 505 .... (ED shame. next year an Osprey Mark?) Also our congratulations to Mark who has just returned from his honeymoon.

The Osprey demands the perfect rig set up to achieve maximum performance. Particular care must be taken over all rig settings and calibration are necessary to ensure consistency in performance.

Onshore preparation and attention to details are crucial, there is no real justification for any gear failure. Ropes, hull fittings and rig fittings should be regularly checked over and should be replaced when there's the slightest signs of wear.

HULL & FOILS

Both the hull and foils should be clean, fair and free from dents and scratches. Good slot strips are essential, this minimises both the amount of turbulent water running along the underside of the hull and reduces the amount of water weight being carried in the centre board case.

CREW WEIGHT

The Osprey is a relatively stable boat and a fairly wide range in crew weights have been successful, competitive crew weights for an Osprey can vary from 24 stone to 28 stone, providing that the rig choice suits the crew weight.

SPREADERS

Setting up spreaders accurately and symmetrically is most important. The spreaders must have an equal fore and aft deflection, to check this stand laterally (20 to 30 feet) from the boat and sight through the shroud points at deck level, follow the shrouds up with your eye and if both spreaders have a similar deflection only one shroud wire will be visible at spreader height. Once this has been

done you can then adjust the spreaders to the correct deflection.

Length : 470 mm measured from the side wall of mast to centre of the shroud wire.

Deflection: 160 mm - 180 mm measured from the back edge of the mast to a straight line adjoining the shrouds. This should achieve a prebend of 25 mm - 30 mm.

RIG TENSION

The correct rig tension to use is 450 lb. measured on the shrouds 2 ft 6" up from the chain plates, although you may find that easing the genoa halyard slightly in light and choppy conditions will give you more power, by increasing the genoa fullness and opening the genoa leech.

MAST RAKE

Mast rake should be 24 ft 1" and this should be measured with full rig tension on and no deck control (strut) in use. This measurement is taken by hoisting a tape measure on the main halyard and locking it in the normal position and then measuring to the top of the centre of the transom.

The amount of rake you use will affect the openness of the genoa leech. The more rake you have the lower the genoa clew becomes and therefore the more the genoa leech is likely to open.

MAST HEEL

To achieve the right feel on the helm the mast heel has to be positioned as far forward as the class rules will allow.

DECK CONTROL (STRUT)

This control determines the amount of power/mast bend you have. Only by two boat tuning and experimentation can you determine the exact settings you will need for your crew weight in all conditions. As a rough guide you will find that you will need a straighter mast in medium winds than you would in lighter and heavier winds.

KICKER

Use no tension until you have to ease the mainsheet to stop the boat heeling, then only apply just enough to stop the boom skying, as the amount of wind you are sailing in increases so should the amount of kicker you are using. The kicker should be treated as a power control, if you need more power use less kicker and vice versa.

CUNNINGHAM

Only use when overpowered to move the draft forward and to open the upper leach. Ignore its presence in under 12 kts and don't worry about any horizontal creases you might have in the mainsail luff.

OUTHAUL

The outhaul should basically be kept tight for most up wind sailing, the only time this may change is in marginal winds and choppy waters, you may need to ease the outhaul by about 12 mm along the boom to increase power.

JIB SHEETING

With such a big genoa the correct sheeting is crucial for maximum performance. The genoa should generally be sheeted firmly and depowered by opening the leech, the more wind, the more open the genoa will need to be.

Note:

All of these settings are based on Banks Sails used on a standard MKIII hull from Porter Brothers and a Proctor Epsilon or Superspar M2 Mast.

by

Mark Hazelwood

One Design Manager Banks Sails

Betty Proctor

It is with great sadness that we report that Betty Proctor died at her home in Devon on 11th April after a short illness, less than two years after her husband, Ian's, death at Hayling Island SC while attending the 1992 Wayfarer World Championship; she was 76.

Betty was a great supporter of Ian and a fervent champion of his designs. She was also a great defender of his time - he worked from home for over 40 years - and when answering the telephone she would always say, first ' I'll see if he is here '.

Shortly after they were married in 1943, Ian, who was then commanding an RAF Air Sea Rescue launch in the Mediterranean, contracted polio which left him with a paralysed right arm and a dodgy lung which could possibly fail if subjected to the sudden shock of immersion in cold water - just the conditions likely to be experienced in capsizing a dinghy. Despite this handicap, Ian insisted on competing at top level - winning National Championships in such classes as the Merlin Rockets and the National 12's, and regardless of the risk, threat and possible consequences to their growing young family. Betty backed him all the way and never sought to pursuade him to succumb to his handicap and adopt a more cautious approach to life.

Ian took a continuing interest in the classes he designed and regularly attended their championships and other functions - notably those of his most successful designs, the Wayfarer, Topper and Wanderer. He was also closely involved over the years with the Osprey, Tempest, Kestrel, Minisail, Gull and Jiffy. Indeed it was very common for Ian to attend the Osprey Association Committee Meetings at which his sound advice was welcomed on more than one occasion.

Wherever he went Betty was by his side, taking a friendly interest in the activities of those who sailed in the boats and especially in the young. After Ian died Betty maintained her interest in 'Proctor Designed Classes' and was genuinely surprised to find she was equally welcome at class functions.

In 1956 Ian started 'Ian Proctor Metal Masts Limited ' which, 15 or so years later, employed upwards of 300 people. Betty was a Director of the company and as well as maintaining a watch over the financial affairs took a close personal interest in the health and general well-being of the employee's and their families, visiting many of them in their homes or in hospital at times of illness and distress.

Born Elizabeth Ann Gifford Lywood, Betty spent her childhood with her sister and two brothers living aboard "Roma", a 100 foot steel built, schooner rigged, motor sailor. Her father was a senior RAF Officer and "Roma" was berthed at the most convenient mooring to suit his latest posting. She met Ian just before the Second World War and crewed him in his National 12 "Mimulas". She always preferred dinghies to larger yachts and many of her happiest hours in recent years were spent rowing gently on the River Dart off their Devon home.

When Ian died in 1992, the Proctor Design Partnership with members of the family under Betty's leadership continued to market Proctor Designs. Last year the Partnership became a limited company with Betty as Chairman.

A family funeral service was held on 14th April and a memorial service took place at St Mary and St Gabriels Church Stoke Gabriel in Devon on the 30th April. Betty is succeeded by her children Keith, Jill Brian and Roger and 10 grandchildren. Proctor Designs Limited will continue under the direction of the Family.

The Osprey Class Association deeply regret the death of Betty who was a good friend to the association and who continued the close interest which had been maintained over many years by Ian, they will both be sadly missed. We offer our condolences to the family.

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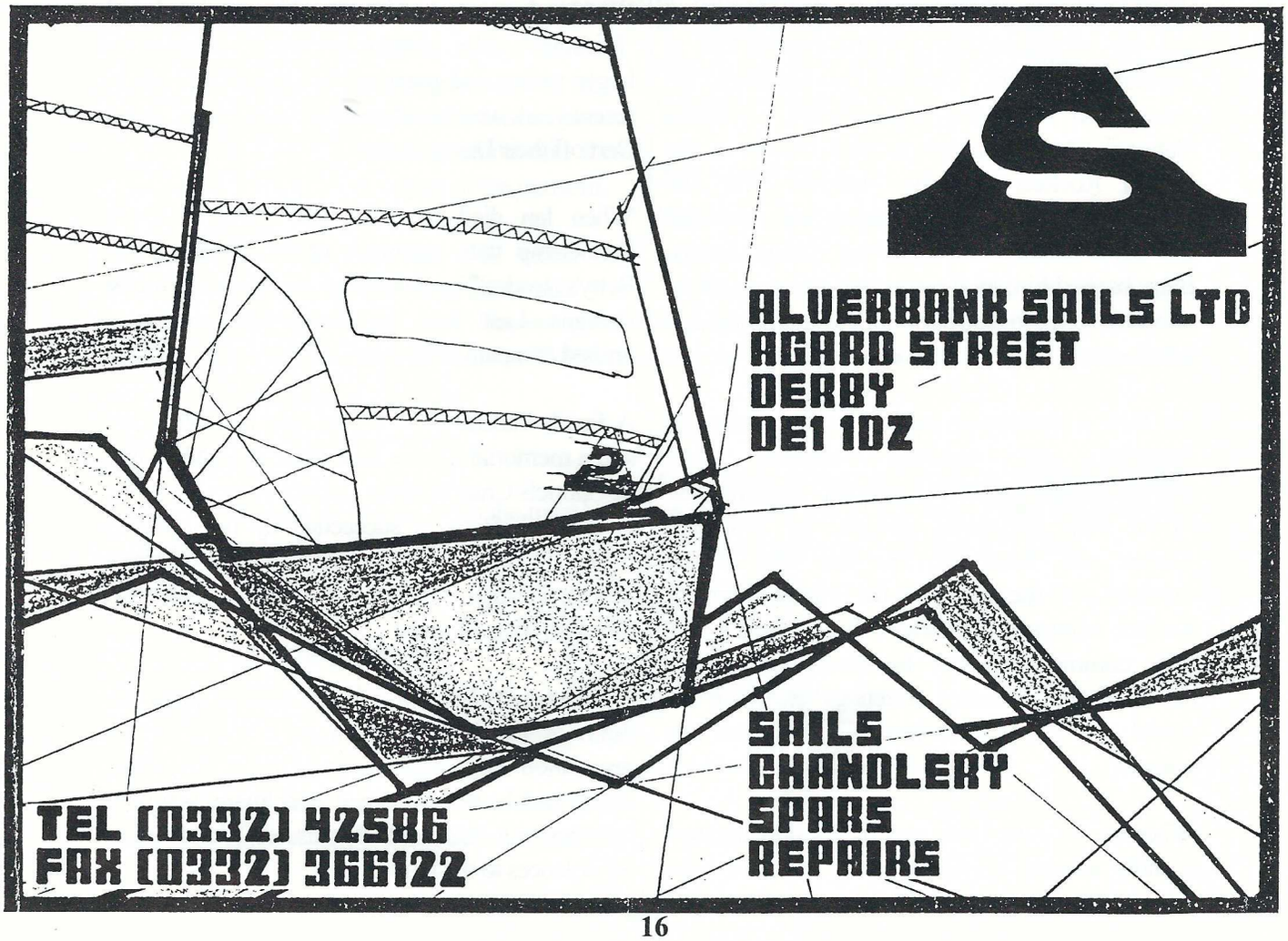
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RYA Measurers

Nick Jones	John Lang
Terry McDonald	Huw Pearce
Iain Williams	Nick Willis

Ospreys For Sale

1264 Porter Hull 1991 / Proctor Spars / Combi Trailer / VGC Hood Sails nearly new main / Mostly Harken & Holt / IYE Rudder Stock & Blade / Been sailed with light crews / Quite fast light winds.

£3,900 ONO Jeff Hughes 0792 - 830474

For Sale at Nationals

1. New Proctor "E" section	£250
2. New Rudder Fixer	£150
3. New Milanes Centre Board	£220
4. Osprey No 1234	
5. One set of Ullmans Sails	£250
6 One set of Hydes Sails	£250

Contact Andy Barker 081 - 874 - 1436

ASSOCIATION HANDBOOKS

Members are advised that the price for the Handbook is now £3.00, request for Handbooks should be addressed to the Secretary enclosing an A4 SAE.

It is intended that an update will be available later in the year, however members are advised that only the updated pages will be issued. If you don't have a Handbook the updates will be of little use to you , so get yours now.

CHIPSTOW OSPREYS



NEW FOR 1993

THE COMPANY

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.

THE SERVICE

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

Oak Road, Downham, Billericay
Essex, CM11 1QF
Telephone 0268 710111

Wilkinson Sword & Forsyth Lang Results 1993/94 to Date

	Roker	Ribble	Lymington	British Steel	Derwent	Blithfield	WRSC	Hayling	Total
Shaw R	0.75	0.75	4.00	6.00	2.00	6.00	2.00	100.00	121.50
Chalkley D	100.00	100.00	16.00	4.00	3.00	0.75	4.00	2.00	229.75
Griffiths D	2.00	100.00	4.00	7.00	4.00	100.00	3.00	100.00	320.00
Lang JM	4.00	100.00	100.00	10.00	5.00	100.00	0.75	100.00	419.75
Skudder N	100.00	100.00	6.00	2.00	100.00	8.00	100.00	4.00	420.00
Willis DNP	100.00	100.00	10.00	0.75	100.00	4.00	100.00	6.00	420.75
Robinson N	100.00	100.00	8.00	14.00	100.00	5.00	100.00	0.75	427.75
R Marshall	100.00	100.00	7.00	12.00	100.00	3.00	100.00	10.00	432.00
Barker A	100.00	100.00	13.00	3.00	100.00	14.00	100.00	12.00	442.00
Madeley I	8.00	100.00	100.00	20.00	100.00	16.00	5.00	100.00	449.00
Chess O	100.00	100.00	0.75	11.00	100.00	2.00	100.00	100.00	513.75
Flannery D	7.00	4.00	100.00	100.00	10.00	100.00	100.00	100.00	521.00
Saunders G	100.00	100.00	14.00	100.00	0.75	100.00	100.00	9.00	523.75
Blake R	100.00	100.00	100.00	16.00	100.00	11.00	100.00	7.00	534.00
Pym J	100.00	100.00	20.00	9.00	100.00	9.00	100.00	100.00	538.00
Charles D	100.00	100.00	21.00	18.00	100.00	10.00	100.00	100.00	549.00
Lewis M	100.00	100.00	2.00	100.00	100.00	100.00	100.00	3.00	605.00
Pearce H	3.00	100.00	9.00	100.00	100.00	100.00	100.00	100.00	612.00
Gardener R	100.00	6.00	100.00	100.00	6.00	100.00	100.00	100.00	612.00
Edwardson R	5.00	100.00	100.00	100.00	7.00	100.00	100.00	100.00	612.00
Reed AP	6.00	100.00	100.00	100.00	8.00	100.00	100.00	100.00	614.00
Angrave P	100.00	100.00	12.00	5.00	100.00	100.00	100.00	100.00	617.00
Kettley M	10.00	100.00	100.00	100.00	9.00	100.00	100.00	100.00	619.00
WebberWalton M	100.00	100.00	19.00	100.00	100.00	100.00	100.00	5.00	624.00
Seymour J	100.00	100.00	100.00	100.00	100.00	15.00	100.00	13.00	628.00
O'Kane P	100.00	100.00	28.00	15.00	100.00	100.00	100.00	100.00	643.00
Abrahams J	100.00	2.00	100.00	100.00	100.00	100.00	100.00	100.00	702.00
Jones P	100.00	3.00	100.00	100.00	100.00	100.00	100.00	100.00	703.00
Bartlett P	100.00	5.00	100.00	100.00	100.00	100.00	100.00	100.00	705.00
Rayner J	100.00	100.00	100.00	100.00	100.00	100.00	6.00	100.00	706.00
Toozs Hobson R	100.00	100.00	100.00	100.00	100.00	100.00	100.00	8.00	708.00
Gibbons K	100.00	100.00	100.00	100.00	100.00	12.00	100.00	100.00	712.00
Guy M	100.00	100.00	100.00	100.00	100.00	13.00	100.00	100.00	713.00
Stephens M	100.00	100.00	100.00	13.00	100.00	100.00	100.00	100.00	713.00
Munnery B	100.00	100.00	100.00	100.00	100.00	100.00	100.00	14.00	714.00
Rose G	100.00	100.00	15.00	100.00	100.00	100.00	100.00	100.00	715.00
Gorringe C	100.00	100.00	17.00	100.00	100.00	100.00	100.00	100.00	717.00
Mathews J	100.00	100.00	18.00	100.00	100.00	100.00	100.00	100.00	718.00
Roderick J	100.00	100.00	100.00	19.00	100.00	100.00	100.00	100.00	719.00
Marks J	100.00	100.00	24.00	100.00	100.00	100.00	100.00	100.00	724.00
Stephens C	100.00	100.00	26.00	100.00	100.00	100.00	100.00	100.00	726.00
Gadd E	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Pilcher R	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Sheldrick P	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Cleminshaw R	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Sharp S	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Dodds C	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Kift T	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
McDonald T	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Thomas B	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Hood M	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Stainsby M	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Lewis P	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Metcalfe D	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
Milne D			*25.00						
Potter M						*18.00			
Mottram A						*17.00			
Hartnack I	*9.00								
Jamieson P	*11.00								
Wilson I			*11.00	*8.00					
Gardner S								*11.00	
Saunders S					*11.00				
Knights V			*22.00						
Shenton J			*23.00						
Bale A			*27.00						
Stubbs G						*7.00			
Frith P			*3.00						
Stubbs S				*17.00					

* Denotes not a member of the National Osprey Class Association

FLUSH FRUGALLY

GENTS — PLEASE USE THE OUTSIDE URINAL WHENEVER POSSIBLE.

THE COMMITTEE ARE CONCERNED AT THE HIGH COST OF SEWAGE REMOVAL FROM OUR CESSPOOL/SEPTIC TANK. — EACH TOILET FLUSH COSTS AROUND 15P AND WE ARE ENDEAVOURING TO REDUCE THE VOLUME.

THANK YOU. JL

The notice opposite was found at West Riding Sailing Club just above the toilets, it is of course John Langs home club. Does "JL" stand for John Lang? he says not, but!

Consider that the outside urinal consists of a wall, sounds sort of Lang .... ish - Anon

STEVE GOACHER
SAILS

Scottish & Northerns '93	1,2,4,5.
Hornsea	1,2,3,4.
Ribble	1.
West Riding	1,2,3.
Wilkinson Sword	2nd
Inlands '94	2, 4.

For '94 we have new designs for Mainsail, Maxi and Medium Spinnakers.

Ring Steve at the loft for full details

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

Osprey Events & Open Meetings 1994

* 25th - 26th June	Sheppey
* 2nd - 3rd July	Mumbles
2nd - 3rd July	Lord Birkett Ulswater
9th - 10th July	Poole Regatta
9th -10th July	**Scottish & Northerns Area Championships - Ribble**
23rd - 30th July	**National Championships - Mounts Bay**
21st August	Mengeham Rythe Regatta
22nd -26th August	Federation Week - Hayling Island
* 27th - 28th - 29th August	Roker Regatta - Sunderland
29th August	Cock of the Harbour
* 24th - 25th September	Minnis Bay
* 10th - 11th September	Kielder Water
10th - 11th September	Panmarra Cup Mounts Bay (11.00 First Race)
* 17th - 18th September	Hornsea
24th-25th September	Ribble Regatta
* 8th - 9th October	Lymington

* Denotes an Osprey Open Meeting



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

Proposed Rule Changes - AGM 1994

Background

The following two rule changes are, one, to take account of the term of office for Officers of the Association, the second to clarify the situation with regard to the requirements of membership of NOCA for those crews entering open and national events in Ospreys of which neither crew were the owner (and thereby by definition could not be full members).

Proposed Changes to the Constitution

Terms of Office for Officers

In the section **"Management" Para - b (i)** 5th paragraph shall be deleted in its entirety and the following added.

- *The Officers* shall stand down prior to each AGM, they are eligible for re-election twice only and having served the maximum period of three years must retire. The three year period shall be applied on a rotational basis thus at "Year A" the Chairman shall retire, at "Year B" the Treasurer shall retire and at "Year C" the Secretary shall retire. Any Officer retiring prior to the expiry of their maximum term shall have their term completed by the incoming Officer who shall retire at the same time as their predecessor would have done thus maintaining continuity. The "Retiring Chairman", or in his absence the person nominated to take the chair, shall hold the "Chair" for the full period of the AGM.

Eligibility to Sail at Nationals and Open Events

In the section entitled **"Objects"** add a new para (f) as follows

- To ensure that at least one member, as defined in "Membership and Voting Rights" is present in any Osprey racing in National Championships and any other race in the co-ordinated programme of other races for the class.

In the section "Membership and Voting Rights" (iv), to the existing text add the following

- Support Members - shall, upon payment of the prescribed annual subscription, be open to any joint owner of a National Osprey who is not a *Full Member (one* of the joint owners must be a full member), or to individuals not owning an Osprey, who are thus ineligible to become full members, but who wish to sail a registered Osprey in Open Meetings and National Championships where a full member will not be present in the boat. Additionally this class of membership is open to individuals or clubs interested in *The National Association.* Support Members shall not vote on any matter which affects *The Measurement Rules* and shall not become members of *The Committee.*

Proposed ..... Seconded .....

TWG McDonald ***Ian M Madeley***