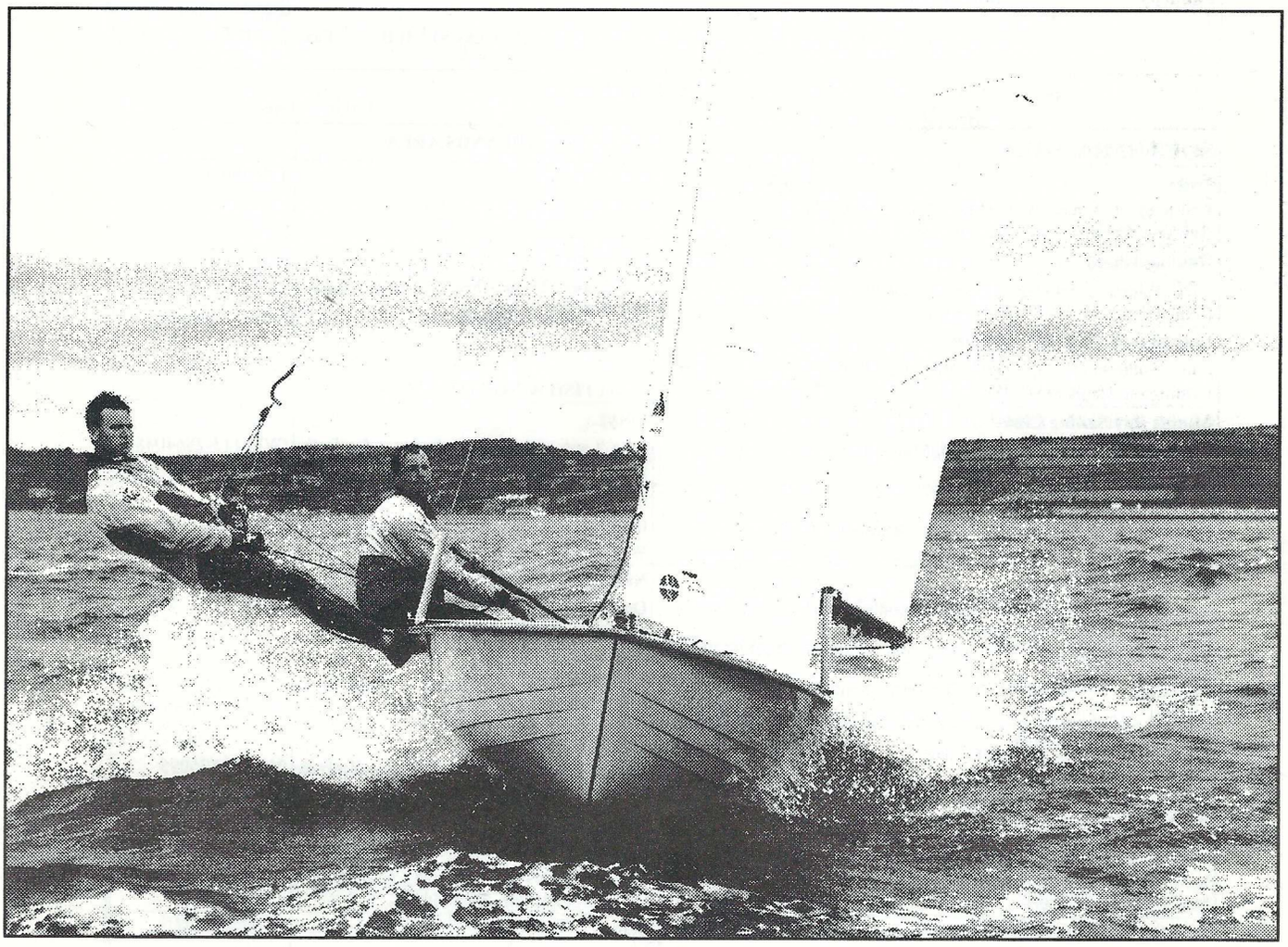
National Osprey Class Association



Magazine December 1994

Osprey Class Association Committee

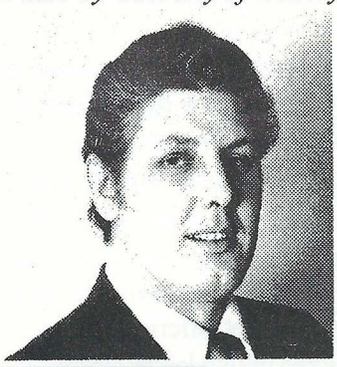
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Front Cover: Andy Barker Vyv Townend
"The Champions"
Photo by Courtesy of Colloryan



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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

Well here we are with yet another season drawing to a close, lots of things have happened, we have a new Chairman and a new National Champion, a warm welcome to both of them.

Having been severely underwhelmed with support in the past, this issue has produced a bumper crop of support. Many, many thanks to all those who have provided copy, especially Jane Willis who very kindly provided this years Nationals Report, and very good it is too! Keep up the good work and I may never have to moan again!

For those of you who didn't attend the Nationals and the AGM the rule changes included with the last magazine were approved. It is hoped that these and many other changes and new information will be published soon as an update to the Handbook. If you haven't got one yet you will need it to take advantage of the update, speak to Nick Jones to get your copy (cost £3.00).

I had a terrible result (Place wise) from the Nationals, but it was the best one yet, if you missed it, you missed a wonderful time and a superb venue. Our thanks to everyone at Mounts Bay who worked so hard, more especially Carol Martin, James Curnow, John Marks and all those wonderful Ladies who worked in the Galley and behind the Bar.

The Race Team are also to be congratulated, a very brave decision was made on Sunday when the wind dropped in the first race of the series. This was instrumental in my poor result since in effect it lost me both races on the Monday due to an unfortunate rudder loss in the first race. I understand that the entire Mounts Bay support team was around 150 strong, and what a great effort!



Chairmans Cantillations



As Incoming Chairman, I would like to thank Ian for all his hard work over the last three years and for getting our GRP Moulds rejuvenated thus allowing your new Chairman to try and develope the sales of new Ospreys.

For those who wonder "who is he" I suppose you could say that I have had a chequered history in sailing and yes admit to buying a brand new 505, but after just six months saw the error of my ways and wallet. The company was not of the standing and friendliness of the Osprey Fleet. I have also built my own Micro which was raced for a season or two at Burnham.

Most of my sailing during the '70's and '80's was done on the river Crouch and circuit racing until my move to Sunderland five years ago where I now enjoy the demands of racing on the open sea as well as circuit racing.

My first Nationals experience was at Mumbles back in '73 with Granny Smith. I capsized so many times I lost count! My stainless steel tube spreaders bent 360 degrees, needless to say we bent the mast - thanks must go to Mumbles Council for supplying benches for the straightening of masts. I think I finished fifty second. Ahead of me lay a few years of practice and I must admit, the swimming is getting better.

I am currently racing 1272 Roker Express, built by Alan Jackson (Chipstow Boats), a very stiff boat which seems to be going fairly quickly now we have got over the initial teething problems. Light N Bitter (167), I am pleased to say, is still in my possesion and going well since her conversion to a safer Mark II - please see ballot in this issue for further details. Over the years I have owned six Ospreys and enjoyed every one: 167, 805, 905, 1205, 1159 and 1272.

With Ian taking over the position of Public Relations Officer and his long standing experience of our class and the competition we hope to obtain a far higher profile enabling us to start selling more Wooden and GRP boats as this is surely where the future lies.

The Osprey is one of the most competitively priced packages on the market offering excellant racing in all wind strengths unlike lesser classes.

Rob Shaw

Footnote from Sunderland

We at Sunderland Yacht Club wish to add the following fact:

"THE MANS A NUTTER"

Editors Comment:: You should know Sunderland!!!

Nationals Update

The following is not cast in concrete but is provided to try and help you plan. Entry fees are expected to be about £85, £100 for late entries. There will be a Civic Reception most of which will be free!

It is anticiapted that there will be a number of trips laid on for Families, for example to a nearby Castle, the Metro Centre and etc. The Dinner and Prizegiving will be at The Swallow. Many more things are nearing the completion of the planning stage. Rob Shaw's been a very busy boy!

Accomodation details will be posted to you early in the new year. All in all Sunderland promises to be a superb venue with a good deal of support from the local authorites ..... DON'T MISS IT!

Open Meeting Reports

Hayling Island 21st to 22nd May

A fleet of 14 Ospreys took part in the Hayling Island Open Meeting.

The first race on the Saturday was sailed in initially blustery conditions inside the harbour and was won convincingly by Neil Robinson and Jeff Cooper who used their local knowledge to good effect. Towards the end of the race the falling wind and ebbing tide produced testing conditions for the seven finishers.

The second race was sailed in a force 3-4 once more in the harbour around an intricate course comprising mainly the local navigation marks. Once again Neil Robinson finished ahead of Martin Lewis and Nigel Skudder despite a determined effort by Jane Seymour in the latter part of the race.

Sunday dawned overcast with a steady force 4 blowing from the south west and the racing was held in the bay. There were a number of capsizes and retirements including Robinson and Cooper, however in the end Martin Lewis and Dave Gorringe took the gun ahead of Dave Chalkley and Steve Watson. In race 4 the wind had increased slightly and a steep chop had developed across the bay. At the start the fleet was split either favouring the port or starboard end of the line. On the first reach initially most boats opted not to hoist spinnakers however once Dave Chalkley and Steve Watson hoisted theirs the remaining fleet followed suit.

Dave and Steve however had the edge and built up a lead which they held to the finish. Martin Lewis came second and Neil Robinson third. Overall Neil Robinson and Jeff Cooper won by 0.25 of a point ahead of Chalkley and Lewis, who had equal points. In the end since Chalkley had the better final race results he took second place and Lewis third.

Report by

Jane & Chris Seymour

Overall Results

Boat	Helm	Crew	P	Club
1250	Neil Robinson	Jeff Cooper	1	HISC
1259	Dave Chalkley	Steve Watson	2	H'mouth
1207	Martin Lewis	Dave Gorringe	3	Poole YC
1271	Nigel Skudder	Adam Bowers	4	Bexley SC
1265	Mike Webber-Walton	Simon	5	HISC
242	Rob McMillan	Nick Willis	6	HISC
1167	Roger Blake	John Dyson	7	RYA
1175	Phillip Papple	Robin Hobson	8	Shoreham
1270	Neil Upton-Brown	Geff Saunders	9	HISC
1195	Richard Marshall	Jon Gorringe	10	LOSSC
1241	Van Page	James Grant	11	HISC
1234	Nutter Perkins	VYV Townend	12	Whitstable
1224	Jane Seymour	Chris Seymour	13	Stone SC
1261	Bill Munnery	John Mortimor	14	HISC

Ospreys at West Riding 28th -30th May

For the second year running West Riding Sailing Club kindly hosted the Osprey open meeting in conjunction with their annual Spring Bank Holiday Regatta. The series of seven races was due to be run over the three day weekend. Saturday brought a light, cold North Easterly breeze across the lake. It soon became apparent that reading every shift was going to be important and mistakes were very costly.

Dave Chalkley in 1259 led the first race by a substantial margin only to lose it on the outside of a lifting shift allowing three boats through. Place changing occurred regular with Dave Griffiths in 1116 holding off the opposition to the finish line. The second race had a similar pattern, John Lang being the ultimate winner closely followed by Robert Shaw.

Sunday proved to be a race officer's nightmare with a large high sitting over central England. Two races were held in very light and fickle conditions and it appeared that every leg had a beat in it. The local boats of Griffiths and Lang held off the visitors each achieving a 1st and 2nd during the day. As the day wore on the wind was becoming lighter and more unpredictable and the race officer

very wisely decided that it was in the interests of all competitors to abandon for the day and sail three races on the Monday as the forecast was considerably better.

Monday dawned warm and sunny with a freshening South Westerly breeze. The racing was very tight throughout with the leading boats only yards apart and positions changing regularly. Robert Shaw in 1272 upset the leading duo of Griffiths and Lang by taking the first two races putting him in serious contention for the overall lead. The final race started in a force 3, with Griffiths, Lang and Shaw knowing that the winner would take the weekend.

Griffiths misjudged a shift allowing Lang and Shaw to pull away. The lead continued to change throughout until Shaw made an error rounding a mark and had to put in a 720 which gave Lang the opportunity to open some breathing space for the last lap. Shaw continued to close the gap until the final beat when the two boats were neck and neck racing for the line. Being up wind and able to free off towards the committee boat enabled Lang to cross the line half a boat length in front to take the meeting overall.

Many thanks to West Riding Sailing Club for providing us with some exciting racing and excellent hospitality throughout the weekend.

Report by
John Lang

Eds Comment: *John provided this on disk in time for the last magazine, unfortunately I could not read the disk. But thanks John for providing it again . Reports on disk helps me to save an enormous amount of time. If everyone could do it this way my life would be so much easier ASCII Text Format is best!* I now have a FAX you can use as well!

Overall Results

Boat	Helm	Crew	Pos	Club
1178	J Lang	M Clack	1	W Riding SC
1272	R Shaw	Harper	2	S'land YC
1116	D Griffiths	I Williams	3	W Riding SC
1259	D Chalkley	S Watson	4	H'mouth YC

Sheppey 25th & 26th June

Results only by *Steve Watson*

Boat	Helm	Crew	Pos	Club
1259	D Chalkley	S Watson	1	H'mouth
555	R Wheeler	T Kift	2	Sheppey
1183	K Brown	L Allen	3	Sheppey
1031	S Offer	S Barker	4	Sheppey
919	M Schmid	J Gates	5	

MUMBLES 2nd 3rd July 1994

Results only by *Nick Willis*

Boat	Helm	Crew	Race 1	Race 2	Race 3	Pts
1254	M Stainsby	I Aldridge	0.75	2.00	3.00	5.75
1250	Van Page	N Robinson	2.00	3.00	2.00	7.00
1085	O Chess	N Daly-Hunt	3.00	0.75	4.00	7.75
242	N Willis	A Jameson	5.00	5.00	0.75	10.75
1252	D Jackson	S Stubbs	4.00	4.00	6.00	14.00

Sunderland Open & Roker Regatta 27th to 29th August

A huge roar met the competitors at Sunderland Yacht Club for the Tyne & Wear Developement Corporation sponsored August Bank Holiday Regatta.

The gusty and shifty winds were to stay throughout the weekend. There was fleet racing for the Osprey's and handicap racing for the other boats. Race One was sailed in a force 5, gusting 6. Roger Blake crewed by pie eating Steve Watson led for most of the race, before Robert Shaw crewed by a slightly lesser pie eating Tony Harper blasted through to win. Race Two was due to be sailed on Sunday but was postponed until Monday when the forecast force 7+ winds arrived.

Race Two and Three were sailed back to back on Monday Morning, in a tame force 4 to 5. Yet again Roger Blake led from the start, but was forced to retire from race two when his kite halyard broke after broaching, this allowed Robert Shaw through to lead to the finish.

With no sign of the wind easing as promised, the competitors started the third race. The first three places were eagerly contested until John Lang decided to go for his kite on a tight reach, ending up well down the pan. To secure his victory all Shaw had to do was keep Roger Blake, with borrowed kite halyard, behind him. The final race was sailed in slightly less wind. Shaw led from the start followed by Blake, until a sloppy kite gybe led to a little swim for the crew of Dodger, which allowed John Lang through to take second place.

Report by
Rob Shaw

Overall Results

Boat	Helm	Crew	Pos	Club
1272	R Shaw	T Harper	1	S'land YC
1178	J Lang	M Clack	2	W Riding SC
1167	R Blake	S Watson	3	RYA
1188	P Jones	S Jones	4	Ribble CC
1036	D Flannery	R Edwardson	5	Ribble CC

Kielder Water 10th - 11th September

Nine boats registered for the event but due to the weather conditions not all boats ventured onto the water for the first race. Stuart Brooks did venture out but sadly broke his mast before he reached the start. The Race Officer set the start line on the far side of the lake close inshore so that boats could shelter out of the force 6-7 wind until the start sequence was near completion. Three boats completed the first race, Rob Shaw leading from start to finish, although Roger Edwardson from the home club had a continuing battle with Andy Reed throughout the race. Andy experienced some gear failure which continually hampered him but managed to complete the course, all three boats finishing within a minute of each other. Race 2 was sailed in the same conditions and again boats sheltered along the shore until the start. The results of the second race were a mirror of the first.

On Sunday the wind moderated slightly although it was still a constant force 5 with some heavy gusts.

John Lang decided to sail and finished third pushing Roger Edwardson down to fourth place. Again Rob Shaw won from Andy Reed with no other boats finishing race 3. The wind was still strong, John Abrahams in Prickly Pair decided, having travelled with a large entourage, he should make an appearance. Rob and Tony did not need to sail the last race and teamed up with the Sunderland contingent to ensure that six boats completed the final race. Andy Reed did what he had been threatening to do all weekend and with Mike's help won the final race. John Lang was second closely followed by Roger & Dave in Riff Raff. John Abrahams finished fourth in front of Richard Hewett and Richard Purdy.

Kielder always produces different conditions - it is never predictable and all too often changeable during racing. This time, the wind remained strong all week-end and created very exciting sailing for those brave enough to venture out. Steve Jarvis, Race Officer, was thanked by most for the opportunity to sail and everybody left on the Sunday tired but exhilarated.

Report by

Rob Shaw

Overall Results

Helm	Race 1	Race 2	Race 3	Race 4	Pts
R Shaw	0.75	0.75	0.75	-	2.25
Andy Reed	3.00	3.00	2.00	0.75	5.75
Roger Edwardson	2.00	2.00	4.00	3.00	7.00
John Lang	11.00	11.00	3.00	2.00	16.00
Richard Hewitt	10.00	10.00	10.00	5.00	25.00
John Abrahams	11.00	11.00	11.00	4.00	26.00
Richard Purdy	11.00	11.00	10.00	6.00	27.00
Stuart Brooks	11.00	11.00	11.00	11.00	33.00
Vic Goode	11.00	11.00	11.00	11.00	33.00

Hornsea 17th - 18th September

17 Ospreys travelled to Hornsea from the West Riding, Sunderland and Kielder to join a good local turnout.

Saturday was, to say the least windy. Racing started on time in a gusty 5 - 6 N/W, Dave Griffiths leading up the first beat and going on to win, Rob Shaw second and Andy Reed third. Race 2 on Saturday was similar, but with more wind. Griffiths again first, John Lang second and Reed third.

Saturday night at the The Rose & Crown saw Ospreyites doing what they do best (*That is re-living those moments out on the water*). There were a few thick heads in the morning.(*Can't think why*!)

Sunday morning and the wind had dropped, Griffiths again winning, with some good scraps for other placings. This pattern continued for the rest of the day with places changing after each race.

Report by

Mike Smith - from the sharp end of 1275

Overall Results

Pos't	Boat	Helm	Crew
1	1116	Dave Griffiths	Iain Williams
2	1272	Rob Shaw	Tony Harper
3	1178	John Lang	Malcolm Clack
4	1275	Andy Reed	Mike Smith
5	1230	Roger Edwardson	?
6	1245	Steve Sharp	Paul Cox

Minnis Bay 24 & 25th September

Three boats were kind enough to visit Minnis Bay on the Sunday, one of which also attended on the Saturday. Together with the Four local boats this was just enough to make the Open worthwhile.

Traditionally the Saturday Race is a long distance race and this Open was no exception. With a forecast which offered 5 to 7 in any direction from NE to SE it was likely to be exciting.

In the event the wind certainly swung from NE to SE and on occasions reached a four but generally was much less even dying away to virtually nothing on several occasions.

Local "Salt" Barry Northrop and crew Bryn Watkins in Liquadator took the lead from the line, hotly pursued by Terry & Andy McDonald in Antares, with John Shenton & Tim Kift in Schh You Know Who, somewhat behind with Chris Dodds & Peter Nielson bringing up the rear in Zebedee.

As the race developed fortunes changed with the swinging wind and the rising and falling strengths. These unpredictable changes resulted in Northrop heading out to sea to take advantage of the incoming tide and the broad reach speed, Dodds followed suit leaving McDonald & Shenton to try and find their luck inshore.

Eventually Herne Bay Pier (the rounding mark, the end of the pier is isolated from the rest of the pier) loomed out of the mist, Shenton who had picked up some wind further inshore, rounded in front of Northrop, who had raced in from far out to sea on a fast reach, followed a little later by Dodds, with McDonald who had stayed inshore, hanging on to his skirts on the rounding.

McDonald soon overtook Dodds on the beat and having found a lift was soon closing on Shenton and Northrop who had had to go further inshore having been headed earlier on when they rounded the Pier.

Halfway between the Pier and Reculver Towers, Dodds capsized in a sudden force 7 blast from the North which lasted some 10 minutes. The remainder fighting to stay upright and sailing, with Shenton managing to make the most out of the heavy weather.

The blast slowly died away leaving the earlier swinging variable winds to return, making the race a matter of reading windshifts in order to make progress. Progress was made by first sailing down the coast on Port Tack and then on Starboard, then a period of tacking with the wind on the nose.

Virtually everyone had the lead at one stage or another during the race, but as the finish loomed ever closer the lead was taken by whoever read the shifts best. At about a mile from the finish McDonald managed to find some extra wind and surged past Northrop and Shenton. Neither Northrop or Shenton managed to find enough wind in the right direction to catch McDonald who took the line with a convincing win.

Sunday dawned even gloomier than Saturday with a heavy sea mist but with a forecast which at least promised a more settled wind somewhere between N to NE and 2 to 4.

The McDonald's took the lead from the start closely pursued by Northrop and Lewis and with Shenton a little behind. The first mark, just visible from the start, was rounded first by McDonald, closely followed by Lewis, Northrop and Shenton. The problem now was where was the next mark? McDonald and Northrop chose to go high on the wind to take account of the incoming tide, with a very brave Shenton choosing a much lower route, leaving Lewis in the middle route. Eventually the South Margate Buoy emerged out of the mist showing that Lewis had made the right choice, and rounded first.

Shenton's luck was with him and despite the tide, made the mark next. McDonald rounded third closely followed by Northrop. Again the next mark was not visible and no one had a compass bearing for it. So sailing high to the wind Shenton, Lewis and McDonald were searching hard for the mark whilst Northrop went further down tide to find it.

The mark eventually emerged from the murk and course's were altered very little by anyone to lay it. By this time Lewis had built up a substantial lead which proved to be unassailable and he disappeared into the distance. Shenton and Northrop were doing battle down the beat followed by McDonald who managed to round the east mark to start the sausage in third place.

By the time the last mark was reached Shenton was not going to be cheated out of a second and crossed the line some little while after Lewis's more than convincing win. The real battle was for third place with local pair Farrow and Parker challenging the McDonald's after having left Northrop behind.

The last beat was a close battle between the leading two local boats with Farrow slowly but surely overhauling McDonald, with Farrow eventually managing to gain enough ground on starboard tack to leave insufficient room for McDonald to cross ahead on port.

McDonald tacked just ahead and below Farrow, who suffering from McDonald's wind shadow and gentle luff, lost boat speed, leaving McDonald to continually pull away to make the line with a convincing third place.

During lunch the third race was postponed to 1500, with a decision to be made at 1430 because of a heavy fog which had closed in. Everything depended on this last race as any of four crews could win the series, sadly, but wisely, the Race Officer abandoned the third race at 1430 due to the fog which had now shrouded the ends of the groynes, only some 30 yards off the beach.

This prevented Lewis, Shenton and Northrop the opportunity of bettering the McDonald's 1st and 3rd, thus giving the McDonald's the series.

report by

Terry McDonald

Overall Results

Boat	Helm	Crew	Postn	Club
695	TMcDonald	A McDonald	1	MBSC
555	J Shenton	T Kift	2	Sheppey
1118	B Northrop	B Watkins	3	MBSC
1226	P Lewis		4	
1197	P Farrow	E Parker	5	MBSC
663	C Dodds	Peter Nielson	6	MBSC
1257	S Offer		7	Sheppey

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Other Osprey Events

The Miller Engineering East Coast Sailing Week 6th & 7th August

The Miller Engineering East Coast Sailing Week Hosted by The Royal Tay Yacht Club 6th & 7th August 1994.

The Royal Tay Yacht Club is situated on the north bank of the River Tay, about 2 miles east of Dundee. This was a far cry from Rob Shaw's directions when he invited me to crew in Roker Express for the weekend - "Do you fancy yachting at East Coast Week in Edinburgh ? - It's only a couple of hours away from Sunderland ....".

I agreed to go, and we went to Jockland on the Saturday morning (Note to all Taffies - It's not only the Welsh that get the abuse).

A number of the travelling Ospreyites were fortunate that the racing was postponed for an hour on the Saturday morning to await a steady breeze.

The racing started with a decent beat out to the mouth of the river against the tide in minimal wind, with the Fast Handicap Fleet involving all the Ospreys, a Laser 5000, and a number of Cherubs & Fireballs. 24 boats in all. Thereafter was a tight reach, where the Laser 5000 left the fleet for dead with the exception of a home fleet Tornado. The boat handling on the 5000 was a little shaky though, and they frequently trawled their asymmetric through the water both on hoists & drops. They didn't even have Dolphin Gates built into it - and these were representatives from The Laser Centre in Scotland !!!! (Representatives from the local Fisheries Protection Vessel were seen measuring their pink trawl later that night).

After a break for lunch the second race was set over a similar course, which meant standing out into the tide for big benefits upwind, and cheating the tide down the banks when going downwind - very difficult when the race committee set a course round marks on alternate banks.

The overnight standings left the lead Osprey - Roker Express .. with a 2nd & a 4th sharing joint second place overall with two Fireballs, the leading boat was The Pasta Frenzy, a Cherub from Lee on Solent (!) with two first places.

The social on the Saturday evening was enjoyed by one & all, even if we had to go outside to escape the Caleigh (Why do clubs do that ????) The travelling Ospreyites reminded themselves that beer & tent erecting do not mix. and after many a giggle,Watson was put to bed in the hastily erected tent - not a pretty picture !

Mr.Shaw had a comfortable night in the Volvo I understand (Bastard !). *Ed: I believe this is a friendly expression used towards a good Helm!*

Sunday morning dawned calm & fine, and after a decent breakfast we all set sail to the start. The race committee postponed the start due to there not being enough home boats on the line (there could have been no other reason), and we got off cleanly but for the starboard tack Tornado screaming down the line.

A bit of a messy beat left Roker Express with a lot to do, but with superior boat handling they managed to go through the Laser 5000 upwind, and through sheer bully boy tactics managed to convince them to hoist their asymmetric downwind. This of course resulted in a large amount of trawling, and a fish supper for everyone. With a 3rd place in the third race for Roker, the whole series was to be decided on the last race.

The fourth start line was tense, with a noticeable bias to starboard. As a number of boats attempted to barge in, the leading Fireball shut the door, leaving the Roker boys a clear start at the pin end. Another tough fight with the 5000 upwind kept the lads on their toes, and with a large run against the tide to come they were looking good. After a long and close race, only seconds separated Roker Express from the lead Fireball.
Pasta managed third place after missing the start of the third race (due, we believe, to over indulgence on the Saturday evening) and this was enough for the series.

Overall Results

	Race 1	Race 2	Race 3	Race 4	Points
The Pasta Frenzy (Cherub)	0.75	0.75	(12)	3.00	4.50
Balls to the Wall (F'Ball)	(4)	2.00	0.75	2.00	4.75
Roker Express (Osprey)	2.00	(4)	3.00	0.75	5.75
Beer Nuts (F'Ball)	3.00	3.00	2.00	(4)	8.00

After the prize giving, and the presentation of a Royal Tay Blazer (Canary Yellow) to the Cock up of the day candidate (Balls to the wall Fireball helm). the visitors began their long journeys home. All in all a very enjoyable weekend.

Report by

Steve Watson

ALL SUMS EXCLUDE V. A. T. !!!!!!

New Equipment

I don't often enthuse greatly in the Magazine about new equipment and especially when it's a Messrs Clamcleat Product.

Why you ask, do you have this thing about Clamcleat? Well ..... the answers fairly simple

1. They keep on sending unsolicited junk mail, well I think so anyway.
2. Secondly they never think of advertising with us.
3. I usually end up having to drive some four miles to collect a package which the postman couldn't leave. Only to find its Clamcleat junk mail again!

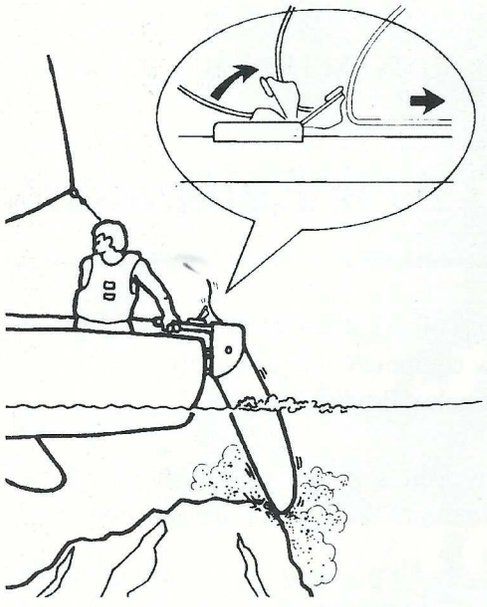
Well this time I think they have come up with a good one so much so that you now have this article to read with some pictures of the cleat and its designed use pictorially shown. No doubt many of you will come up with other uses for such a

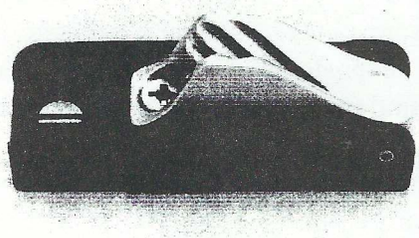
device, but I intend to use it for the purpose shown, perhaps even for the centre plate as well. Which brings me to another point I have never yet been able to find a system for the centre plate which works.

It perhaps holds the plate down but wont pull it down or up when there is any pressure on the plate. More frustratingly it won't hold it in place when there's no pressure on the plate. Does anyone have a system that works? if so please send me details, preferably in the form of an article so that everyone can share it.

by

Terry McDonald





National Championships

The National Championships were held between the 24-29th July 1994, some 72 Ospreys gathered at Mounts Bay Sailing Club to contest the Osprey National Championships.

The Practice Race consisted of one lap held in light airs, immediately before the first points race on Sunday morning. This was won by 1207 sailed by Martin Lewis and David Gorringe from Poole YC, with 1201, Michael and Chris Guy from Blithfield SC 2nd, and 1116, Dave Griffiths and Iain Williams from British Steel Co SC 3rd.

The first points race was abandoned in the early stages due to lack of wind, much to the dismay of Mick Greenland and Russell Wheeler from Sheppey YC sailing Osprey No. 842, who were leading the fleet at the time.

The second points race was held as scheduled on the Monday morning in force 4-5 winds and large seas. 1116 retired due to boom breakage whilst in the lead which left the way clear for fellow club boat 1085, sailed by reigning champion Oscar Chess and crewed by Nick Daley Hunt, to establish a lead they held to the finish. The 2nd and 3rd boats were 1234, Andy Barker and Vyv Townend from Rock SC and 1271, Nigel Skudder and Adam Bowers from Bexley SC.

Monday afternoon saw the resail of the first points race, and after a quick return to shore for running repairs, a slightly reduced number started the race. The wind was again force 4-5 with big waves and the finishing order was 1085, 1234, then 1272, Robert Shaw and Tony Harper from Sunderland YC.

The third points race was postponed for an hour on the Tuesday morning due to poor visibility and got underway in a force 3 breeze which died to force 2 during the race. 1207 led to win from 1234, who snatched 2nd position from 1085 in the closing stages, beating them into 3rd. During this race 1175, Philip Popple and RobinToozs-Hobson

Boat	Helm	Crew	Practice	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points	Pos.
1234	Andy Barker	Vyv Townend	13	2	2	2	4	0.75	16	10.75	1
1207	Martin Lewis	David Gorringe	0.75	14	8	0.75	0.75	2	5	16.5	2
1085	Oscar Chess	Nick Daley Hunt	6	0.75	0.75	3	3	10	17	17.5	3
1271	Nigel Skudder	Adam Bowers	4	4	3	4	7	7	4	22	4
1270	Neil Upton-Brown	Geoff Saunders	75	11	10	13	2	4	0.75	27.75	5
1198	Colin Rainback	Phil Angrave	5	7	5	5	10	9	6	32	6
1267	Alan Laing	Peter Frith	15	9	7	8	6	12	7	37	7
1272	Robert Shaw	Tony Harper	18	3	14	14	8	3	18	42	8
242	David John Edwards	Nick Willis	25	12	13	73	11	5	3	44	9
1195	Richard Marshall	John Gorringe	33	10	11	10	15	8	8	47	10
1024	Gavin Rose	Terry Greene	7	41	27	7	9	6	2	51	11
1250	Neil Robinson	Jeff Cooper	11	13	12	6	18	14	29	63	12
1265	Mike Webber-Walton	Simon Weatherill	73	8	4	15	16	73	23	66	13
1254	Martin Stainsby	Iain Aldridge	27	15	6	11	33	24	11	67	14
1223	Chris Gorringe	Nadia Hosie	75	21	18	18	13	13	9	71	15
1259	Dave Chalkley	Steve Watson	32	6	73	9	30	18	12	75	16
1227	Des Menear	Steve George	57	26	28	20	5	15	10	76	17
1116	Dave Griffiths	Ian Williams	3	5	73	12	26	17	21	81	18
1178	John Lang	Malcolm Clack	39	18	15	19	23	26	20	95	19
1167	Roger Blake	John Dyson	30	23	21	22	34	16	15	97	20
1153	Lynda Postle	Andrew Hosking	16	38	32	16	14	28	13	103	21
1252	Steve Stubbs	Daniel Jackson	26	19	20	24	17	23	25	103	22
1175	Philip Popple	Robin Toozs-Hobson	9	17	9	73	24	27	28	105	23
824	Mick Greenland	Russell Wheeler	22	35	25	30	12	20	19	106	24
1114	Russell Gardiner	Ian Shaw	14	27	33	25	28	22	22	124	25
1240	Fiona Bullmore	Huw Pearce	75	34	30	33	19	11	31	124	26
1230	Roger Edwardson	David Eynon	21	28	16	28	25	30	36	127	27
1111	James Curnow	Alan Spencer-Smith	23	20	23	27	35	25	32	127	28
922	John Mathews	Jamie Mathews	31	29	37	34	22	35	14	134	29
1151	Colin Stephens	Mark Uren	38	36	39	21	21	32	27	137	30
1247	Craig Franklin	John Pym	36	31	34	29	20	36	34	148	31
1258	Leighton Price	James Sullivan	10	47	36	26	29	34	26	151	32
1224	Jane Seymour	Christopher Seymour	19	37	43	43	27	21	30	158	33
1146	David Williams	Mark Somers	46	22	24	31	73	54	35	166	34
1142	David Charles	Martin Stephens	47	25	22	38	37	46	48	168	35
555	John Shenton	Timothy Kift	8	30	35	23	41	47	50	176	36
1201	Micheal Guy	??	2	75	73	36	31	19	24	183	37
1211	John Marks	Daniel Hewett	55	53	52	37	36	31	39	195	38
1183	Ken Brown	Lee Allen	20	44	17	35	57	53	47	196	39
1194	Geoff Stubbs	Duncan Himley	53	16	75	17	46	45	73	197	40
1275	Andy Reed	Mike Smith	37	24	73	42	54	40	40	200	41
1004	Jeremy Taylor	Richard Bodinar	58	73	42	41	47	37	33	200	42
1145	Alistair Mackay	Christopher & Catherine Mackay	42	48	41	39	42	33	52	203	43
1188	Peter Jones	Simon Jones	52	42	26	45	51	42	56	206	44
1140	Trevor Brown	Rob Gillespie	59	39	19	73	53	56	46	213	45
1216	Richard Hattersley	Susan Hattersley	75	43	45	49	48	44	38	218	46
1199	Phill O'Kane	Lynn O'Kane	17	73	48	46	32	50	43	219	47
1262	Jeffery Wear	Richard Wear	29	32	31	50	60	75	53	226	48
1228	Peter Reeves	Luke Reeves	43	73	38	40	56	43	49	226	49
905	Ian Madeley	Paul Madeley	40	45	47	75	40	38	59	229	50
1205	Keith Gibbons	Paul Cooper	75	73	40	48	39	51	55	233	51
1233	Nick Jones	William Thomas-Ferrand	61	51	46	53	38	58	51	239	52
660	Ted Gadd	Stephanie Gadd	12	54	73	54	49	41	42	240	53
1219	David Atkins	Thomas MacMorran	50	46	44	52	45	55	57	242	54
1141	Glen Adcock	Phillip Murfet	35	73	73	44	43	49	45	254	55
1197	Peter Farrow	Ed Parker	63	40	55	47	63	62	58	262	56
1018	Barrie Reynolds	Peter Grieg	75	73	73	75	50	39	37	272	57
888	Phil Holt	Stephen Birch	24	73	73	56	52	48	44	273	58
1036	Don Flannery	Lee Hoad	51	49	51	57	64	60	60	277	59
1184	Colin Pugh	Sally Pugh	41	52	53	61	65	64	62	292	60
1269	Micheal Richardson	David Bourne	28	73	56	59	55	61	65	296	61
1008	Mark Ketley	Jonny Hownam	56	73	57	75	58	57	54	299	62
1075	Philip Elliott	Judith Lea	54	73	50	55	68	63	67	303	63
1181	Mark Thompson	Ken King	45	50	49	75	66	68	70	303	64
695	Terry McDonald	Andy McDonald	60	73	73	51	59	65	61	309	65
1066	Simon Bridges	Tim Bridges	62	73	54	58	67	67	64	310	66
1031	Steve Offer	Simon Barker	64	73	73	60	61	59	75	326	67
1112	Christopher Mant	Graham Mant	34	73	73	62	70	52	69	326	68
1218	Helma Smolders	Kees Smolders	44	73	73	75	71	69	63	349	69
349	John Pritchard	Chas Gooding	65	73	73	75	62	75	68	351	70
963	Martin Britten	Cedric Wynter	49	75	75	75	69	66	66	351	71
1251	Stuart Grebo	Chris Grebo	Disqualified neither Helm nor Crew were Members of the Association								

Full Trophy Results:

Postn	Boat No	Boat Name	Helm	Crew	Club	Points
1.	1234	Jurassic Bark-er	Andy Barker	Vyv Townend	Rock SC	10.75
2.	1207	Schiaffino	Martin Lewis	David Gorringe	Poole YC	16.5
3.	1085	Toothpick	Oscar Chess	Nick Daley-Hunt	BSCSC	17.5
4.	1271	Skud's Missile	Nigel Skudder	Adam Bowers	Bexley SC	22
5.	1270	Hard-on	Neil Upton-Brown	Geoff Saunders	HISC	27.75
6.	1198	Blue Moon	Colin Rainback	Phil Angrave	Poole YC	32
7.	1267	Another Swift Half	Alan Laing	Peter Frith	Poole YC	37
8.	1272	Roker Express	Robert Shaw	Tony Harper	Sunderland YC	42
9.	242	Lady Ann	DJ Edwards	Nick Willis	BSCSC/HISC	44
10.	1195	Another One Bites the Dust	Richard Marshall	John Gorringe	Spinnaker SC	47

Special Trophies:

Novices Trophy	Lynda Postle	1153 (21st overall)
First Lady Helm	Lynda Postle	1153
Team Trophy	Poole YC (All 3 team boats in the top ten, taking 2nd, 6th & 7th)	
First Mk II Osprey	Ian Madeley/Paul Madeley	905 (51st overall)
First Lady Crew	Nadia Hosie	1223 (15th overall)
Evergreen Trophy	DJ Edwards/Nick Willis	242 (9th overall)
First Under 21 Helm	Fiona Bullmore	1240 (26th overall)
First Under 21 Crew	Daniel Jackson	1252 (22nd overall)
Masters Trophy	Andy Barker	1234 (1st overall)
First Over 40 Helm	Martin Stainsby	1254 (14th overall)
First Over 40 Crew	Geoff Saunders	1270 (5th overall)

(This was mistakenly awarded to Terry Greene at the prizegiving as Geoff Saunders had lied about his age on the entry form!)

Handicap Prize	Gavin Rose/Terry Greene	1024 (11th overall)
Furthest Travelled	Helma & Kees Smolders	1218 (70th overall) FROM HOLLAND!
Endeavour Trophy	Colin & Sally Pugh	1184 (61st overall)
First Helm over 60	James Curnow	1111 (28th overall)

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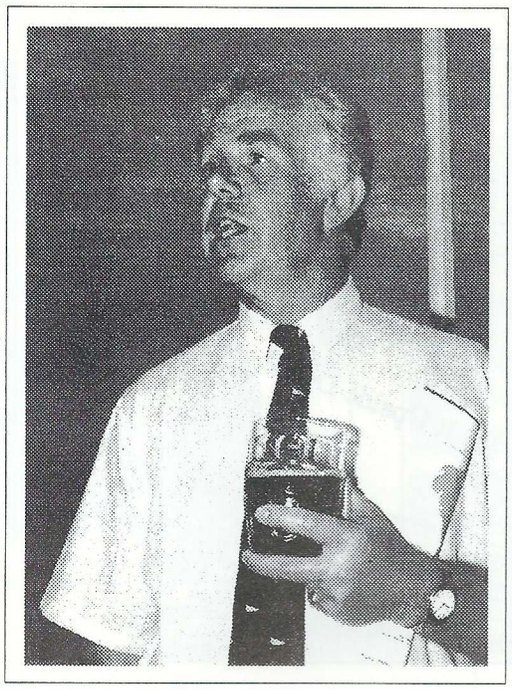
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Commodore David
Welcomes the would be Champions and Competitors of the 1994 Championships.

He introduced the Race Officer who passed out the local informationand all the other necessary details we all needed to know.

The Golden Oldies

Came to Enjoy a Night Especially in their Honour



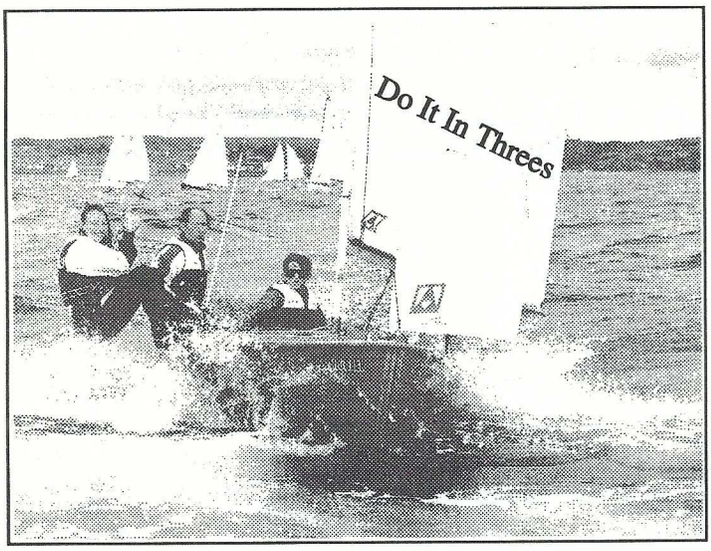
From Left to Right
Front Row. Harvey Richards - Peter Gartrell - Edward Jago - Hilary Thomas (Standing)
254 Seyha 48 Wendy 266 Cormorant 1051 Promises Promises
202 Target
NC 1960
RU 1959

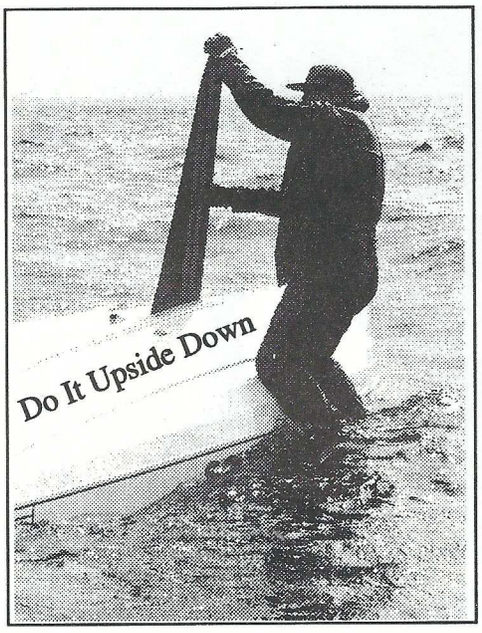
2nd Row. Charles Bryant - Bess Delbridge - Len Delbridge - Raymond Jebbet - Ken Robertson - Hugh Carter - Liz Mackay - Tony Oliver - Russell Curnow.
799 Concorde 78 Sabrina 353 Sixpence ? 420 Fast Lady 501 Chaos 680 Sex 80 87 Tarbaby
1076 Great Expectations 728 Mad Dogs 832 Chaotic 936 Lethal Lime 889 One Over the Eight
760 Other Mans Grass RU 1971
1025 Robber
NC 1964,66.69,70,71 RU 74

3rd Row. Ian Madeley - Derek Best - ? - Andy Barker - Paul Hosking - Gerald Iddon - Graham Boylan - Alistair Mackay - Jeff Wear
905 Moonlight 1184 Nifty Shifter 680 Mustang 489 Nutcracker 198 Blue Moon 1145 Smuggler 1262 Still Preying
1122 Smoke on the Water RU 1979 NC 1980 & 94 1234

4th Row. Doble Jago - Ian Roxburgh - David Cunliffe - Malcolm Marr - James Curnow - Trevor Brown - Des Meanear - Catehrin Mackay - John Matthews
78 Sabrina 244 Nicola 310 Nimrod II 333 Tarpon 266 Cormorant
353 Sixpence 505 Nicola II 421 Butterfingers 666 Zephyrus The Susan
734 Nicola IV 888 Pieces of Eight 922 Suzy Too
Brent Strickland - Mike Corbin 1111 For One and All 577 Petrel
937 Super Star RU 1975 RU 1969 RU 1965
683 St Minver Star NC 1968, 1972
1065 Misty Star
1165 Movie Star

Ospreys Sailors







Terry & Andy McDo
"Cooked It Again" 695 A

The Mackays
"On The Warpath" 1145 Smuggler

Peter Farrow & Eddie Parker
"All Adrift" 1197 Bus

Fiona Bullmore, Hugh & Bry
"Bryn's in Charge" 1240 C

"Posing

Kenny Brown & Lee Allan
"Letting it all Hang Over" 1183 Hy

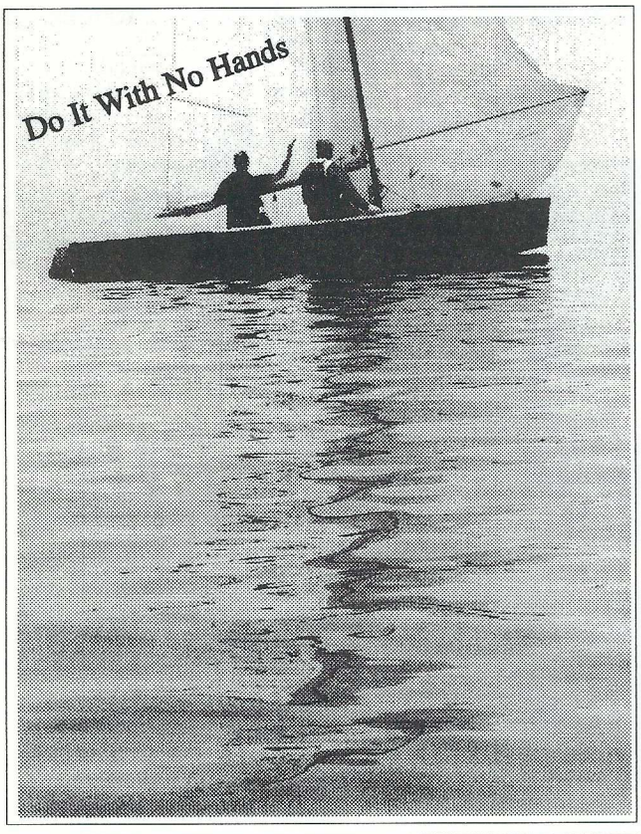
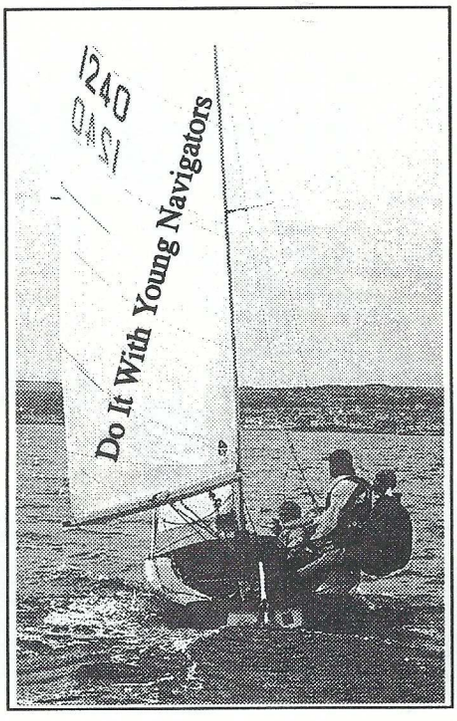
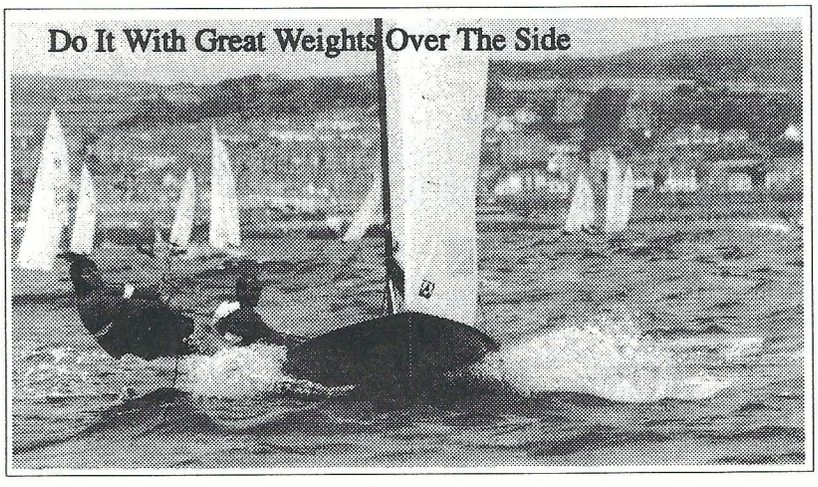


Photo Below by Cathy Pearce

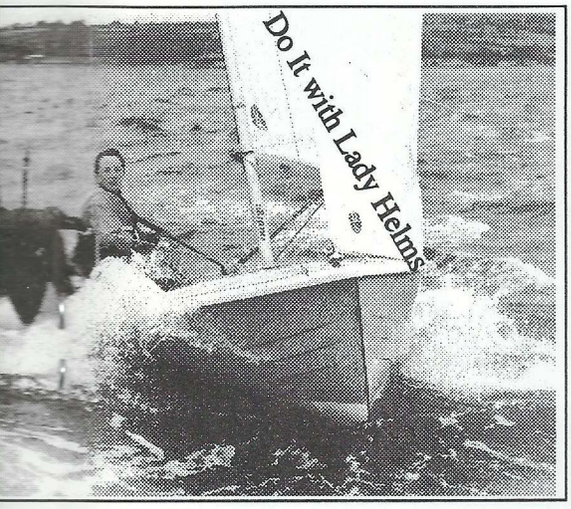


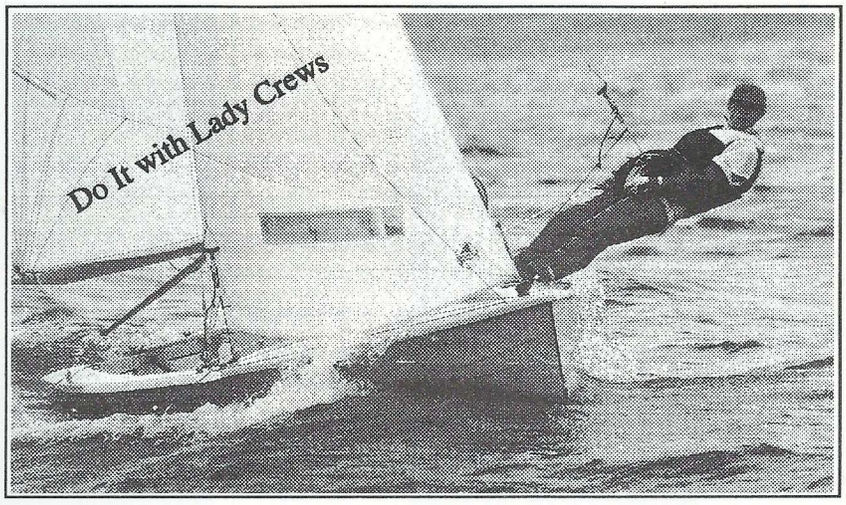




To both the Ladies & Lee ..... No Offence is Meant!

All Photograph





Lynda Postle & Andy Hoskings
"Concentrating" 1153 Spirit of Godolphin

Andy McDonald
Again" 695 Antares

Colin & Sally Pugh
"Going Well" 1184 Nifty Shifter

5 Smuggler

Parker
lus

Do It

Hugh & Bryn Pearce
ge" 1240 Cognito

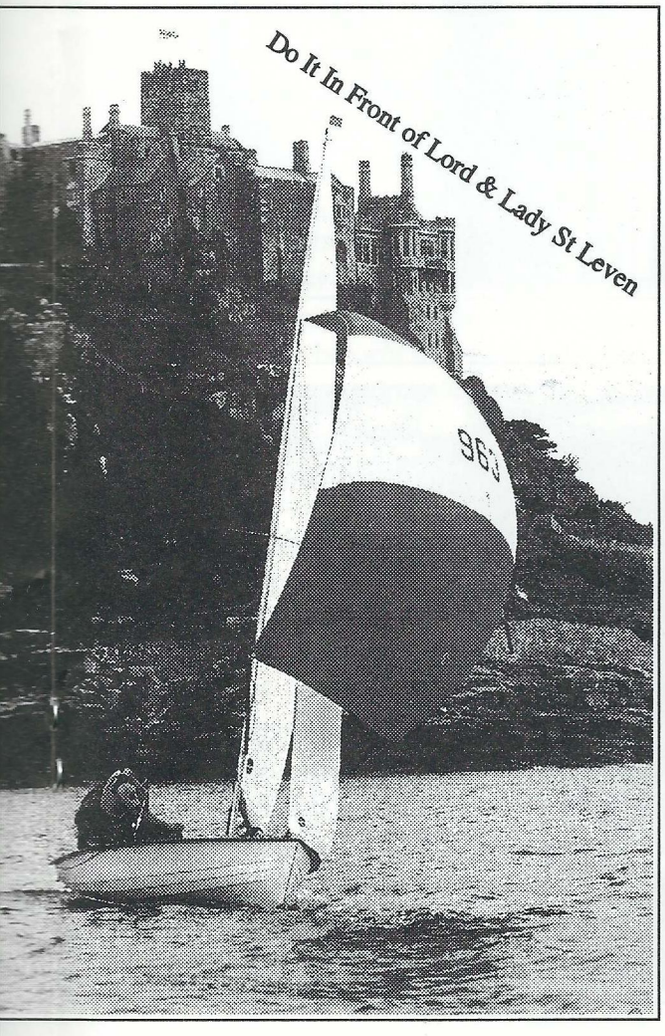
Steve Stubbs & Danny Jackson
"Walking on Water" 1252 Sunlight

Martin Britten & Cedric Wynter
"Posing for their Lord & Lady" 963 Kinda Magic

& Lee Allan
er" 1183 Hydrobates

Keith Gibbons & Paul Cooper
"Flying above the Water" 1205 Sarajon



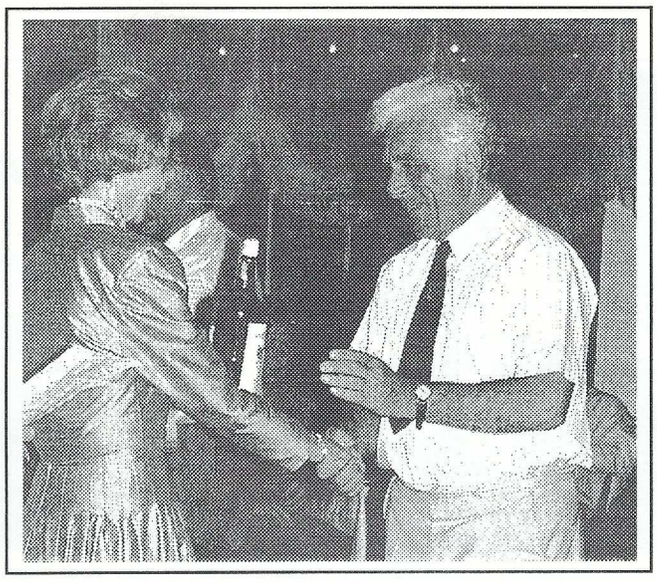




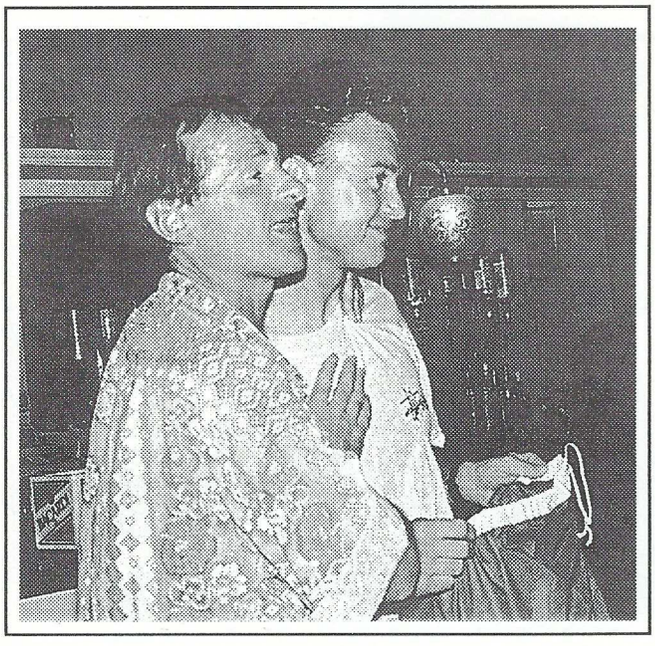
At Mounts Bay

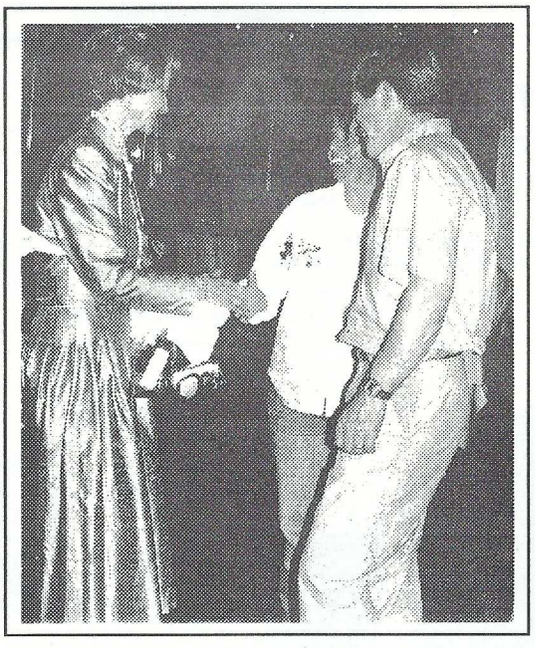
Photographs Courtesy of Colloryan Unless Otherwise Stated

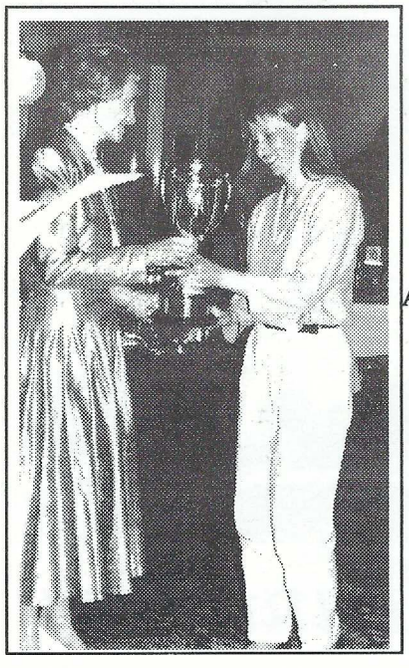




All Photos on this Page by Cathy Pearce







The Winners

Top Left
First MKII
Ian Madeley

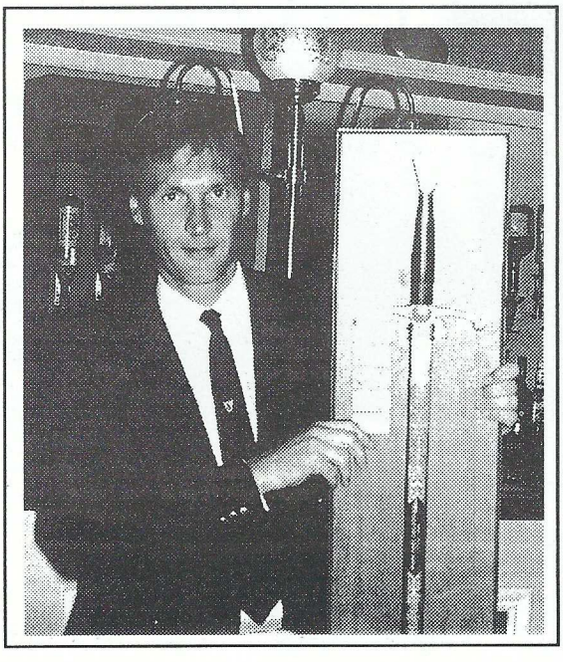
Top Right
First Helm Over 60
James Curnow

Centre Left
The Champs
Andy Barker & Vyv Townend

Centre Right
Furthest Travelled
From the Netherlands
Helma & Kees Smolders

Bottom Left
First Lady Helm
Lynda Postle

Bottom Right
Wilkinson Sword Winner
Rob Shaw



broke their mast and 242, DJ Edwards and Nick Willis broke their boom, both boats obviously unable to continue and forced to retire.

The fourth points race was held in lighter conditions with windshifts causing a biased gate start which went unrecalled, and much mid-fleet place changing throughout the race. Only 1207 seemed immune to this as they led by a comfortable margin from start to finish. Two Mounts Bay boats were in the top 6 during the early stages, 1227 sailed by Des Menear and Steve George, and 1153 sailed by Lynda Postle and Andrew Hosking; they finished the race in 5th and 14th positions respectively. 1270, Neil Upton-Brown and Geoff Saunders from Hayling Island SC were 2nd, and 1085 managed to stay in front of 1234 to take 3rd place.

Sunshine and force 2-3 breezes greeted the fleet for the fifth points race. 1234 led the race until the penultimate beat when overhauled by 1270. On the last beat there were many place changes and 1234 regained their lead by the finish, the next 4 boats finishing within 2 boat-lengths of each other. 1207 took 2nd position, followed by 1272 in third. 1270 dropped to 4th, just in front of 242 in fifth.

The sixth points race was sailed in force 2-3 winds and saw 1085 leading 1234 around the first mark; however by the end of the second reach tactics were brought into play and while 1234 and 1085 disappeared backwards down the fleet, 1270 pulled through to take the lead from 1024, Gavin Rose and Terry Greene from Poole YC. These positions were held to the finish. 1271 had been in third position for most of the race but were just pipped to the finish line by 242. 1234 finished the race with their discard result of 16th to take the championships and 1085, who had been on course to win the championship but who now had to count a 10th place (having finished in 17th position in race 6), were beaten into third place overall by 1207, whose finishing position of 5th in the last race meant they could discard their 14th in the first race.

There is more to an Osprey Nationals than the sailing, and special thanks must go to all the Mounts Bay members who worked so hard to make the week so enjoyable for the sailors and their friends and families, both on and off the water. The social whirl began with a 'Golden Oldies' night on the first Saturday; James Curnow had brought together many ex-Osprey sailors from years past and many old acquaintances were renewed. On the Sunday the Club provided a free meal for the sailors which was extremely tasty, as was the barbecue on Wednesday and all the home cooked food on sale during the week. The Tuesday evening saw a visit to St Michael's Mount and a glass of sherry with Lord and Lady St. Levan, always an enjoyable excursion even, as on this occasion, when we had to take the ferry both ways and the Mount was shrouded in fog and drizzle all night! For those interested, Gerald Iddon, a 'Golden Oldie' from Lancashire, gave a most interesting slide show and talk about his adventures on his 6-year trip around the world in his home-built 35 ft yacht on the Wednesday night after the barbecue. For further entertainment on the Wednesday night, and to demonstrate the idea and ease of construction of a new optional revised format for the Osprey Mk II, Robert Shaw performed a prototype conversion on Osprey No. 888 from Mk II (with fully sealed stern tank) to Mk II A (holes cut in certain places in the stern tank) to give it similar draining characteristics to a Mk III (no stern tank), thereby making it safer in a capsize. On the Thursday night the AGM was held and Robert Shaw was elected to take over as Chairman from Ian Madeley. No formal entertainment had been arranged for the evening and the crews organised an informal 'Lager and Lard' evening, whilst the helmsmen got together and did their own thing. Both evenings consisted of a tour of the Penzance nightclubs and needless to say the two groups came across each other ..... On the Friday evening the prizegiving dinner was held in Penzance, an excellent buffet dinner followed by the awards ceremony, followed by dancing! All wins were celebrated and disappointments forgotten. With Robert Shaw as the driving force behind next year's Nationals at Sunderland YC, and now Osprey Committee Chairman, let's have no doubt that Sunderland will do its utmost to welcome everybody and give

them all good sailing and a good time for the 1995 Nationals next year.

A special mention must go to Helma and Kees Smolders who travelled from Holland for the week just to take part in the championship, borrowing a boat from Iain Williams. We hope they had a safe journey home and look forward to meeting them on their home territory at the next Osprey Europeans, to be held in Holland next May/June.

Report by

Jane Willis

PS. If the owner of a pair of hiking pants would care to claim them please contact Nick Willis on 0420 538319, otherwise he will find them a good home.

Eds Note: Didn't know you hiked Nick, I thought you only went out in trapezing weather!

Club News

Hayling:-

Despite some disappointment about the Nationals, the HISC team has had some good results. Congratulations to Iain Porter and Geff Saunders on winning the Inland Nationals at the beginning of the year. After Nick Willis and DJ won the Welsh and Midlands they tried to make it two in a row at Poole but then I suppose most of you heard about their method of handbrake turns around a channel post which put a stop to that (never mind, we learnt a lot).

Things have been going well at the club with 7 out of 10 boats out racing most weekends. After a long campaign to get the club Osprey yardstick back to something sensible (we sail off 98!!!) Nick presented the club with statistics to show the Osprey was unfairly handicapped the same day that Geff and Neil UpsideDown won the club RNLI pursuit race. Brilliant Timing!

Since Federation week at the end of August things have been quiet but with the approach of the winter series things have picked up again with most of the boats out on the water.

If we don't see you at the HISC winter series I hope you will be able to come to the Hayling Xmas Cracker on Sunday 18th December.

For those that wanted to buy Neil Robinson's Osprey I'm afraid you are too late. Another one goes to Poole. They must have a good collection there now. I hope that as most of our boats visit them they will return the favour and visit us (on mass??? we have the room).

A few other ideas have been aired at HISC which, if there is any interest, may be possible. How about an inter club match race with visits to each club on consecutive weekends (or days)? Another thing being aired is the idea of a training session at Hayling, if there is enough interest let us know and we can set it up.

And Finally..... Plans are well advanced for the 1996 Nationals to be held at Hayling. Watch this space.

by *Nick Willis*

Lymington:-

The Lymington Town Sailing Club Osprey fleet is undergoing a revival with three boats currently racing and a fourth being refurbished to join later this year or early next year.

It started with Vic and Sue Knights sailing 804, Ogopogo bought from Paul Braye who had to sell it to devote more time to work and family. David Milne and John Jarvis, who had been racing a Wayfarer at the club with great success bought the glass fibre 1171, Aurora, which needed a fair bit of finishing work to get it going. They were joined by fellow Wayfarer rivals, lain and Sue Sutherland who bought 936, Lethal Lime (formerly Zeus)

which had been used as a cruiser for the last couple of years.

Tim Power and Steve Boyd have been refurbishing Tim's Mark ll (name and number not yet revealed) and hope to have it racing soon.The three Ospreys have superb racing among themselves in the twice weekly club events in the summer, with the Knights team usually winning. Milne and Sutherland have still to come to terms with the different tuning and boat handling techniques needed for these wonderful sea boats. Boat speeds seem to even out over a range of conditions so at the moment, Ogopogo has both a tactical and boat handling edge that the other two must match. We are currently racing our autumn and winter series.

In terms of the rest of the local fast handicap fleet, we find the PY of 99 hard to live up to. We race against international and world class sailors in International Moths, Contender, 470s and Merlin Rockets so while the competition is tough and exciting, we have to work our old boats very hard to make an impression. However the club have found the Osprey Trophy so at least there is some handsome silver to be won. Lymington used to be a hotbed of top Ospreys and some we know are still lovingly kept in garages to await the millennium.We understand Mike Corbin and Hugh Carter are planning to take theirs around the world on the 100ft schooner Mike is building for his retirement.

Local boats did not set the fleet alight at the Lymington open meeting. but it was a pleasure to welcome the circuit to our club and we learned a lot. Next year we hope to get out to one or two of the meetings on the south coast. Lymington Town was once home to many top men in the class with the likes of Tony Blachford carrying all before them. We can't live up to that sort of standard yet, but we can promise a welcome to any other elderly Ospreys which are lurking in garages awaiting the call to race again.

by *Iain Sutherland*
936 Lethal Lime.

Back From The Past

The Metamorphis of the Osprey

This editions "Back From The Past" has been submitted by Huw Pearce, Thanks Huw!

This unusual tale commences with a strange natural history phenomenon. The Osprey Migration. Once a year Ospreys from this country, together with a few wayward birds from overseas, may be seen flocking to the sea for a short lived but frantic mating season.



THE OSPREY EGG

A little later in the week - after a variable incubation period, the female lays a single egg in the shape of an oval fender.



Green for a Boy
Red for a Girl

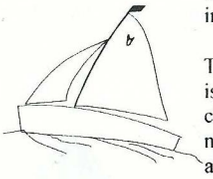
THE OSPREY EMBRYO

This hatches after 3-4 weeks producing the embryo Osprey, recognisable as a racing bouy by its embryonic mast.



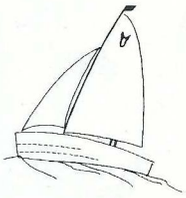
2ND SEASON INFANT BOAT

By the second year the embryo has developed into an infant boat with rudimentary mainsail, gaff rig and stern horse, sometimes to be seen on protected inland waters.



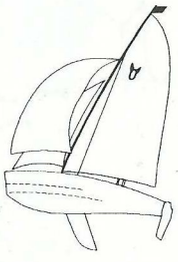
3RD SEASON JUNIOR

The third year junior is growing fast, still clinker built, but has now added a storm jib and the mast has grown enough to support a bermudan rig.



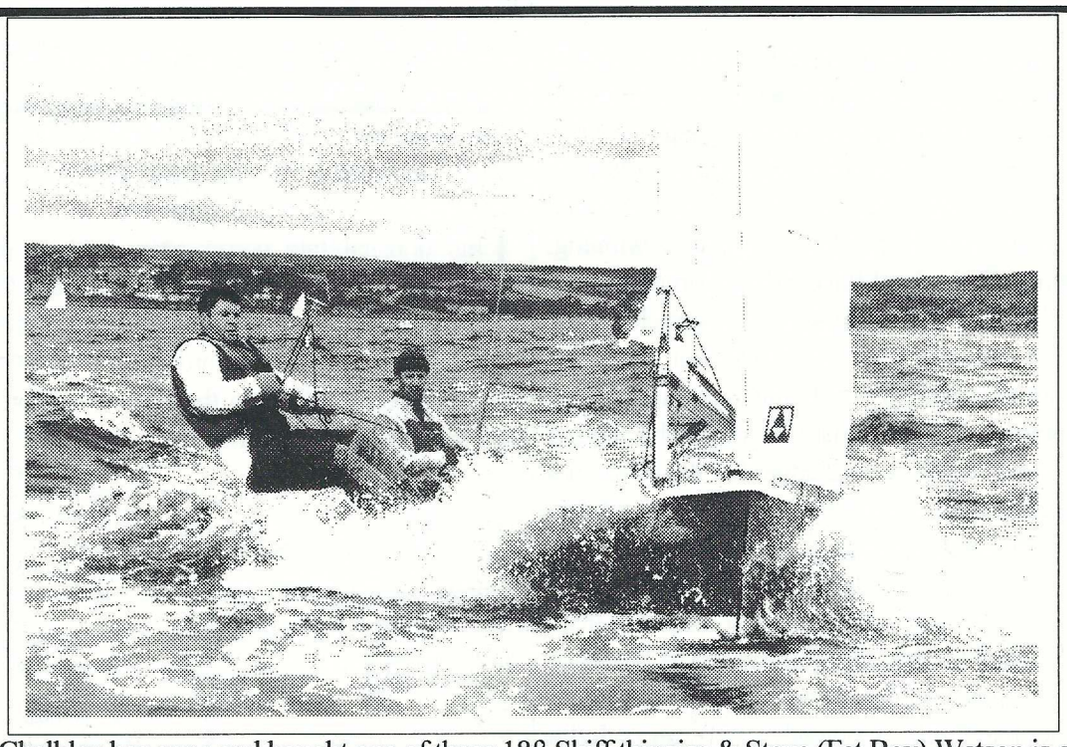
4TH YEAR

The fourth year bird reveals two beautifully grown sails, centre sheeting and powerful mast with developing rudder and centreboard.



By the fifth year the adolescent has produced a spinnaker, completed growth of mast and has added a trapeze to a mature Mark 3 hull.

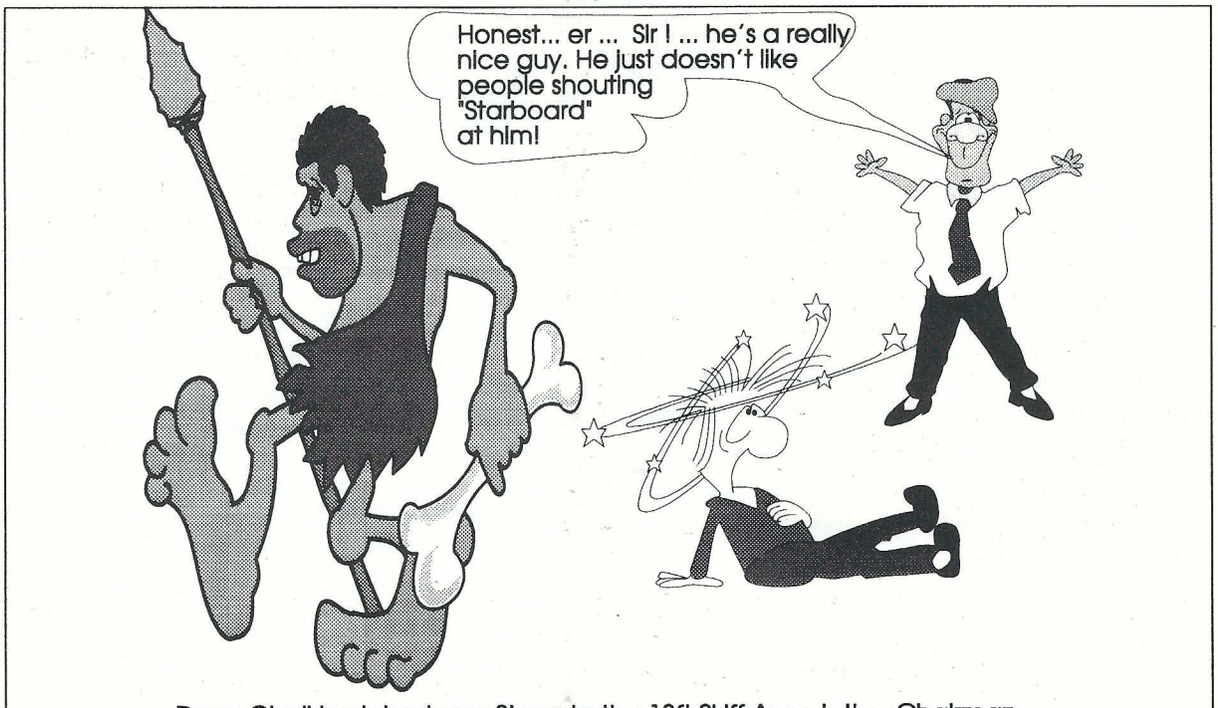
A Fond Farewell until you Return



Dave Chalkley has gone and bought one of those 18ft Skiff thingies & Steve (Fat Boy) Watson is going to crew him. Can the mast stand the strain, can the 18ft Association stand Chalkley & Watson .... I Hope So. The Osprey Fleet loss is their gain and I am sure we all wish them good luck, we will certainly miss them!

Mike Smith

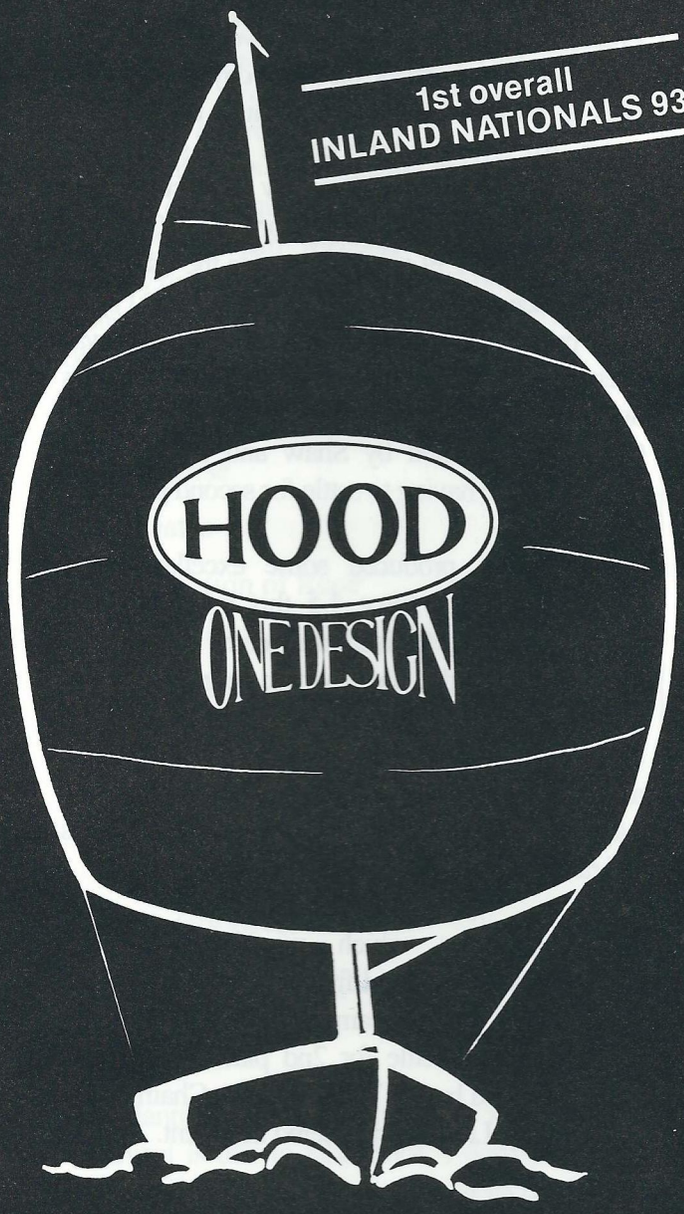
Eds Note: I shall certainly miss my Flat Mates at the Nationals and more importantly Steves reports, but they will soon be back!



Dave Chalkley Introduces Steve to the 18ft Skiff Association Chairman

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Little is known of the actual details but somewhere near high-water mark male birds have been seen racing out to sea in full plumage, spinnakers flying, masts erect, chasing the females in ever decreasing circles, often for as long as four hours at a time.

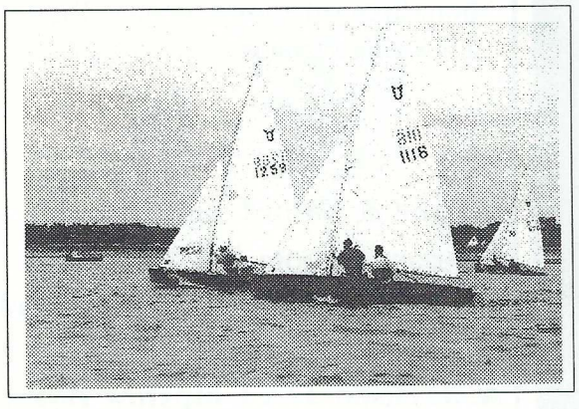
Fully mature at six years, with VAT added the fledged Osprey is ready in all its glory to enter the annual migration.

It is known that sexing an adult Osprey is very difficult and few have suficient knowledge - Osprey 700 is without doubt a Male, Osprey 937 is a female, thereby providing our chairman with a ready supply of new birds without capital outlay.

Inevitably someone will upset this theory. Indeed some Ospreys exist which are impotent - no valid certificate. But it is rumoured that Ian Proctor has found a way to neuter young Ospreys, and a new breed of fast, hungry , quick maturing Ospreys may soon emerge from this heartless development, showing that man, not nature, controls the future of this beautiful bird.

by *Brian & Sue Littler*

Why not send in your favourite article from yesteryear! If there are photographs to be included I must have the original in order to reproduce it in the magazine. Originals will be returned if an SAE is provided.



Griffiths & Chalkley Battle it Out

Scottish & Northerns

Ribble Cruising Club Hosted these Championships on the week end of the 9th & 10th of July. 14 Boats from all over the North of England took part in this annual event. Due to tide restrictions, both races on each day were raced back to back to give the maximum time on the water. An Olympic type course was set for the days racing and Saturday saw perfect Osprey conditions with a steady SW force 4-5. Chalkley & Watson in 1259 set the pace for the 1st lap in the 1st race with Griffith & Williams in 1116 in close pursuit. After some close racing the race was eventually won by 1116. The second race was dominated from start to finish by the Sunderland Osprey 1272 sailed by Shaw and Harper with 1116 this time having to settle for second place.

Sunday again produced some excellant wind conditions with a force 4-5 this time from the South. The Race Officer (due to the sailing area available) discarded the Olympic course in favour of a figure of eight which resulted in some excellant reaches. The West Riding pair of Griffith and Williams in 1116 shook of the challenge of Lang & Clack in 1178 who finished in 2nd for this 3rd race.

The final race which would decide the Championship was lead from start to finish again by the West Riding team with Shaw & Harper 1272 having to settle for 2nd place. The prizes were presented by Mr T Cassidy, the Chairman of Casdon ToysLtd who sponsered the event.

report by
Don Flannery

Overall Results

Postn	Helm	Crew	Club
1	D Griffith	I Williams	West Riding SC
2	R Shaw	A Harper	Sunderland SC
3	D Chalkley	S Watson	Humbermouth SC
4	J Lang	M Clack	West Riding SC
5	R Gardiner	J Shaw	Coniston SC
6	R Edwardson	R Audley	Kielder SC

National Championships
Whats Involved?

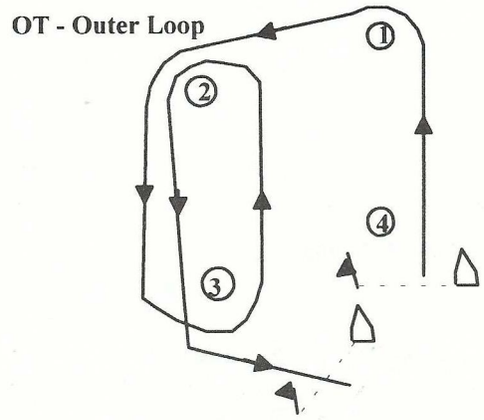
National Championships - What's involved? Each year we expect to have a National Championships. But how many of us stop to think what's involved in making sure the event takes place and runs smoothly?
How many of us have actually organised a sailing event? I expect quite a few have been involved in running an Open Meeting or Club Race but actually organising a major championship?
Here is a check list (in alphabetical order) of some of the things that have to be thought about:

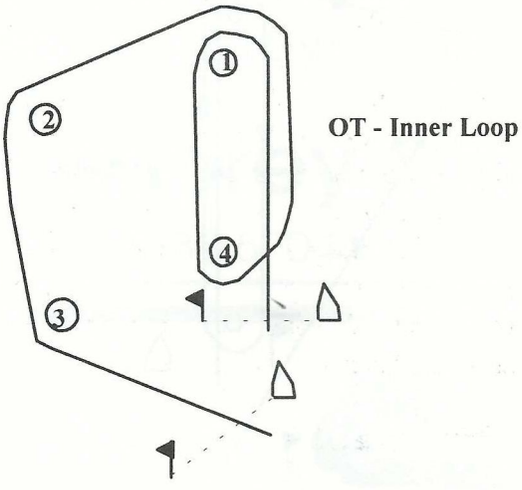
- Cost
- Course
- Dates
- Duration of Race
- Joint event with another class
- Number of Races
- Measurement
- Prizes
- Rescue
- Safety cover
- Social Events
- Venue

The planning can start as much as 5 years before the event is due to take place. I don't think it is realistic to expect clubs to commit themselves to events more than 5 years in advance who knows what might happen over that period of time.

Will the club still have an enthusiastic membership. will it still have the support of the local council etc. Don't forget that nearly all of the people that are involved in running a National Championships are volunteers. using their holidays to provide you with an event.

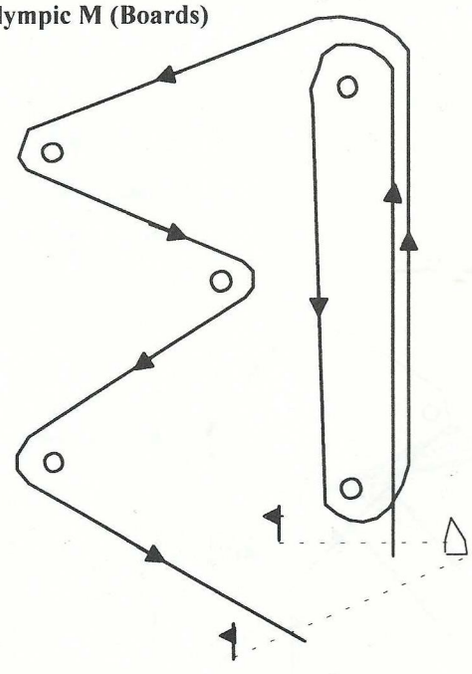
Basic Course - Olympic Trapezoid





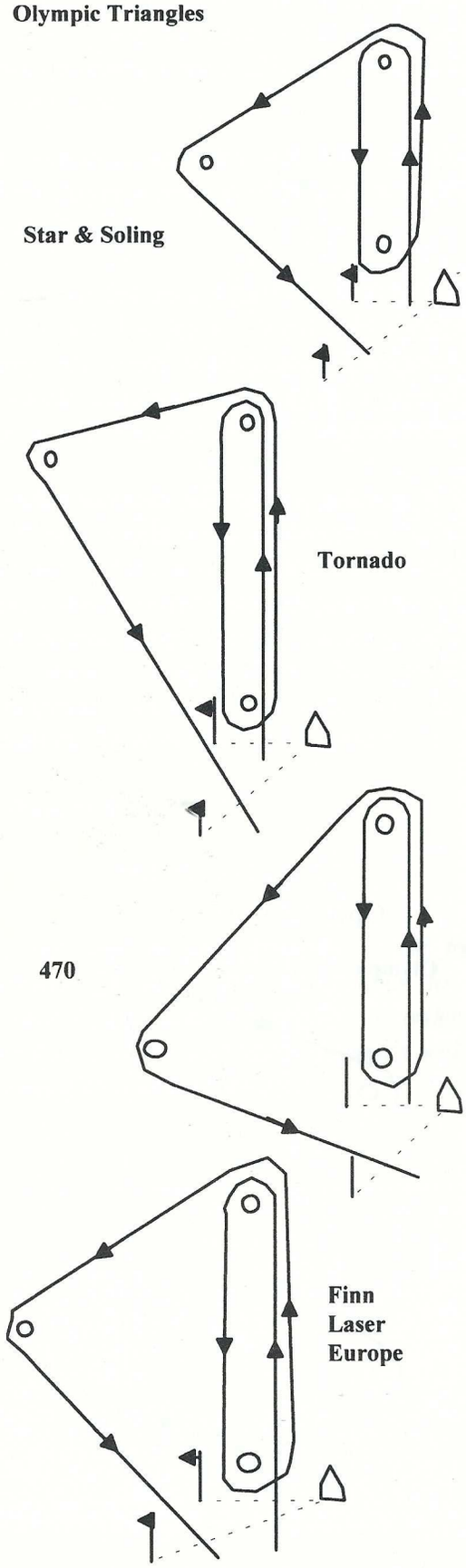
Optional Courses

Olympic M (Boards)



Optional Courses Cont

Olympic Triangles



The detail planning with the club will start as soon as the previous year's event has finished. With competitors not liking the cost of entry to be high the club and the class are probably starting to look at sponsorship from various sources 18 months before the event takes place. The cost of running the event to club and class association could be made up of things like:

- Fuel for committee and safety boats
- Hire of committee boats and safety boats
- Ammunition for cannons
- Canisters for airhorns
- Prizes
- Measurement facilities
- Hire of rooms for AGM. protests, committee meetings, social events
- Paying for dignitaries
- Hire of transport for wives, girlfriends, children to visit local places
- Hire of additional radios

For example for 60 boats competing in the event it is recommended that there is 1 safety boat per 15 competing boats. For contingencies there should be a spare. These safety boats should be 5.5m RIB's. manned by 2 people of which one should have first aid training. That digressed slightly from what I was trying point out, sorry. These safety boats are likely to use on average 10 gallons of fuel a day at a cost £2.50 a gallon. Therefore for 6 days of racing this comes to £750 for fuel, just for the safety boats. The committee boat and mark boats are likely to use a similar amount of fuel, being bigger and thirstier!! So it is quite reasonable to expect a fuel bill of £1500 to £2000 for a championship week.

A charge of £50 to £60 per boat is easily arrived at before thinking of the cost of prizes or social events. This cost can go up quickly if the host club has to hire boats or pay additional insurance premiums for owners.

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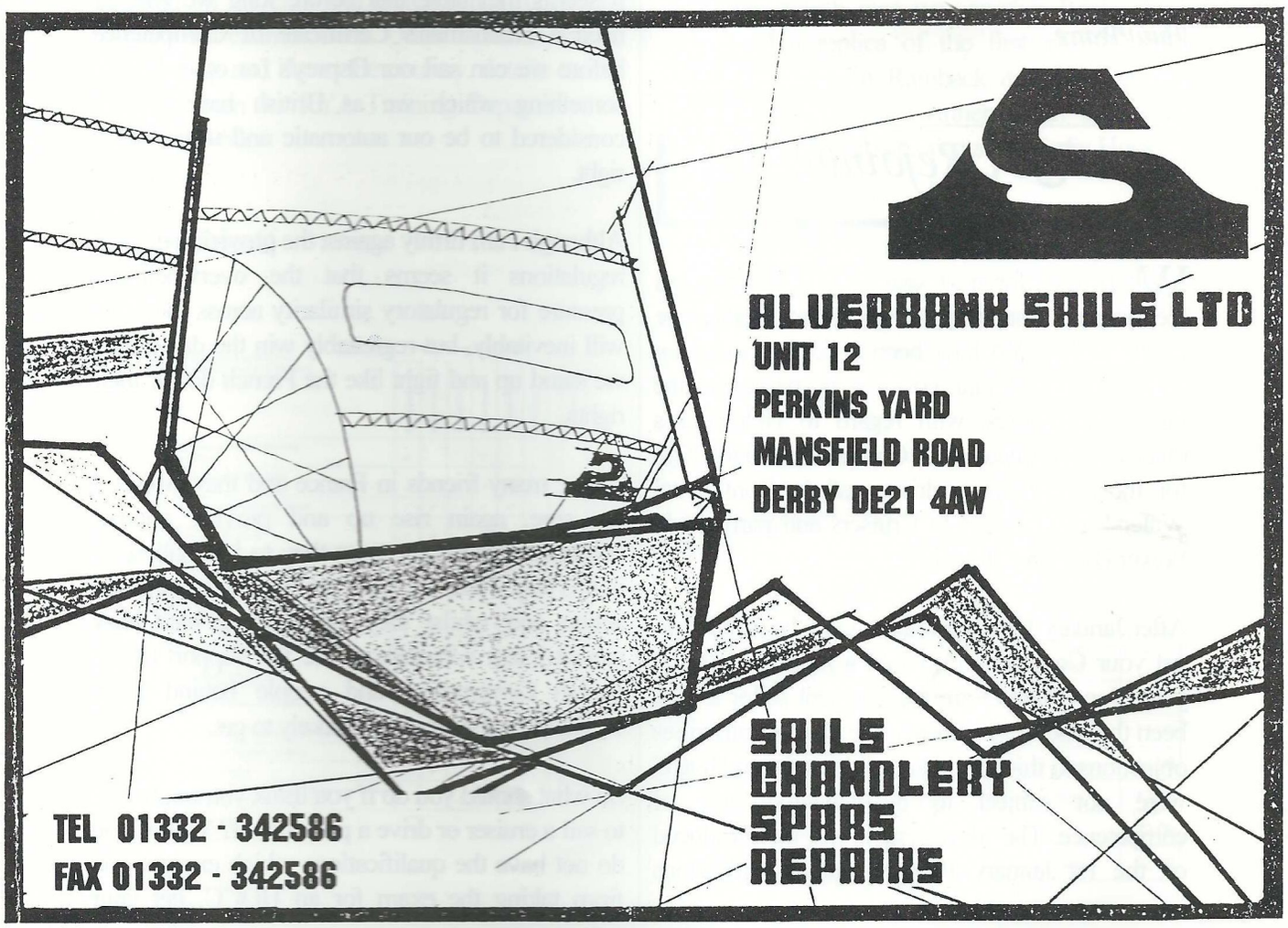


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Enough of organisation off the water. What about on the water? The class association discusses the course shape, size and required duration of race with the Senior Race Officer. With the move to new types of course configuration, should be thinking about changes? For example, using a mixture of course shapes and race duration's during the week. This might allow the possibility of a lay day or half day for those who want to spend time with families such an opportunity. We could also have 2 short races on one day.

What do you think? I think that using the new course shapes could be an interesting addition to our National Championships. What do you think? Please let me know, my address is in the front cover.

What are the new courses? They are shown adjacent to this article

By

Huw Pearce

RYA Rejoinders

What's new for next year? - The International Helmsman's Certificate of Competence (Pleasure Craft)! ... the RYA have been in deep consultation with our continental cousins, in particular the Dutch Authorities, with regard to Helmsman's Overseas Certificates of Competency (HOCC's) for those wishing to drive craft in Continental Waters! This applies to Cruisers and particularly Power Boats, not dinghies.

After January 1995, no longer will it be possible to get your Commodore to sign a letter stating that you, "Joe Bloggs", are a competent sailor as has been the case up until now. The Dutch Authorities objections to this are that candidates for an HOCC were not subject to a mandatory test of competence. The new system will be introduced on the 1st January 1995. Certain qualifications will enable the holders to be issued with an HOCC without the need to sit the examinations otherwise required, these are given later in this article.

In future only clubs who have suitably qualified RYA Instructors will be able to provide the necessary examinations before an HOCC will be issued by the RYA. RYA Teaching Establishments will automatically be able to carry out the examinations since they will have qualified staff, unless of course they opt out of the scheme. The examinations will consist of an Oral/Written and a practical tests. These will require that you have a good knowledge of Regulations appertaining to your craft, Prevention of collisions, Manoeuvring signals, Safety etc. The practical test will include and require that you can handle your vessel safely, carry out Man Overboard procedures, Sail a Triangular Course, Raise and lower sails and Come alongside.

It seems inevitable that before long we will all need a Helmsman's Certificate of Competence before we can sail our Osprey's (or other boats), something which we as British have always considered to be our automatic and unassailable right.

Although I am firmly against the provision of such regulations it seems that the overwhelming pressure for regulatory similarity across the EEC will inevitably, but regrettably win the day unless we stand up and fight like the French do for their rights.

I have many friends in France and they would, I am sure, again rise up and provide another revolution for history were they to be challenged in this way. I fear the RYA are fighting a rearguard action and whilst they are fighting hard they cannot I fear win without the full support of the British Government and people behind them which of course they are unlikely to get.

So what should you do if you think you might like to sail a cruiser or drive a power boat? Well if you do not have the qualifications which exempt you from taking the exam for an HOCC, get your

certificate now while the old system is still in operation. If you already have the qualifications which exempt you from taking the examination apply for your HOCC as soon after the 1st January as you can. You all need to get an HOCC as soon as possible because without it you may find yourself in difficulties in the future. Remember Tests never get easier only harder, ask anyone who has held a licence to drive a car as of right and then had to take the test after it became mandatory! Think about MOT's, each year new regulations and requirements come into force making the test ever more stringent! Testing authorities are liable to charge you for sitting the examination since there is a fair amount of work to do and time taken in providing the examination.

YOU HAVE BEEN WARNED!!!!!!

For those of you who are within striking distance of Minnis Bay, I am the Principal of the RYA Approved Teaching Establishment which is founded on the club and therefore can undertake to carry out examinations. Other facilities will be available up and down the country, details can be obtained from the RYA Training Department on 01703 629962.

by
Terry McDonald

COURSE COMPLETION CERTIFICATE OR CERTIFICATE OF COMPETENCE HELD	HOCC MAY BE ISSUED FOR: Sportsboat	Motor Cruiser	Sailing Cruiser	Inland Waters	Coastal Waters	All Waters	R: All Waters
National Powerboat Certificate (non tidal) Level 2 or above	✓			✓			
National Powerboat Certificate (tidal) Level 2 or above	✓			✓	✓		
Helmsman's Course Completion Certificate	✓	✓		✓	✓		
Day Skipper Practical Course Completion Certificate (Power)	✓	✓		✓	✓		
Day Skipper Practical Course Completion Certificate (Sail)			✓	✓	✓		
Coastal Skipper Practical Course Completion Certificate (Power)	✓	✓		✓	✓	✓	✓
Coastal Skipper Practical Course Completion Certificate (Sail)			✓	✓	✓	✓	✓
Coastal Skipper (or higher) RYA/DoT Certificate of Competence (Power)	✓	✓		✓	✓	✓	✓
Coastal Skipper (or higher) RYA/DoT Certificate of Competence (Sail)	✓		✓	✓	✓	✓	✓
DoT Deck Officer Certificate of Competence (Any grade)	✓	✓		✓	✓	✓	✓
RN, Army or RAF Bridge Watchkeeping Certificate	✓	✓		✓	✓	✓	✓
DoT or Local Authority Boatman's Licence	✓	✓		✓	✓		
DoT Boatmaster Certificate	✓	✓		✓			
RYA Dinghy Instructor or Dinghy Level 5 Certificate and National Powerboat Certificate Level 2 or higher	✓		✓	✓	✓		

Panmorra Cup

September 10th - 11th

This years event was perhaps overshadowed by this years very successful and well attended National Championships. The Saturday dawned bright & breezy with the Race Officer deciding to postpone for 1 hour hoping the wind would drop. In fact it got up and the 9 boats that made the start line had to contend with a force 6. During the race this caused a lot of capsizes and retirements with only 5 finishers, the Poole contingent finishing 1,2,3 in the shape of Rainback & Angrave, Laing & Frith and Gorringe & Hosie. in third. The second race was abandoned due to an increase on the already strong winds.

Sunday provided a gentler SW 3 and saw 10 starters, the top two results were the same with the local team of Menear & George gaining third place. The fourth race was another Poole clean sweep and a replica of the first race. Overall winners were Colin Rainback & Phil Angrave, followed by last years winners Alan Laing & Peter Frith, with Chris Gorringe & Nadia Hosie in third.

The Panmorra Cup is an annual event, held at Mounts Bay in Mid September. I cannot guarantee the weather but I can guarantee the welcome, so please use the event as your excuse to visit us in Cornwall in 1995!

by *John Marks*

Pos	Boat	Helm	Crew	Club	Pts
1	1198	C Rainback	P Angrave	Poole	1.50
2	1267	A Laing	P Frith	Poole	4.00
3	1223	C Gorringe	N Hosie	Poole	6.00
4	1227	D Meanear	S George	Mounts Bay	7.00
5	1211	J Marks	D Hewitt	Mounts Bay	11.00
6	922	J Mathhews	P Badcock	Mounts Bay	11.00
7	1153	Lynda Postle	A Hosking	Mounts Bay	12.00
8	1151	C Stephens	M Uren	Mounts Bay	12.00
9	1111	J Curnow	Smith/Grieg	Mounts Bay	22.00
10	1018	B Reynolds	M Somers	Mounts Bay	22.00

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For GRP & Wooden Boats	For Wooden Boats
Porter Brothers Unit 1 Dewar Close Sagensworth West Fareham , Hants PO15 5UB	Chipstow Boatyards Oak Road Downham Billiricay Essex CM11 1QF
I.L & L.M Porter	A.Jackson
01489- 570222	01268 - 710111

RYA Measurers

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

Ospreys for Sale

1224 - HAGAR-THE-HORRIBLE, MKIII Porter. 3 Suits of Sails, Adjustable Rigging, 2 Rudders (1 Fixed), Epsilon, 2 Booms, Full racing spec. Well known fast boat. Combi, under and overcovers.

£2750

CONTACT Chris or Jane Seymour 01245 - 268776.

1234 - Championship Boat 1994, Also for sale

New Proctor "E" Section	@ £250
New Rudder Fixer	@ £150
New Milanes Centre Board	@ £220
One Set of Ullmans	@ £250
One Set of Hydes	@ £250

CONTACT Andy Barker 0181 - 874 - 1436

NOTE

Every attempt is made to ensure the details in the for sale & wanted sections are correct. No responsibility for the goods offered for sale in these adverts is undertaken by NOCA. It is the responsibility of the vendor to ensure that the Editor is advised when goods offered for sale have been sold prior to the COPY DEADLINE. Conversely those who have fulfilled their needs should also advise the Editor accordingly.

Wanted

MAST - Second Hand Mast required for recntly aquired Osprey currently lying Arnside Sailing Club Cumbria. Any Offers please contact

Tony Young 01524 - 762422

SUBS & THINGS

In this issue you will find a new Direct Debit / SO Mandate for your membership! Yes its that time again, **Subs are Due January 1st 1995.** Why not fill in and return your Form if only to confirm your address, Telephone No and Boat are correct on our records. If you don't pay by SO why not do so its easier.

Also included is a Postal Ballot for rule changes to allow the MKIIA to be part of the Measurements. IF YOU DISAGREE you need to return it saying so, otherwise do nothing.

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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 Open Meetings & Events

Special Events

January	2nd	Blackpool & Fleetwood	Contact Don Flannery
January	7th	Bloody Mary	
May	13th - 14th	Netherlands	Contact Iain Williams
July	TBA	Royal Soveriegn	
July	1st - 2nd	Lord Birkett	
Sept	3rd	Sheppey "Round the Island"	Contact Lee Allan

Championships

April	29th - 30th	INLAND CHAMPIONSHIPS - British Steel
July	8th - 9th	WELSH & MIDLANDS - Blithfield
July	29th - 4th	NATIONAL CHAMPIONSHIPS - Sunderland
Sept	23rd - 24th	SOUTHERNS - Sheppey
	TBA	SCOTTISH & NORTHERNS - Bridlington

Opens

May	27th - 29th	West Riding SC
June	17th - 18th	Poole YC
June	24th - 25th	Hayling Island SC
July	15th - 16th	Ribble
August	26th - 28th	Sunderland & Roker Regatta
Sept	9th - 10th	Kielder Water
Sept	9th - 10th	Mounts Bay
	TBA	Hornsea



Wilkinson Sword - Trophy to be presented at 1995 Nationals for Competition period August 1994 to July 1995, One Special + Four Best Opens (Not Nationals) to Qualify

National Osprey Class Association
Draft 3

The Committee are proposing five Measurement Rule changes. The changes are all detailed in the following paragraphs. At the end of the document is a voting slip requesting a YES or NO response.

Please note that not returning a ballot slip is considered a YES vote.

Proposal Number 1

Modification to Mark II Stern Tank to Change Buoyancy Characteristics.

Reason

To improve safety by making the righting characteristics similar to the Mark III.

Rule Additions

6A 11 & 6B 11

In the case of the Mk II Osprey, only the following modifications may be completed but they shall all be done or none.

- The aft bulkhead shall be cut away, leaving a minimum of 25mm between the edge of the bulkhead and the inside of the side tank face/hull.
- The combing trim shall remain totally unaltered.
- Two drain ports, each of 0.03m^2 maximum area, shall be cut in the transom. At no point shall any transom port be less than 25mm from any edge of the transom.
- Longitudinal tanks shall be sealed on the aft end. An additional watertight inspection port maximum diameter 100mm may be fitted in the aft bulkhead of each longitudinal tank.
- Four vents of a maximum area 0.05m^2 each shall be cut in the aft deck, these shall be to official templates, cut along the inner most gunwale edge. Deck ribs shall not be removed or cut.

Rule Modifications

5A 4.2 & 5B 4.2	Add a sentence at end of rule. "See also Rule 6A/B 11"
6A 1 & 6B 1	Add a sentence at end of rule. "See also Rule 6A/B 11"

Proposal Number 2

It is proposed to relax the constraints on the cockpit design of a GRP boat so that they match those of a wood boat. This will be most noticeable from a centreboard case capping perspective, as detailed in Rule 5A2.7 and embodied in the drawings. This relaxation will allow the licensed builders of GRP boats to modify the design of the internal structures without requiring detail drawings to be produced and approved by the Osprey Class Association and the RYA, so long as those structures comply with the wood boats rules for positioning and width. The materials of construction shall comply with the official drawings and rules for the version and materials used. Any changes must not materially affect the draining characteristics of the cockpit.

The rules to be modified are in Part B of the Measurement Rules. The new wording of rules is as follows:

1.6 All boats shall be built in accordance with the plans, Class Rules and specification as detailed by the RYA. Each boat shall comply with the official drawings for its specific mark. Variance using assorted features from different marks is not permitted.

2A 2 All hull, deck and centreboard case mouldings shall be produced from moulds approved by the RYA.

3A 3 renumber to 3A4

3A 3 In the Mk III GRP versions the hull, deck and centreboard case mouldings shall comply with the official drawings and specification approved by the RYA. All materials shall comply with the official drawings and rules for the version and materials used. The other components detailed on the official drawing are for guidance only.

5A2.7 If of GRP the centreboard case shall be constructed on an RYA approved mould. The internal width shall not be more than 25mm, except for the lower 35mm which may be recessed for 3mm on either side. A wide longitudinal capping, minimum dimension 31mm by 22mm shall be fastened to the upper edge of the outside panels forward of the thwart. A wide longitudinal capping may be fastened to the upper edge of the centreboard case. A capping so fitted, shall not extend forward by more the 25mm of the fore end of the centreboard case, or by more than 100mm from the centreline of the centreboard case.

Proposal Number 3

It is proposed to change the wording for the specification (Rule 5B2.9) of the bottom panels in a wood boat to allow them to be built using 2-sheets of 4mm nominal ply bonded together on the building frames to produce panels of 8mm nominal thickness. This change is to make it easier to form the curvature in the forward section of the hull. It is recognised that the methods of fabricating plywood have improved, in much the same way that fabricating boats has improved. The modern plys are more difficult to form into compound curves, as is required in the bow section of an Osprey.

Proposal Number 4

It is proposed to change the wording of Rule 7.1 governing the placement of solid foam buoyancy in GRP and Composite constructed boats. The total volume will not be reduced but its positioning and distribution is to be altered.

- GRP and Composite boats shall have not less than $0.2m^3$ solid closed cell foam buoyancy permanently attached to the boat.
- There shall be not less than $0.03m^3$ solid closed cell foam buoyancy located within 1500mm of the transom.
- Solid foam buoyancy in the side tanks shall start not more than 250mm from the transom.
- All solid closed cell foam buoyancy shall be enclosed in a water proof wrapping to prevent absorption of water and break-up of the foam.
- The solid closed cell foam buoyancy shall be evenly distributed about the fore and aft centreline.
- The builder shall endorse the measurement form to the effect that the boat complies with all the requirements of this rule.