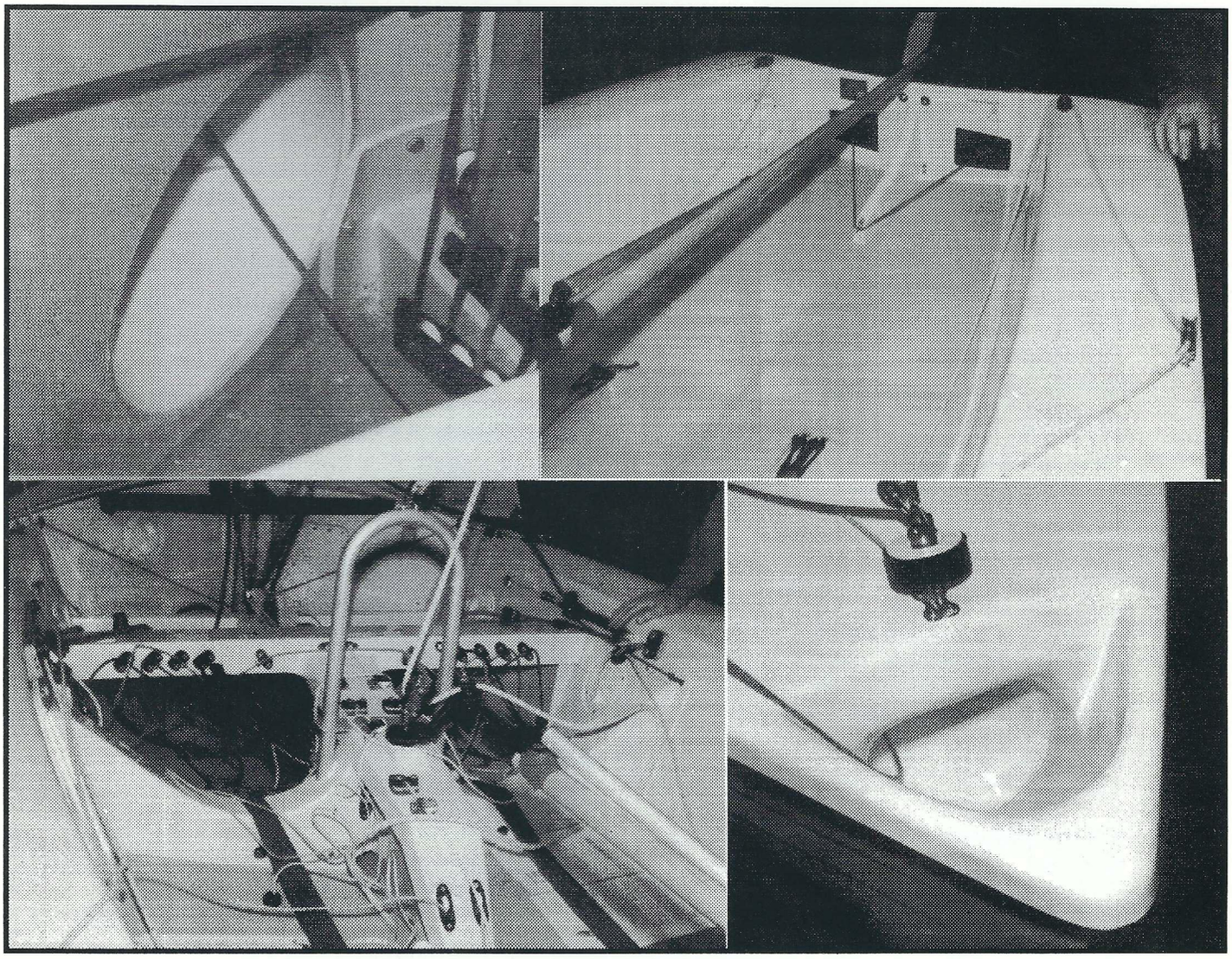
National Osprey Class Association

8 New Boats Registered This Year
More Likely To Be Built !!!!



Magazine

July 1995

Osprey Class Association Committee

Chairman	**Rob Shaw**	Fax 091 - 564 - 0788	Home 0191 - 417 - 3572
	5, Talgarth, Teal Farm, Washington Tyne and Wear NE38 8TL		Work 0191 - 564 - 0666
Secretary	**Nick Jones**		
	2, Tyne Close, Flitwick, Bedford MK45 1DG		Home 01525 - 751712
Treasurer	**John Lang**	Fax 0113 - 2867910	Work 0113 - 2864048
	15, Rydall Avenue, Garforth, Leeds, West Yorks		Home 0113- 2861800
Magazine	**Terry McDonald**		Work , Home & Fax
	29, Harold Road, Minnis Bay, Birchington, Kent CT7 9NA		01843 - 841497
Membership Secretary	**John Lang**	Fax 0113 - 2867910	Work 0113 - 2864048
	15, Rydall Avenue, Garforth, Leeds, West Yorks		Home 0113- 2861800
RYA Representative	**Huw Pearce**		Home 01344 - 771047
	23 Addiscombe Road, Crowthorne, Berkshire RG11 7JX		Work 01932 - 762692
Publicity	**Ian Madeley**		H & W 0114 - 2366873
	Brookside, 283, Abbeydale Road South, Dore, Sheffield, West Yorks S17 3LB		Fax 0114 - 2620246

Clubs & Contact

SOUTHERN AREA

Essex	**Telephone**
Ken King, 4 Winterdale Cottages, Summerhill, Althorne, Chelmsford, Essex CM3 6BX	01621 - 742511
Hayling Island	
Nick Willis, 1 Sundale Cottages, Longmoor Road, Greatham, Hants GU33 6AW	01420 - 538319
Lymington Town Sailing Club.	
Iain Sutherland, 5, Gold Mead Close, Lymington, Hants SO41 3FQ	(H) 01590 - 679660 (W) 01703 - 634020
Minnis Bay Sailing Club	
Terry McDonald, 29 Harold Road, Minnis Bay, Birchington, Kent CT7 9NA	01843 - 841497
Mounts Bay Sailing Club	
John Marks, 5 Pednandrea, St Just, Penzance, Cornwall TR19 7UA	01736 - 788913
Poole Yacht Club	
Trevor Brown, Heythorne Cottage, Woodlands, Wimborne, Dorset BH21 8NB	01202 - 827997
Sheppey Yacht Club	
Lee Allen, 155 Marine Parade, Sheerness, Kent	01795 - 662880
Shoreham Sailing Club	
None	

WELSH & MIDLANDS AREA

British Steel	
Iain Williams, 98 Heol Las, North Cornelly, Mid Glamorgan, Wales.	(H) 01656 - 746726 (F) 01656 - 658555
Blithfield Sailing Club	
Chris Guy, Jacarranda House, Mill Lane, Wheaton Aston, Staffs ST19 9NL	01785 - 840710
Humbermouth Yacht Club	
None	

WELSH & MIDLANDS AREA

Saundersfoot	**Telephone**
None	
Stewartby	
Nick Jones, 2Tyne Close, Flitwick, Bedford MK45 1DG	01525 - 715055

SCOTTISH & NORTHERN AREA

Filey	
John Lang, 15, Rydall Avenue, Garforth, Leeds, West Yorks	(W) 0113-2864048 (H) 0113-2861800
North East & Kielder Water	
Roger Edwardson, 367 Stamfordham Road, Westerhope, Newcastle on Tyne NE5 2LH	0191 - 2862272
North West & Ribble Cruising Club	
Don Flannery, 179 Hoyles Lane, Cottam, Preston, Lancs PR4 0NB	01772 - 724740
Sunderland	
Robert Shaw, 5, Talgarth, Teal Farm, Washington Tyne and Wear NE38 8TL	(H) 0191-467-3572 (W) 0191-564-0666
Hornsea	
Andy Reed, 14 Station Court, Railway Street, Hornsea, HU18 1QD	01964 - 535095

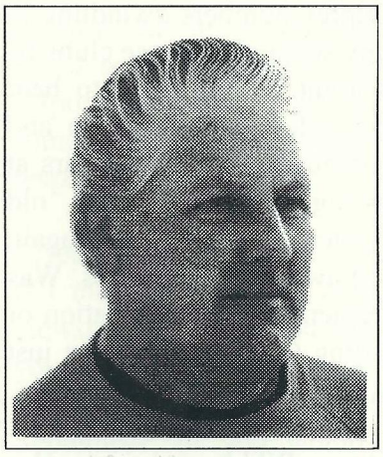
OVERSEAS

Nederlands	
Helma & Kees Smolders, Dr Gommersiaan 5, 4835 GV Breda, Netherlands	00-131-076-658708
Lagos	
Canada	

CONTENTS

Terry's Tarradiddle

Front Cover: Roker Rat the new GRP Porter Boat - Four views of the new features
Photographs by the Editor



The Editor

CONTENTS

Terry's Tarradiddle	Page 3
Chairman's Cantillations	Page 4
Osprey's Cruising	Page 5
Nationals 95	Page 6
Club News	Pages 7 - 8
Manufacturers Hints & Tips	Page 9
MKIIA & Rebirth of 695	Pages 10 - 16
Open Meeting Reports	Page 17
Ladies Lyricism's	Pages 18 - 19
Nationals 96 Hayling	Page 20
Builders & Measurers	Page 22
For Sale	Page 22
Photographs	Pages 12, 13 & 14
Advertisers	Pages 6,7,8,19 20,21 & 23

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!

How strange it is the way things work out, this year was going to be the year I had the boat ready for the start of the season. The last magazine I had so many articles I felt that I had at last got everyone on my side ..... "after the Lord Mayors Show". I am of course grateful to those who have contributed and to Robert who has tried hard to get people to write.

Don't forget my FAX is available to receive your reports etc. and my Postman also does a good job, its up to you now!

Going back to the boat, this year was the turn of the topsides to go back to bare wood and it was well on schedule. We had completed the removal of varnish and my son, (who is my super crew) was pondering the reason for our always seeming to go better on one tack. As he lay exhausted across the roll deck, he appeared to spot something and as a result an article was born for the magazine.

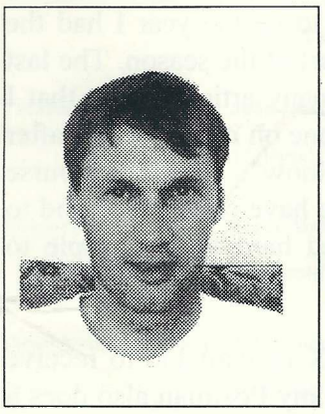
The boat only being returned to the Club on Sunday 4th June and then not quite ready to sail. Half the season gone and not even partially worked up for the Nationals ..... Oh well! perhaps next year!

I have for some time been thinking that its time that we stopped totally ignoring the best people in our lives, our ladies. So this issue of the Magazine has the embryonic "Ladies Lyricism's" which I sincerely hope will flourish. After all the Ladies form the greater part of our lives so why not have some space in the magazine to use as they will.

I hope that you will all want to come to this years Nationals and make it the best yet, with 8 new boats registered this year it should be, hope to see you all there, but in any event have a good season.



Chairman's Cantillations



The Dinghy Show was a great success with lots of interest in our new GRP Hull from Porter Brothers, who did a brilliant job of building her for the show (Just in time) as the deck moulding had only been agreed by the Committee weeks before. Unfortunately the new wooden Arnott Dobson Osprey, built to a tight schedule, was delayed due to drying times on the epoxy and finishing. But she was certainly worth waiting for and will be at the Championships.

This years Nationals promises more new boats racing than for many years. Lets hope this is an ongoing trend and to this end the Association has agreed to print a brochure to be used by all of our boatbuilders who could not afford to produce their own individually. The aim is for this publication to be timeless and the A4 folder format to show various designs, specification and characteristics of Ospreys. These can then be used at exhibitions, chandlers, clubs etc. .

I am pleased to introduce our new Class Captain at Sunderland, Richard Hewitt, who is taking over my old job enabling me to spend more time on National Osprey matters. Occasionally, I do some work for my Company. I also feel less guilty about leaving the fleet to do the Open Circuit knowing it is in good hands.

On a more serious note our Treasurer, John Lang who has done a superb job of managing the coffers, will be standing down at the AGM - is there anybody out there who would like to fill this post. Nick Jones, having worked hard on the committee for the past 9 years will be standing down and feels that it is time for new blood, someone who can do Open Meetings and is willing to travel. These posts need to be filled and are important to the growth of the class. Anyone interested please call me or write.

It is sad to see Osprey numbers dwindling in the South East, any support for these clubs by travellers is important. It was good to hear that Roger Taylor, who was a through and through Osprey enthusiast for many years at Sheppey, is starting to rebuild his old original boat and intends to start sailing again after a long period away from the class. Was Mr Chalkley a figment of my imagination or has he started sailing Ospreys again (he just could not stay away).

It is also good to see Ribble growing and a small fleet forming at Saltash in Cornwall. Surely the largest fleet racing must be Poole, where lots of hard work and good fleet management is paying off. Simon tells me a fleet of 14 on Wednesday and over 20 on Sundays - well done.

I have done two Osprey Opens so far this season, British Steel and West Riding, I hope also to do Poole, Hayling Island, Lord Birkett, Blithfield and Ribble.

Championship preparations are going well and we are looking forward to giving a warm Northern welcome to our entrants, families and guests. Various social events have been arranged, also family orientated coach tours for those interested in local attractions at a very low cost. One of our main backers for this event are the National Rivers Authorities.

Finally a special thank you to Huw Pearce and Terry McDonald for all the paperwork and discussion's with the RYA regarding the MKII backtanks. Hopefully I will see you on the circuits or at the Championships shortly - happy sailing

ROB

Osprey's Cruising

Simon Bridges who is Fleet Captain of Poole writes an "In House" Osprey Newsletter, the Vice Commodore wrote an article in this missive in which he suggested that Ospreys do not go cruising.

As you can imagine this stirred up some blood and Peter Reeves was goaded into a response. Simon always on the lookout for something for this magazine sent in Peters response which he hopes you will enjoy.

" Dear Vice commodore
If I may refer to your article in our Osprey Newsletter No. 11. Obviously you have not yet received or had time to read our Osprey Cruising Section Newsletter, issued late September, or you would have noted that Simon is quite correct in saying that an Osprey is an excellent cruising boat.

The following are just some of the voyages undertaken during 1994 by the cruising section of the Osprey fleet which included a midnight cruise to Cherbourg, a weekend cruise to Ilfracombe stopping off at Lands End where we linked up with the Swedish Osprey National World Cruising Team. I must say a great time was had by all who attended.

In August, four of our boats sailed to Sunderland to check out our next National Championship Venue. During this cruise, we were pleased to be able to assist a small Spanish coaster with engine trouble and a badly listing cargo. After a supreme effort, the four Ospreys managed to tow this boat safely into Southend Harbour. As two of these boats had a further two days holiday, they undertook to sail from Sunderland to St Vass. Not having the knowledge of Poole Yacht Clubs larger cruising section, they unfortunately misjudged the tide and had to lay off St Vass harbour for six hours in a force 8 gale, waiting for the lock-gate to open - not an enjoyable experience and one which nearly marred their cruise.

One of our team who is a teacher, (holidays never seem to be a problem for them!) undertook a longer cruise to the Greek Islands, taking just over 4 days to complete this cruise. Other than for a short 3 hour period, this was made completely under spinnaker. He gave a very enjoyable talk to our class and included slides taken during this trip. The most memorable was of Dolphins playing off the Osprey's bow wave off the Straits of Gibraltar, an unforgettable sight! This was a great educational experience for his five children and parents-in-law who accompanied him on his cruise. At this point, I must add this was not a Mark III Osprey but a Mark IV fitted out with slightly larger bow tanks for extended cruising, easily identified from the Mark III by the extra toilet, cooker and small bar area.

During 1995, it is hoped that we will be able to beat our club record of seven boats undertaking our popular Baltic Ports Cruise. Any members of your own cruising section who would like to accompany us will be very welcome, but they must be prepared to purchase a modified 6X long distance harness enabling them to stay on the wire for up to 24 hours (this has a small inflatable pillow to assist sleeping) which are easily purchased from Bob's Boats.

Once again, many thanks for bothering to write in our newsletter and for your interest shown.

Yours sincerely

Peter Reeves

Low Flyer 1228 "

Thanks to Peter for writing and Simon for sending in this extremely interesting article, no doubt the Poole Yacht Club Cruising Section have planned a comparable or even better program for this year! Its nice to know that there are friends in other corners of the sport.

Nationals 1995 at Sunderland

Sunderland Yacht club is looking forward to hosting this years Nationals. Preparations for the event are well advanced under the leadership of Robert Shaw.

The Club has a large yacht fleet and their members help and assistance is being generously provided in preparing this event. This all looks good for our guests who can expect to enjoy a week of North East friendship and hospitality.

We now have 10 Ospreys in our Dinghy Fleet with a range of sail numbers from 141 to 1277 with both GRP and Wooden hulls. The majority of us have only sailed Ospreys for a year or two but we are already convinced that this is the best racing dinghy in the UK. Now we have the benefit of the light nights we are racing on Wednesday nights and Sunday, plus training on a Friday night. We are determined to put on a very competitive effort at the Nationals! The dinghy fleet also includes Mirrors, Larks, Fifteen's, Lasers and you can expect to see a good deal of their helms and crews helping out during Nationals week, also they are very keen to attend the social events (surprise surprise). (*Eds comment: so you have Cilla coming as well eh!*)

Sunderland is an excellent dinghy sailing venue. We launch from a sheltered beach inside the harbour. A few minutes sail takes us offshore to Seaburn where the non-sailing guests can watch the rest of you race, from the beach, whilst building sand castles! The prevailing westerly winds usually provide us with a comfortable launch and relatively flat sea during the summer (I am also keeping my fingers crossed!)

You should all have received your Tourist Information Pack with your entry form. You will see that there is plenty to do in the North East even if the weather is not balmy enough to make you want to be on the beach every day. We have two massive shopping centres nearby, Newcastle City and the Metro Centre. There are also plenty of Museums, Castles, Fairs, Cinemas, Theatres, Restaurants, Fish & Chip Shops etc. The country side and coast line of Northumberland is especially beautiful, it is also the least densely populated county in England which means you can enjoy a quite country drive even in the height of summer.

We all look forward to welcoming you to the Sunderland venue on the 29th July 1995

Richard Hewitt

Osprey Class Captain

If you want any further information Richard can be contacted on

Home 0191 - 2131386 Work 0191 - 2611531

DESIGNER OSPREY JEWELLERY

Sterling silver and 9ct gold jewellery, designed and made in Birmingham's Jewellery Quarter. All items carry full Birmingham assay hallmarks and the maker's personal stamp.

All sterling silver items have 22ct gold plated detailing.

DESCRIPTION	SILVER	9CT GOLD
CUFFLINKS*	£35.00	£90.00
TIE STUD	£20.00	£50.00
EAR STUDS	£32.00	£85.00

*Cufflinks are fitted with swivel backs.

Special commissions can be arranged.

SAUNDERS SILVERWARE

Unit 417
Jewellery Business Centre
95 Spencer Street
Hockley
Birmingham
B18 6DA

0121 5231195

FASTER SPARS

FROM

SUPER SPARS

Super Spars OSPREY Mast Taper gives the crisp gust response that you need from a spar that supplies maximum manageable performance in all conditions.

This has been achieved by a combination of original design, outstanding engineering and the use of the very latest aluminium alloy extrusions.

The Super Spar rig is not just an alternative, but is better engineered and racing results over many seasons prove it!

Mast (M2/M4) - £272; Boom from £63.50; Rigging - £90.00

All prices exclude delivery & VAT.

For your nearest stockist phone Super Spars - 01329 232103

World's No.1 Performance Dinghy Mast Manufacturer

QUALITY & PERFORMANCE

Club News

Lymington Town Sailing Club

The Fleet goes from strength to strength, the latest addition is Richard Marshall with, "Another One Bites The Dust" 1195, to bring the fleet to six, all actively racing on Wednesday evenings and/or Sunday mornings.

Richard Marshall celebrated his first Wednesday evening by out roll tacking Iain and Sue Sutherland (1224 Hagar the Horrible) up the river in a light breeze to win by eight seconds.

The two boats had already cut down a two hundred yard lead gained by Vic and Sue Knights (804 Ogopogo) and David Milne and John Jarvis (1171 Aurora) at the start. This sort of competition will raise the standard of Osprey sailing rapidly we hope. Richard won again the following week in afresh force four to five.

Liz and Nigel Wallbank (1066 and All That) also demonstrate their abilities when they make appearances in between Nigel's programme preparing for the Contender Worlds in the USA.

Steve Boyd and Tim Power (643 Boat of Garten a lovingly restored wooden MKII) have developed a new way of dousing the spinnaker. The halyard keeps jumping off the sheave and so they capsize the boat to get it down. Its not a race winner yet, but they are working on it.

With such an active, if small fleet, good sailors in other classes are beginning to mutter about joining us. If they haven't done so by the time of our Osprey Open (September 30th - October 1st) they will miss some really competitive sailing. Meanwhile several of us were hoping to get to Poole and Hayling for their Open Meetings in June

by Iain Sutherland

Minnis Bay Sailing Club

The fleet at the Bay has come down from 13 to 8, four wood and four GRP, two MkII's and the rest MKIII's.

We lost 1165 Movie Star with Bert Fokkema, Bert had to go back to Holland with his job a great miss. For those who knew Bert from Phwehelli he's now a dad twice, see what happens when you stop sailing in UK!

Barry Northrop and Bryn Watkins have sold their boat (Navigator to another Club Member) Barry & Bryn were setting the pace last year so their decision to take a rest this year has been a great loss. Due to 695 Antares' prolonged rest, only two boats have been out so far this year Peter Farrow in Bus and Ed Parker in his unnamed MKIII.

Wings (1113) hasn't moved for two years as is the case with 1065 Misty Star, 663 Zebedee hasn't had much luck either for one reason or another.

Last year the club decided not to run any Open Meetings at all this year and opted to run the Hornet Nationals instead. This event has now passed without much success, some 18 boats attended what was a good event, except for the numbers. They don't drink beer like Osprey Sailors and Tenby would have had no problems catering for them.

The club decided that they would have taken more money over the bar if it had been just a club event. And after the usual round of discussion about the terms and conditions complete with the usual misunderstandings, its probable that Open Meetings may well come back to Minnis next year. We still have a Regatta to be held on Saturday the 9th (1330 start) & Sunday the 10th September (1100 & 1430 starts), all are welcome especially if you feel that Kielder or Mounts Bay is too far to travel.

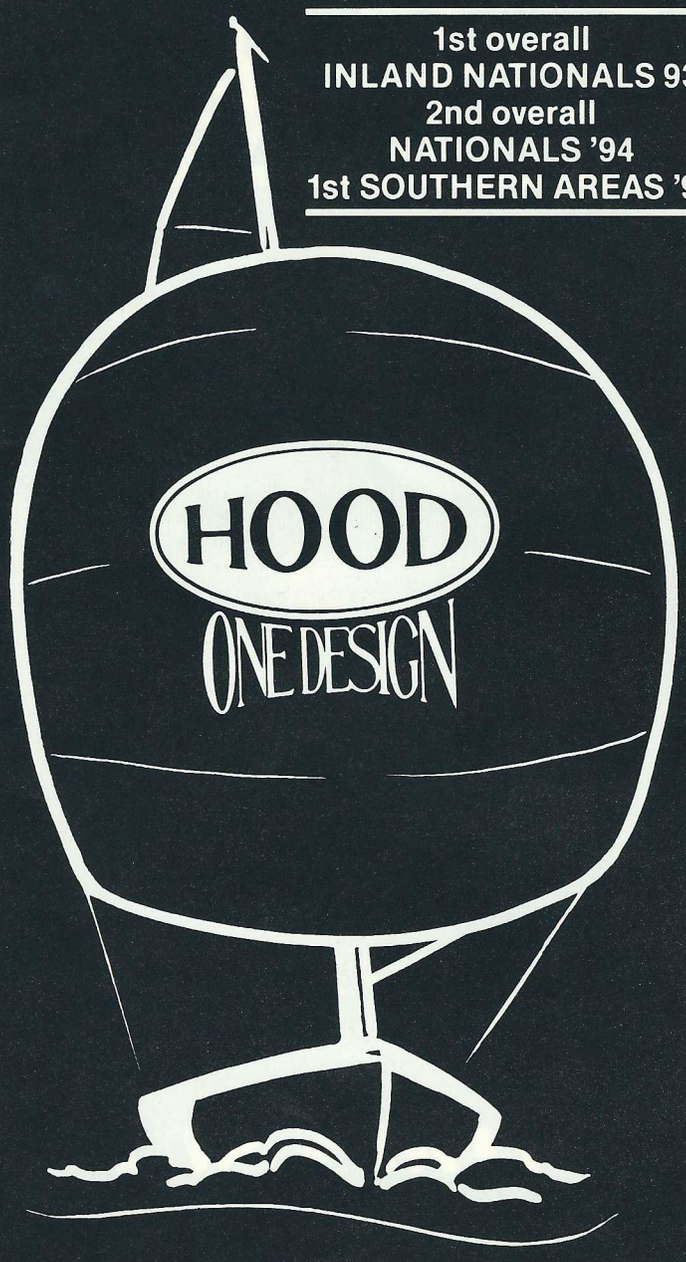
We are looking forward to some improvement in turn out for our Sunday Races and a rebuilding of the fleet

by Terry McDonald

SAIL FAST, THINK HOOD

HOOD'S OSPREY SAILS ARE LONG-LASTING AND EASY TO USE, REQUIRING MINIMUM ADJUSTMENT ON THE RACE COURSE

1st overall
INLAND NATIONALS 93
2nd overall
NATIONALS '94
1st SOUTHERN AREAS '94



FOR DATA SHEETS
AND TUNING INFORMATION TO
MAKE YOUR OSPREY FASTER

Contact Christian Brewer
Hood One Design

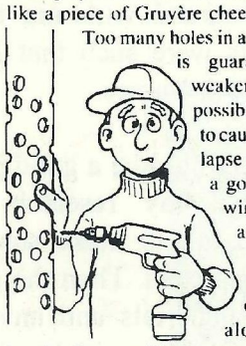
Bath Road, Lymington,
Hants., SO41 3RW
Tel: (01590) 675011
Fax: (01590) 673797

It helps enormously when you speak to people about your problems. Last issue I was pleased to give space to one of Camcleats products which I thought quite good and also had a little moan about their useless bumf. This issue we have an ad from them as well as this article which has some really good tips in it for us, tho' more experienced sailors are already aware of these tips they will do well to remember them in their haste to get back on the water.

I might add that I bought the product featured in the last issue and am quite impressed so far. Thanks Messrs Camcleats ..... *Ed*

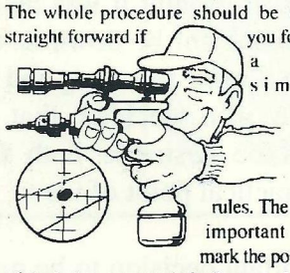
HELPFUL HINTS FOR FIXING CLEATS TO SPARS

When fixing a new cleat on a spar, or resiting an existing one, the potential for ending up with a mast or boom looking like a piece of Gruyère cheese is high.



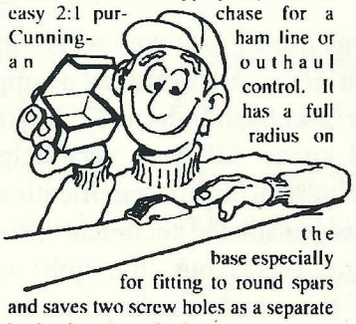
Too many holes in a small area is guaranteed to weaken the spar, possibly enough to cause it to collapse as soon as a good gust of wind comes along. There is a theory that a row of holes along the length of a spar will not cause any greater weakness than one hole on its own, but always drill as few holes as possible. A sharp corner in a hole is an open invitation for a crack to develop.

The whole procedure should be quite straight forward if you follow a few simple



rules. The most important is to mark the position of the holes accurately **before** you let rip with the electric drill. Drilling holes in the wrong place can be a "holey" embarrassing experience, as indeed can be oversized holes. Don't forget to check that you are using the right size drill and fastenings.

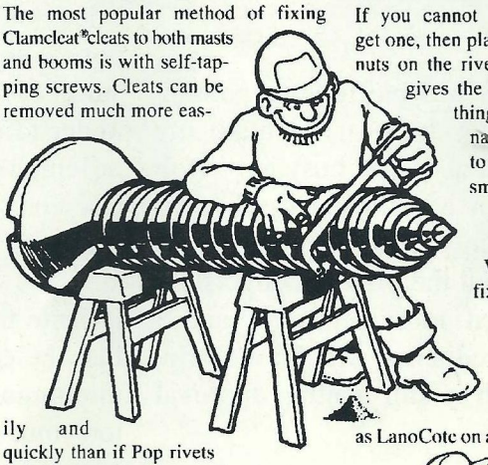
The CL704, with its built-in becket facility, is ideal for rigging a quick and easy 2:1 purchase for a Cunningham line or an outhaul control. It has a full radius on the base especially for fitting to round spars and saves two screw holes as a separate becket is not required.



Most Clamcleat® rope cleats have a partially-radiused base so that they can be fixed firmly on a round spar as well as on flat surfaces. Cleats for halliards or spinnaker pole uphauls can usually be sighted right over the exit hole in the mast which makes a neat and tidy installation.

Self-tapping screws

The most popular method of fixing Clamcleat® cleats to both masts and booms is with self-tapping screws. Cleats can be removed much more easily and quickly than if Pop rivets have been used, although Pop rivets are a useful remedy where the original screw holes are stripped or oversize.

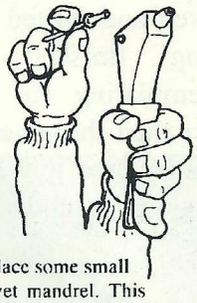


The screws should be of the appropriate size for the cleat, usually No 8 or 10 as marked on the package. They should be the shortest length possible to prevent ropes rubbing against the point of the screw inside the mast. It is good practice to drill a small pilot hole first and then drill the hole of the correct size for the screw.

Self-tappers are available without a point, but if a pointed or over-length screw has to be used, first tap the screw into the hole but do not drive it right home. Then withdraw the screw and cut off the excess length. You can now screw it into the hole that you have just tapped and tighten it fully.

Pop rivets

When using Pop rivets the choice of rivet gun is important. The lazy tongs type can be awkward to use and may hit the mast when the rivet mandrel breaks, possibly damaging the anodising. It is better to use a type that is designed to jump away from the job when the mandrel breaks.

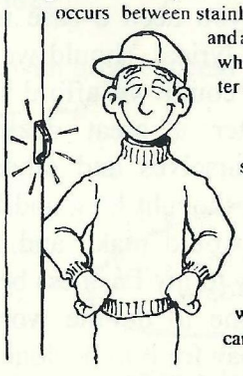


If possible use a proper extension nozzle on your rivet gun which fits right into the cleat. If you cannot get one, then place some small nuts on the rivet mandrel. This gives the standard nozzle something to pull against. Alternatively you may be able to use a short length of small diameter, thick-walled tubing in place of the nuts.

Which ever method of fixing you choose, you should always put plain silicone bath sealant, zinc chromate paste or a proprietary product such as LanoCote on all stainless steel fastenings. This is



to prevent corrosion through the electrolytic re-action that occurs between stainless steel and aluminium when salt water is present.



The final result should be a neat and well-secured fitting of which you can be proud.

The MKIIA Osprey and the Re-birth of 695

As I mentioned in my editorial, Antares was well on schedule to completing her 1994/95 winter refit.

The plans were to get back to bare wood on the topsides, complete the MKIIA conversion, fit a centre shute and revarnish. The outer hull had had similar treatment the previous closed season.

The hot air strippers were efficient in removing the varnish, my erstwhile crew phewed and puffed laying over the port side having finished his side. He was contemplating our preference for one tack rather than the other, whilst collapsed, when he discovered that our centre-plate case was falling apart under the thwart on the port side.

I, on the other hand was puffing and panting on the other side of the boat, berating my very good friend and super busy guy Rob Shaw, who was not as efficient (as hot air strippers) at providing the template "Part D" necessary to carry out the MKIIA conversion. Rob has apologised most profusely and I landed the job of producing, with Huw's help, the Template which is still waiting approval from the RYA.

Like Rob and his Sunderland boys I wanted to start MKIIA surgery at once. But when we inspected the case further we found that it was coming apart all over the place. More pressing then was the Centre Plate Case.

The boat was scheduled to go to John Claridge at Lymington to have a centre shute fitted and you need a case in place to tow. We waxed lyrical, should we let John do all the work? could we afford his (reasonable) costs? After a great deal of discussion between ourselves and other more learned people, we thought long and hard, we finally decided I would make and fit a new case. Due mainly to my business being a bit slack I had the time to do the work, but, not the money to pay for it to be done.

I can hear those among you who are good with wood saying *"not such a big deal"* and those of you, who, like me are not, saying *"blow that for a game of soldiers"*.

John Claridge was extremely generous with his advice and pointed me in the right direction, he was even kind enough to provide some of the timber when the Timber Merchants in this dead end of the world couldn't come up with the goods.

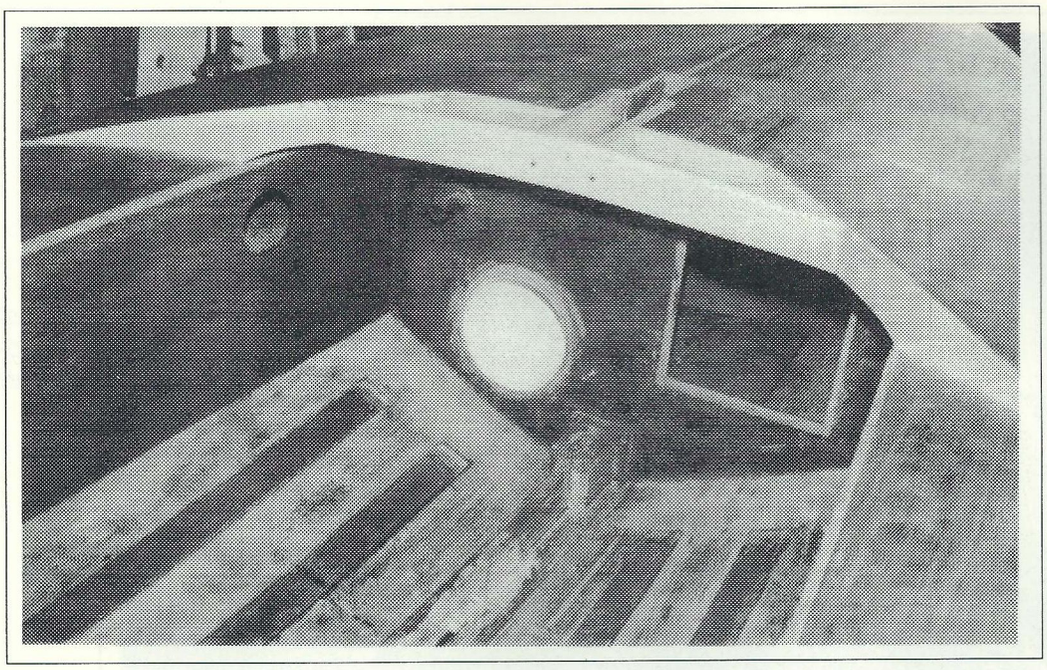
So started the longest woodwork job of my life, bearing in mind that my Woodwork Master at school agreed with me that my woodworking skills were such that I would only attend metalwork classes.

I determined that it would be a good job well done, so I started my research, firstly studying the rule book to make sure that I understood the parameters. Then the glues to be employed, the materials and any design changes that we wished to make to improve the boat.

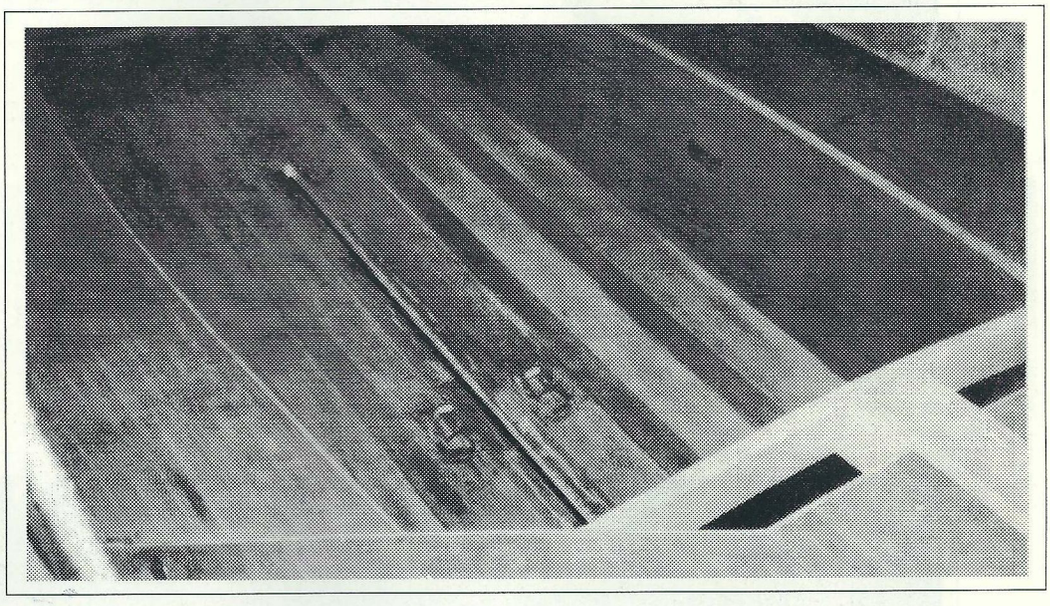
Despite the cost in weight it was determined that the case would not be down to absolute minimum since it must be strong and not flex too much. We also decided that a case capping would be desirable both from an aesthetic and practical point of view.

The other important decision to be made was would we put knees back into the boat to support the front of the case. These had been removed before I bought the boat and an aluminium bar put across the boat in front of the case and attached to it in the middle.

The bar was useful as a step to get up to the fordeck but never successful as a support, we decided to use the modern SP Resin Glues and install knees. SP were very helpful and supplied a vast array of specification sheets which provided all the technical information required to carry out the job properly, obtaining this and reading it is highly recommended.



The Hull with Case Removed



John Claridge Boat Builders

Sadlers Farm Lower Pennington Lane Lymington Hampshire
Telephone 01590 - 674821

John Claridge has built numerous Osprey's with great success

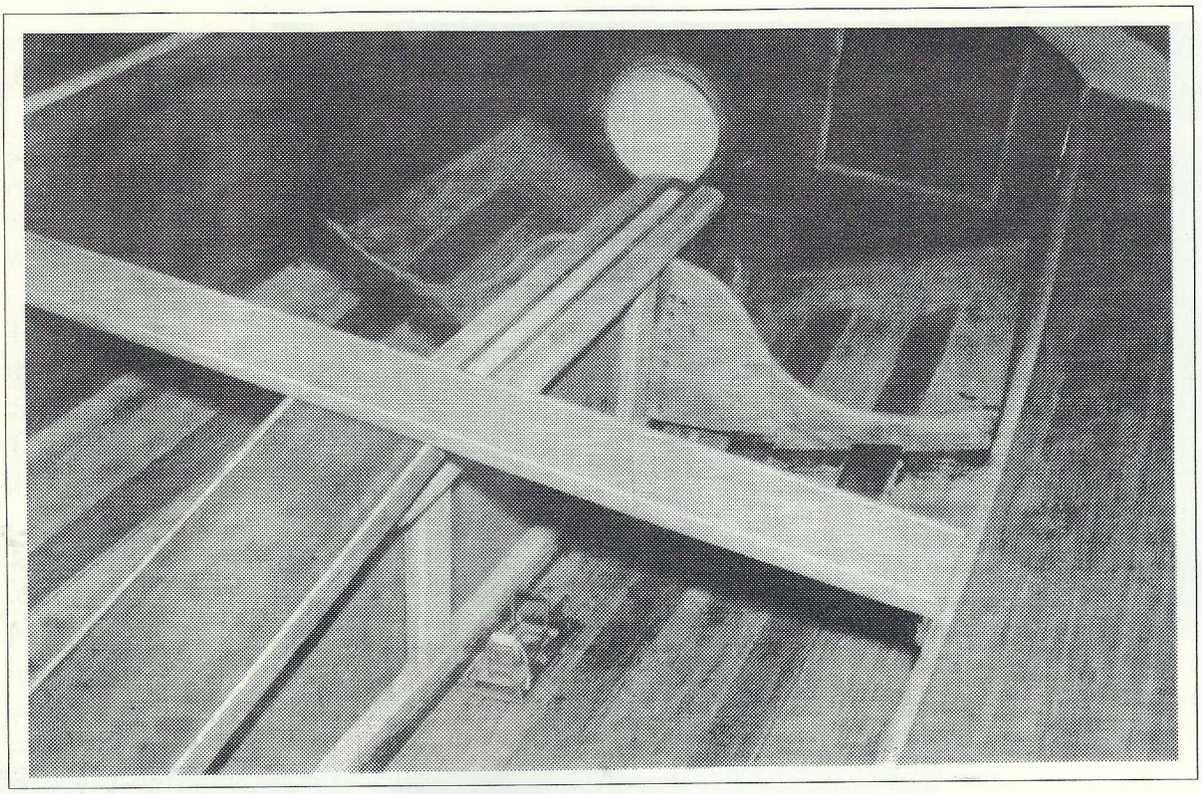
Offers a full repair and refurbishment service

High class work whatever the job

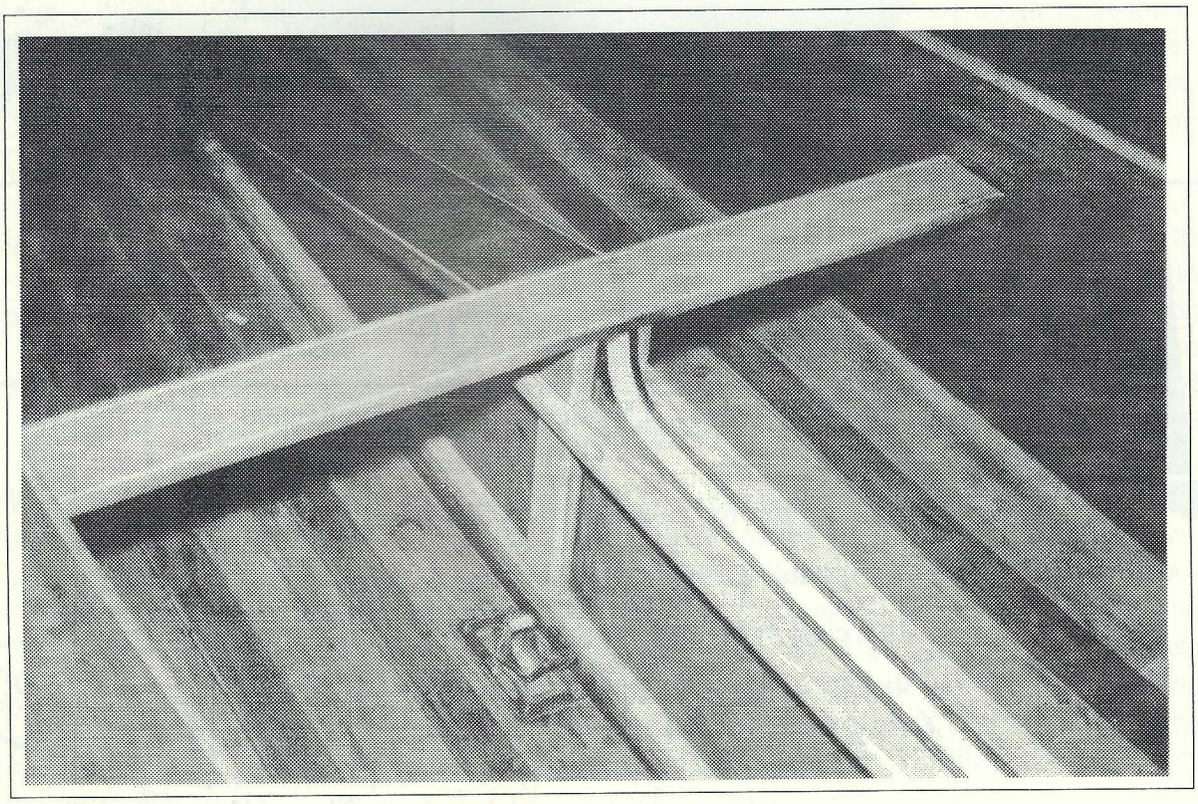
New Boats built with best materials and to last

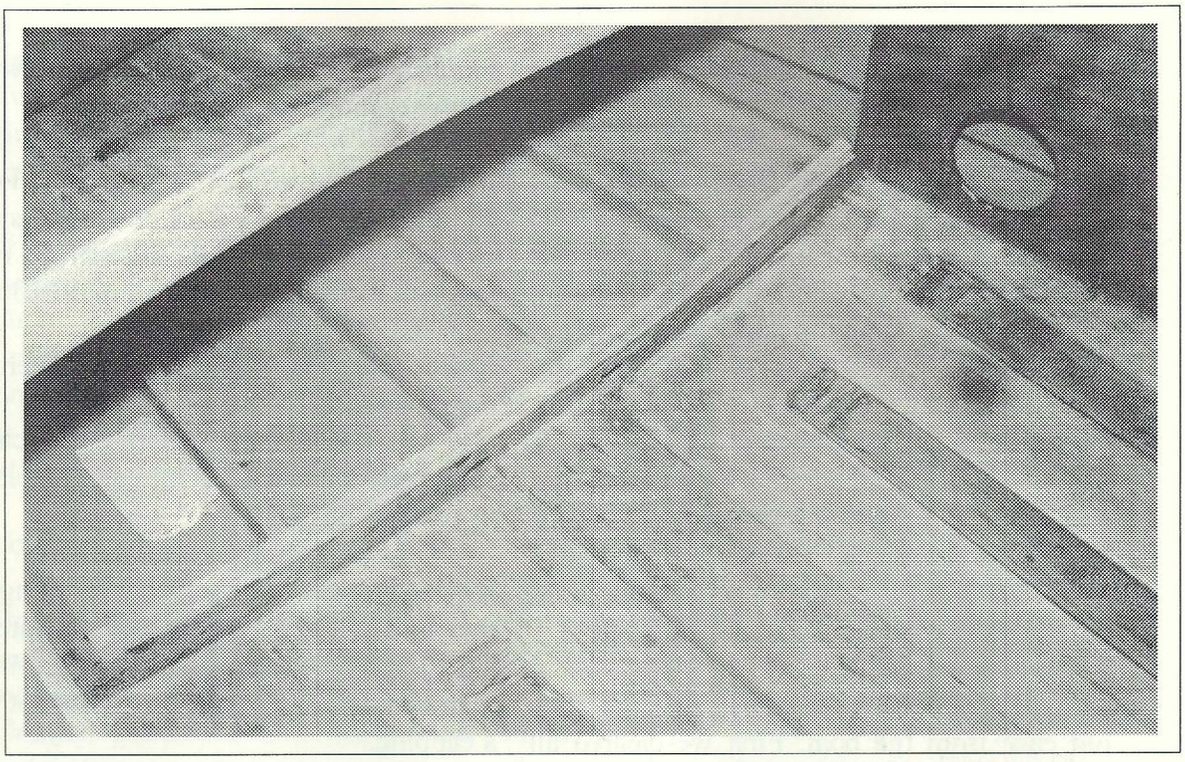
Carbon Fibre Foils and Stocks built

Ring now to discuss your requirements with John



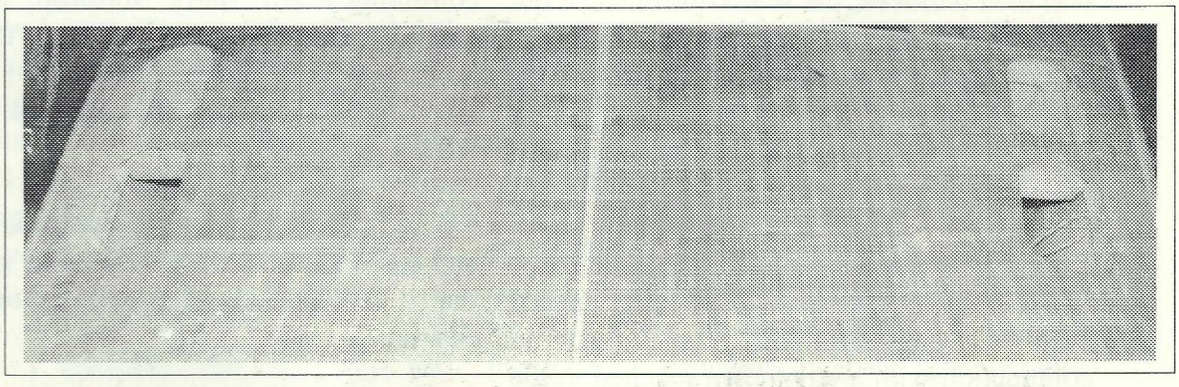
The New Centre Plate Case installed complete with knees.
Note the many control line holes
Note the new wide John Claridge Shute
The Thwart has been laminated to provide a white
wood insert to match the rest of the boat as has the capping



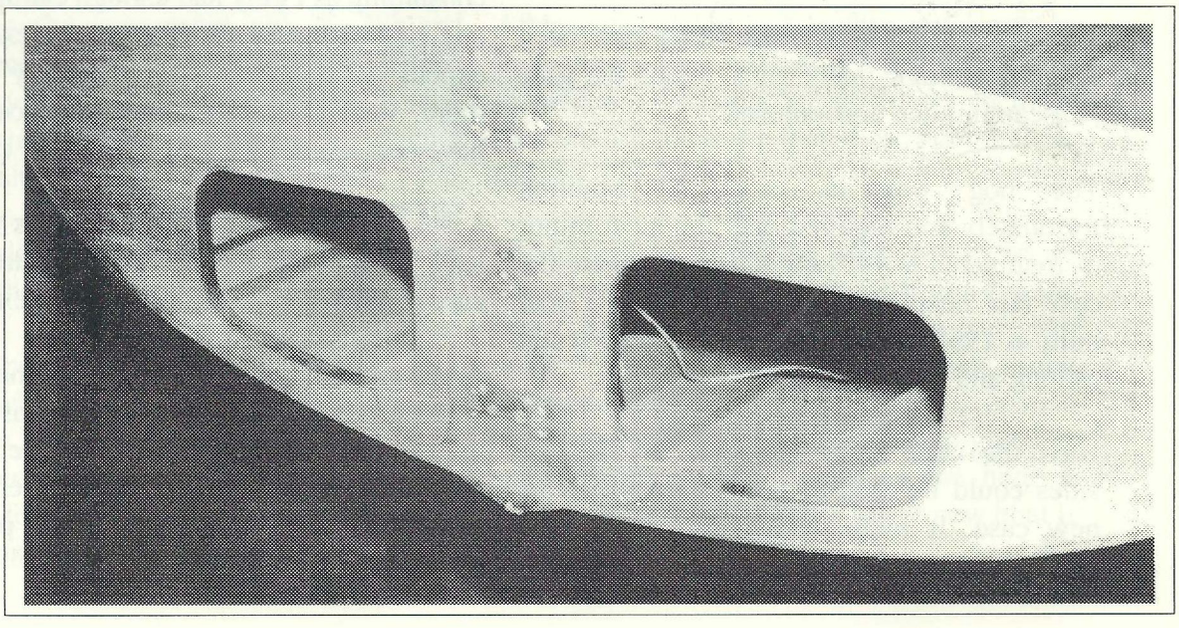


The Rear Bulkhead removed and Ramin strip installed

The MKIIA Modifications



The Rear Deck Ports cut and supported under



The Transom Ports cut into the Transom

Support is added to inside to take rudder strain.

Note the old stern tube holes, wished I had never fitted them now!

Now we had to obtain all the materials we had decided on,

- Marine Ply 9mm (8mm is no longer obtainable) from Strood.
- SP Resin Glues and Fillers (Colloidal Silica, Microballons and Microfibres) from Northampton Sailboats.
- White woods (WA WA and Ramin) from John Claridge.
- Red Woods (Mahogany) also from JC.

The tools were not a big problem since most were already to hand, it was useful to have a carpenter brother-in-law who was able to loan extra G Clamps and Sash Cramps.

Having got so far it remained to remove the old case from the boat. First we cleared all the rubbish from the slots in the screws holding down the case. These were then removed with no real difficulty. The thwart was then removed, the screws were taken out between it and the case, the glue holding them together had long since given up any idea of holding them together. The ends parted from their knees with little persuasion after the screws here had been removed.

This left the glue holding the case to the Hog. An old paint scraper judiciously placed between the hog and case, used in conjunction with a tapometer, resulted in the case being removed from the boat within less than half an hour and with no real damage.

The evidence showed that water had been seeping through many gaps where the glue (Cascamite) had decomposed.

The hog was in excellent condition fortunately and required only the most minor of treatments to fill two odd spots where the case had been removed, not bad on a boat built in 1968! What price GRP, would it last as long and in such good condition?

Next the case was dissembled so that the sides could be used as patterns to make the new case. It might have been possible to carefully take the old case apart and re-glue it but at the end of the day how good would it be, we couldn't take that risk.

It was decided to line the case with Formica so after having cut out the two sides in marine ply, the Formica was marked out and laminated onto the insides using SP106.

Meanwhile a cutting plan was generated to provide all the bits and pieces from the Wa Wa and Mahogany, which my local DIY shop were kind enough to cut and plane for us on their machinery.

Having decided on having a capping down the spine of the case complicated the situation quite seriously and resulted in many many hours of work as opposed to not having a capping.

Things were progressing quite slowly as I was feeling my way and at each turn was consulting a pal, Barry Northrop, who had been a boat builder, as well as trying to remember John Claridges advice. I had no intention of rushing along and took time to think it all through carefully.

The old case now had to be put back together and screwed back in the boat (less glue) so that it could be towed to Lymington for its new centre shute.

Meanwhile the outside woodwork had to be shaped and glued to the sides, this was time consuming as I only had enough clamps to do one side at a time. G Clamps are extremely expensive and I could not justify buying more, since to do both sides at once would have cost around a further £500 in G clamps.

I was not happy to remove clamps until at least 24 hours had expired to ensure a full cure so you can see why many days expired.

After all the external woodwork had been glued in place it was necessary to ensure that both sides were mirror images before moving on, since, any mistake noticed later would result in major problems and probably another (costly) rebuild.

At this stage each end and the spine, which hold the two halves apart at the right distance can be glued onto one side. The other side was then glued on the next day.

No doubt there was an easier and quicker way of doing this but I needed the confidence and the surety of having moved successfully through each stage. This of course was breaking new ground for me and I was very conscious that any slip would result in me looking at a lot of money to put it all right.

Having now successfully got a centre case I could try it in the boat which by now had returned from Lymington looking very smart with its new spinny shute. The old case was again removed and the new one offered up .... phew it looked good, but now needed the bottom to be shaped to fit the hog .... no its not quite flat across its width and of course its also curved longitudinally.

Yes I know I used the old case sides to cut the new, but just the same it needed slight adjustments. This was where I ended up at school with wood when I parted company with Mr Honey my woodworking master, minor adjustments, never my strong point in wood .... you know just one more plane and "Oh dear just too much".

Any way I carefully felt my way and eventually was satisfied with the result. Now to fit the capping.

This was to be constructed with Wa Wa and then shaped at the extreme stern end, topped with a sapele ply, this was then to be banded on each side with a 5mm Ramin and then a 5mm Mahogany outside that again. This resulted in a capping some 165 mm wide and tapering down at the stern to match to the width of the hog.

This then had to carefully shaped and rounded where necessary as Ramin refuses to bend even when steamed when 25 mm wide. The whole was then carefully sanded and prepared for coating, since once in the boat, preparation is 100 times as difficult to achieve.

Other considerations had to be thought about at this stage, for example fittings to be installed on the capping and where. A tapered block had to be made to mount the mainsheet jammer and the compass.

Through deck leads were installed requiring the capping to be pierced and the tapered blocks glued on. The case was now ready to be installed.

At this stage I had a severe attack of nerves, what if the case was not right and the plate wasn't vertical and square on when fitted? how would I hold the case in place whilst the glue cured? Indeed would glue on its own be enough?

In the end it was decided to screw the case in place to check its position and to check measure the dimensions which had been taken prior to the old case being removed.

Much heart searching was done whilst the existing screw holes in the hog were measured up and holes drilled in the new case to match up with them, one on each corner first.

Many, many measurements were taken and retaken to convince us that the case was in the right place. Fitting anything in a boat is like locating something in space without any reference point. As an engineer I do like my reference points.

After much delay and having got Barry to look things over we had enough confidence to proceed. Certainly we could do no more than we had to ensure that all was going to be OK.

We drilled the rest of the holes for screws all of which magically lined up with those in the hog. The great time of no turning back had arrived, if it wasn't right now we were going to end up with a real big problem ... how to remove a new case which had been glued in with SP320 without damaging the hog! It would probably be easier to buy a new boat if it went wrong.

In it went on top of all the glue, got screwed down and held in place at the top centre by clamps at the centre of the thwart.

For better or worse it was done and an anxious night spent worrying about how the centreplate would hang the next day when it was checked. Well we suspended the boat from the beams in the workshop with the plate installed. Levelled the boat with a spirit level dropped the plate ..... and ..... offered up the spirit level ..... and ..... YES! YES! YES! it looked absolutely spot on ..... imagine the relief!

For me this was the best work I had ever done in wood in my life and to have achieved it in a boat which is a series of curves, with not a straight line in sight was nothing short of a miracle.

The tedious work of finishing off began, fitting plugs into the screw holes, fitting the new thwart which had to be made since the old one was too damaged in the middle and the ends to reuse. Making and fitting knees for the front of the case, remembering to make allowance for all the control lines to be led aft and so on.

The MKIIA conversion now had to be done, I now needed that Template Part D. It was decided to actually do the conversion prior to submittal of the Template and instructions to the RYA for approval. so that they could be produced and instructions written which were done from experience.

The drain tubes were removed, then the aft Bulkhead removed leaving the appropriate surround to preserve strength. The transom vents cut and then finally the four deck vents cut out to the template which had been produced and agreed with Huw and Rob.

So far so good, it had taken less than half a day, but now it was a matter of cleaning up all the edges and preparation prior to coating with SP320.

The boat was now cleaned down and it had white banding around it, down the case capping and on the thwart. Also the decks were bound in with white wood so it was decided that the back bulkhead now mainly cut away should also be white wood bounded to match in.

The deck vents would also have looked good white wood bounded, but this was considered to be excessively difficult. In the end some ramin strip was glued under the deck out of sight to support the inboard edges of the vents. These strips gave the deck enough strength to prevent the decking bending when pushed down from the top. I now felt happy that I could start finishing.

Three coats of SP320 was applied and rubbed down after curing. The boat was now ready for the SP Ultravar 2000 two pot varnish, an evil smelling product for which an organic filter mask is required. It would be better with an air driven mask, believe me.

The only problem was what to do about the finish inside the stern tank, we decided that to clean it all down to bare wood, necessary to apply SP320 and Ultravar, was more trouble than it was worth. We elected to apply standard white undercoat and topcoat to match in with the hull and new centre shute. The result is quite pleasing, but oh is Ultravar hard to apply well, from choice get someone else to spray it on!

And so it took from January till the end of May to complete our winter refit and we are waiting for our "MKII A Frame" the MKI one didn't fit .....! Oh yes that was another bright idea my crew had, he wasn't content with pulling the centre-plate case apart with his bare hands, he also decided we should have an "A Frame" as well.

Next years refit is a wash and polish and there will be no pondering laid across a roll deck ..... but at least I can now work in wood a little better than before ... and well, you really can't do enough for a good crew!

by Terry McDonald

Open Meeting Reports

The Magazine has received no reports from the following two events which were held prior to the copy deadline date.

Inland Championships held at British Steel.
West Riding SC Open.

We did however receive at 10 a.m. on Monday 19th, a report from Poole on their Open, which the Chairman & Editor decided to include to give at least one report in this column. Thanks to Simon Bridges who is a regular contributor to the magazine.

Reports can only be printed and read if you write them and more importantly send them in, we know its sometimes difficult to find the time and sometimes the literary talent, but your fellow Ospreyites do like to read about your exploits.

Poole Open 17th & 18th June 1995

I often take predictions from the meteorological office with a pinch of salt, but on this occasion the weather forecast was spot on. Friday was a glorious sunny day in Poole and the air was thick with smoke from people adding a charcoal layer to perfectly good beef burgers over their Bar-B-Q's. I knew that Saturday had arrived because it became less dark and the shriek of the wind announced that this was no spring zephyr. What more could one wish for during an Open Meeting? Winds gusting to 40 kts with poor visibility caused by low cloud, mist and rain.

Several people were good enough to phone and say that they were not going to make the trek to Poole, and yes the weather had rather put them off.

However the O.O.D. was a man of steel and put on race one on Saturday morning. Nine boats actually managed to finish the race, but the casualty list of broken bits has started. Martin Lewis and Dave Gorringe scored their first win of the weekend. Nigel Skudder and Adam Bowers were second and Nick Willis and D.J.Edwards took third place. There is a goodly amount of Poole Harbour mud which has been transported away on the top of Osprey Mainsails: we shan't be asking to have it returned. The remainder of Saturday was spent in the bar watching the first of the Rugby World Cup semi-finals. Saturday evening musical entertainment was excellent with a particularly melodious offering by the Poole Class Captain on Kazoo-horn.

Fortunately, the weather predictions for Sunday were also accurate. Warm, sunny, blue skies with a force three to four. Excellent playing weather, although a little tame for some. The first of three races got of just after 10.30 and was won by Nick & DJ, Chris Gorringe & Nadia Hosie were second and Nigel & Adam notched up a third. Race three was run straight away and was won by Martin & Dave, Nick & DJ were second and Nigel and Adam again third. Several Helms and crews opted to watch the other Rugby World Cup semi - final after the lunch break (and wished they hadn't as England got totally stuffed). Race four was won by Colin Rainback & Phil Angrave, Martin & Dave were second and Chris & Nadia came third.

In the final reckoning twenty eight boats participated and all helms & crews received engraved pint tankards to mark the occasions. (*Eds comment: wonder if the tankards has any affect on numbers*) Martin Lewis and Dave Gorringe won, Nick Willis and DJ were second, Nigel and Adam took third place and Colin and Phil were fourth. Gavin Rose and Terry Greene pipped Chris and Nadia for fifth place on best discard.

Report by

Simon Bridges

1244

The Ladies Lyricism's

An Introduction to Osprey Sailing

My introduction to Osprey sailing/sailors was at Kielder two years ago following an invitation from Robert Shaw. It was a superb day both weather and people wise - also an eye opener. Following seven bottles of wine and several pints on the Saturday, Mr Shaw could not find his boat on the Sunday morning let alone sail it round the course - poor Tony could not believe he had been outdone at his own game. But they did sail well and went on to win all races.

Unfortunately or fortunately as the case may be, not all Open meetings are like that - you often end up at the waterside in the freezing cold, wind howling and rain chucking it down - ask Jane Willis about West Riding this year. We the spectators, must be nutters! No doubt many other friends, wives and girlfriends are of the same opinion.

Being a newcomer to the world of sailing, after many years of being involved in powerboat racing, I honestly believe this was the sport of gentlemen. My opinion soon changed whilst helping at the Inland Championships at Derwent - all arguing and barging at the start line - ***"I could not believe it"*** to coin a phrase.

Finally I would like to add that I have met some wonderful people involved in the world of Ospreys and hope this continues in the future. Hope you all have a good sailing season and look forward to seeing you at Sunderland

Sheila Harrison

Thank you Sheila and Cathy for this the first article of a new page title - Ed

Vroom! Vroom! - here I come!

Well, I've finally taken the plunge towards being more active on the water whilst Huw is sailing. I've been out in the past taking photographs - particularly at Osprey open meetings and helped record boat numbers as part of the race team at our sailing club at Datchet - but I'd never driven any of the motorised vessels I found myself in. Now I feel able to as I have just been awarded my Level 2 certificate for the RYA Powerboat course - as the first stage to becoming a Rescue Coxswain at our sailing club.

I was originally scheduled to take the course last September - but that was when I became pregnant, so I sent Huw instead! However, now Gethin has arrived I thought I'd better get on and do it (in the warmer weather) - provided suitable breaks could be provided for feeding the baby!! The organisers Graham and Mike seemed desperate enough to get me on the course that they agreed, and Huw was willing to look after the two boys up the club whilst I learnt how to be a "boy-racer".

The course is "crammed" into a weekend - starting with two hours theory on Friday night, followed by a twelve hour day on Saturday and not a lot shorter on Sunday! What with disturbed nights as well I was amazed that I could still drive straight at the end. There is a lot of information to take in, but those teaching the course were continually repeating the information and providing situations to help drive the points home, particularly on safety. There was plenty of time driving all the different craft available at Datchet at both high speed and slow manoeuvring - so you can get to an incident quickly but not run over anyone or anything when you get there. It takes a while

This page is devoted to the ladies, who may use it for whatever purpose they choose, indeed if more space is required it will be provided. So c'mon girls lets hear from you, your favourite recipe, gripe or anything else. I'm sure you won't be rude .... except about sailing!

to get used to the way the boats handle and my arms were aching by Saturday evening after all the slalom work, but recovered over-night so Sunday wasn't as bad.

You spend Sunday helping the race-team, a chance to practice coming alongside, moving spar-buoys (then capping them - not easy on my own as I found out!), driving and anchoring Hardy - the committee boat and basically doing what was required. I found myself taking emergency nappy-changing facilities and kit-kats to the committee boat since Huw volunteered to help the race officer who was team-less which meant both Bryn and Gethin being on-board!

Sunday also included assessments and tests, both practical and written to see how much had sunk in over the weekend. We all passed and now need to do several hours practice before moving onto the next weekend of horror - Level 4 when I learn what to do in a rescue situation. There is also a day of First Aid to be completed before I can qualify as a Rescue Coxswain at Datchet.

by Cathy Pearce

A KITCHEN-CUPBOARD MEAL

This a meal which I do when we need something quick and the fridge is looking empty! It can be jazzed up with extra ham, cheese and salad if you have it.

A Carbonarra-style pasta dish
1 tin of Cambells cheese and ham condensed soup
Pasta - 2 oz per person - more for hungry sailors needing carbohydrates!
Milk to thin the soup down.

Cook the pasta. Heat up the soup with enough milk to give a "pasta-coating" consistency. Pour the sauce over the cooked pasta and serve.

by Cathy Pearce

Chipstow Boatyards
Oak Road Downham
Billericay
Essex
CM11 1QF



Phone / Fax 0268 710111

Thinking of a new boat and the cost? Not feeling too well? Think it's too expensive? Lets look and see what you get for your money. You get 161 hours of a craftsmans' time, 7 different ply products, 2 different timbers bonded together with SP resin. The boat is skillfully built to your requirements and the highest tolerances possible, in our purpose built heated workshops. Ready to coat £3,088 + VAT

18 Foot of Sailing Pleasure, is what You get, with 2 coats of resin, 4 coats of paint and varnish, ready to sail including combi trailer and covers plus free *Racing Burgee* £8,463+ VAT

Value for Money, Long competitive life, Good resale price.

Also Available, Part built boats with a kit of parts to finish, Wood Sandwich, Conversion work & quotation, Restoration, Sprayed epoxy coating, Rigging & adjustable shrouds

Repaint & Varnishing
Insurance Quote & Repairs
Workshop space & support available

A. Jackson T/A Chipstow Boatyards
Builders of Classic Racing Dinghies

Hayling Island Sailing Club - 1966 Osprey Nationals

27th July - 2nd August

Thank you

Hayling Island is honoured to have been selected as the venue for the 1996 Osprey National Championships. Preparations are well under way and we hope to be able to offer you a combination of excellent sailing and on-shore entertainment for all the family.

The Sailing

HISC is situated at the mouth of Chichester Harbour, a short sail away from the open sea but with sheltered launching sites usable at all stages of tide. The racing will take place in Hayling Bay, out at sea in open water well away from the interference of the land. It is planned to arrange sea trips for those wishing to spectate from closer quarters.

The Facilities

Facilities at the club include ample parking for both cars and boats, on site Chandlery '*Fast Tack*' (Simon & Sue have been our open meeting sponsors for the last few years so please pay them a visit), large changing rooms for men and women with ample showers, Bars, Restaurant, Snack Bar with hot and cold food, Drying Room, TV Room (in case of summer showers) and large areas of sand for families to play on. Both the Bar and the Dining Room have excellent views of the harbour. There is ample accommodation at the club with prices from £6.00 per night (at time of going to press) so please book early to be sure to avoid disappointment. Locally we have numerous camp sites, bed & breakfast accommodation and houses to let, details of which can be obtained from the club. Sailmakers, boat repair facilities and spar manufacturers are also available locally.

The Area

In the area there are all the facilities you would expect from a south coast holiday resort and just a short drive away to the west is all the maritime history of Portsmouth, HMS Victory, Mary Rose et al and the historic town of Chichester to the east. There are some nice walks in the area and if you want to go further afield without your car the area is perfectly suited for cycling (not too many hills). Hayling Island itself has Fun-Fairs, Horse Riding and a Golf Range to name but a few.

In Preparation

Early next year we are also planning to hold a training event which will cover a wide range of sailing topics including tuning your boat, better crewing tips, better helming tips and on the water training (complete with video for later analysis). Watch for more details in the December Newsletter.

Happy Sailing,

Nick Willis

Osprey Fleet Class Captain, HISC.

COLLORYAN
LIMITED

PHOTOGRAPHER

35 STATION ROAD
BURNHAM-ON-CROUCH
ESSEX
CM0 8BQ

Telephone Maldon (01621) 782263
Facsimile Maldon (01621) 782263

PORTER BROTHERS LTD

Consultants, Factors and
Manufacturers of Reinforced Plastics

UNIT 1
DEWAR CLOSE
SEGENSWORTH WEST
FAREHAM
HANTS PO15 5UB

Builders of GRP & Wooden Boats

Suppliers of Covers, Fittings, Foils
Spars, Sails, Trailers & Trolleys
In Fact

Everything for the Osprey Sailor

Telephone 01489 570222 FAX 01489 570444

Milanes

Milanes Foils

Foils

FOR THE FAST FOILS
PLUS CEE VEE (M&W) STOCKS

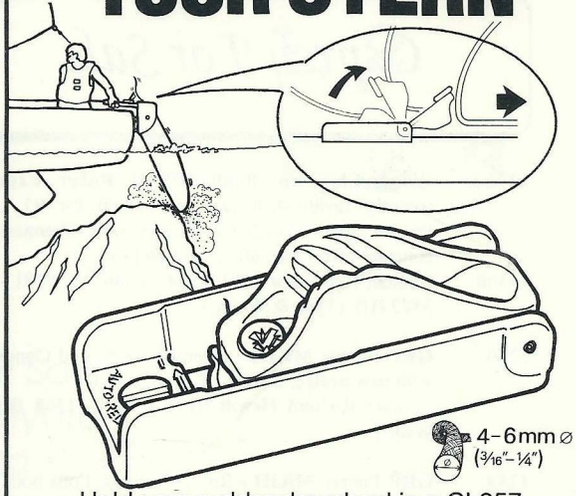
POWERING
THE 1994
WINNERS

Milanes Foils, Urchfont, Wilts, SN10 4RA
Tel 01380 840050 Fax 01380 840150

Clamcleat® Rope cleats

Clamcleats Limited
Watchmead
Welwyn Garden City
Hertfordshire AL7 1AP England

SAVE YOUR STERN



Hold your rudder downhaul in a CL257 Auto-release Racing Mini. The cleat flips up to release the rope if the rudder blade hits an obstacle or the bottom. The CL257 is easily reset or adjusted for different release loads, even out on the water.

Clamcleats Limited
Phone 07707 330101
Fax 07707 321269

Clamcleat® Rope cleats

Osprey Builders

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 - 7101111
John Claridge Saddlers Farm Lower Pennington Lane Lymington Hants 01590 - 674821	Arnott Dobson 18 The Village Acklington Morpeth North'land NE65 9BW 01670 - 760039

Measurers

Full Measurers

O.Chess	Swansea S.Wales	01792 - 367837
D.Chivers	Chichester Sussex	01243 - 782958
C.Currey	Chichester Sussex	01243 - 573174
V.May	Warsash Hants	01489 - 579207
D.H.Pearce	Crowthorne Berks	01344 - 771047
E.Robinson	Southminster Essex	01621 - 773588
R.D.Shaw	Tyne & Wear	0191 - 564 - 0666
I.Williams	Mid Glamorgan	01656 - 746726

Maintenance Measurers

P.D.Frith	Broadstone Dorset	01202 - 694845
M.Lewis	Wimborne Dorszet	01202 - 842672
T.W.G.McDonald	Birchington Kent	01843 - 841497

Osprey For Sale

1272 **Wood Chipstow Boats MKIII Roker Express** - recently revarnished and overhauled for 95 season, Proctor Spars, Gaocher & Leader Sails, Compass. Will consider offers excluding mast and sails.
£4500 Contact Rob Shaw 0191 - 564 - 0666(W) 0191 - 467 - 3572 (H) (Tyne & Werar)

1260 **GRP Porter MKIII** - recently overhauled Combi Unit with new trolley, 2 Suits of Sails.
Contact Richard Hewitt 0191 - 213 - 1368 (Tyne & Wear)

1258 **GRP Porter MKIII** - Robinson Sails, Foils both lifting and fixed. Bloodaxe Carbon Rudders. Combi Unit.
£4000ono Contact Leyton Price 01222 - 892532 (H) 01495 - 226622 (W) (Wales)

1256 **GRP Porter MKIII Legal Eagle** - Standard Porter Layout, Hood Sails, 2 Spinnakers, Combi Trolley, Under & Over Covers.
£3700ono Contact Dan Lewis 01646 - 657235(H) 01437 - 763291 (W) (Essex)

1239 **GRP Porter MKIII Dogs of War** - 1 Suit of Sails, Trolley no Trailer, reasonable condition.
£2200 Contact Mike Holt 01430 - 810234 (North Yorks)

1227 **GRP Porter Composite MKIII** - Competitive Boat, Ullman Sails
£1950 01736 -762433 (Cornwall)

1226 **GRP Porter Composite MKIII** - Decked by Laurie Smith, 2 Suits of Sails, Super Spar Mast, Spare Rudder, Fully adjustable rig, Under & Over covers. Boat has been little used since being built in 1986, Excellent Condition.
£3500 Contact Phil Lewis 01278 - 420747 (Essex)

936 **Wooden MKIII Lethal Lime** - Ullman Main, Hood Genoa & Spinnaker, Good Foils goes fast in right hands, T&T Cover
£1650ono Contact Iain Sutherland 01590 - 678660 or 01703 - 634020 (Hants)

684 **Wooden MKII** - 20 Years old but sound and fast, fitted trapeze and central controls. Mountifield Main and two other mains and genoa, Horizontal pannelled Spinnaker in fair condition. Purpose built one man loading trolley and road trailer. Also small mans 5mm Wet Suit & Sailing Overalls.
£400 Contact Don Wright 01929 - 425053 (Dorset)

501 **Wood Westerly MKII** - Recently Revarnished, New Cover, 3 Suits of Sails, Combi, Good Condition.
£650ono Contact William Thomas-Ferrand 01844 - 238231

242 **Wooden MKIII Conversion** - 3rd 1993 Nationals Winner, Winner 1994 Welsh & Midlands & Inlands 1993. In need of some attention, can include most fittings, rig & sails.
Offers To Nick Willis 01420 - 538319 (Hants)

122 **Wooden MKII** - All gear in need of a little TLC.
£350ono Contact Chris Roach 0181 - 6883580 (London)

OTHER ITEMS

Sails Ullman Main & Genoa, Hyde Main & Genoa, used 1 season only
£250 per set contact Des Menear 01736 - 756154 (Cornwall)

WANTED

Mast
Spin
Trolley
Justin Jones is looking for these bits suitable for his Osprey which is used mostly for cruising.
Contact Justin on 0171 - 700 - 5552

If you have any bits & pieces that you no longer need please let the Secretary know as there are lots of cruising Osprey's that are looking for these items.

The Class Association try to ensure that the

"Boats for Sale"

section is accurate at copy deadline. The content of adverts is entirely the responsibility of the vendor, however the Association will not publish anything which it knows to be incorrect.

STEVE GOACHER
SAILS

Inlands 95	**2nd**
Scottish / Northerns 94	**1st**
Inlands 94	**1st**
Hornsea 94	**1, 2, 3**
Keilder 94	**1st**
Roker 94	**1, 2**
West Riding 94	**1, 2, 3**

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

Osprey Open Meetings & Events

Special Events

Sept	3rd	Sheppey "Round the Island"	Contact Lee Allan
Oct	14th - 15th	Netherlands	Contact Iain Williams

Championships

July	8th - 9th	Welsh & Midlands - Blithfield
Jul/Aug	**29th - 4th**	**National Championships - Sunderland**
Sept	23rd - 24th	Southern Championships - Sheppey
	TBA	Scottish & Northerns - Coniston

Opens

July	15th - 16th	Ribble
Aug	26th - 28th	Sunderland & Roker Regatta
Sept	9th -10th	Kielder Water
Sept	9th - 10th	Mounts Bay
Sept	16th - 17th	Hornsea
Sept	30th - 1st Oct	Lymington



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