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National Osprey Class Association



Magazine December 1995

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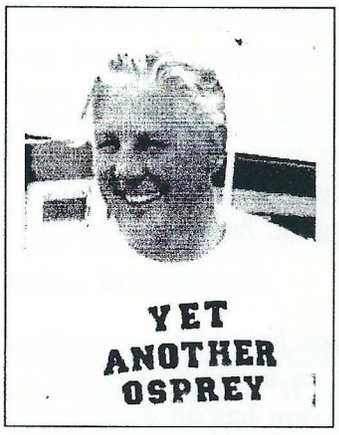
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Apologies for any omissions or errors in the Clubs & Contacts. Confirmation for this section has been unavailable due to pressure of work!

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Front Cover: Andy Barker & Vyv Townend the '95 Champions.
Photo: 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 **SOON** after the event as possible please!

Terry's Tarradiddle

Well the Nationals came at last and what a superb time we had, despite the dodgy start with two days of Fog. All power to Sunderland's elbow they did a superb job in my view and I think no one would disagree with me when I say that the standard of social life and the quantity of things to do in the area were beyond reproach. The two days of fog and lots of things to do, resulted in the end of at least two peoples Nationals ..... before they even got on the water.

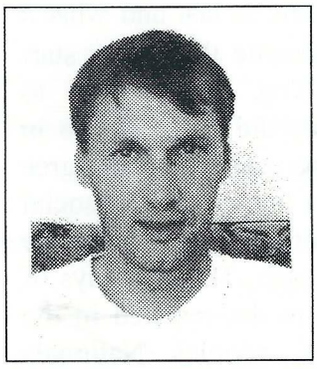
It was certainly our best Nationals result (and would probably have been even better had we not caught a rogue wave halfway up the last reach of the last race) and the boat performed superbly with its new case and MKIIA modifications which were admired by more than the odd person. We even had one or two past and hopeful Champions somewhat worried (as well as ourselves) when we reached the first mark in 11th position in one race!

This edition can only be described as a "Bumper Edition", there have been so many of you out there making sure reports come in, its been the best response since I've been editor. There are also some interesting articles on serious boating matters from Nick Willis and Vyv Townend. On the more humorous side we have the continuing "Osprey Cruising Saga" as well as another offering from that well known wag "Thin Boy Watson". The "Ladies Lyricism's" seems to be alive and well, keep them coming girls, new contributers would also be welcome.

At the AGM I asked for members views on the content of the magazine, the only (detrimental?) comment was about this column, well its not an obligatory read! ... but I hope you will. My thanks to all the many contributors, you have made it one of the best class mags in the business, keep em coming, Happy Christmas to one and all

Terry

Chairman's Cantillations



This Season has been extremely busy with Sunderland YC hosting both the Osprey Nationals and a Mirror Area Championships plus lots of travelling to Open Meetings and Special Events.

I am pleased to inform you that the members and helpers of the Championships at Sunderland enjoyed the week with its great atmosphere and have commented on the friendliness of our fleet. So much so that Sunderland have said they would like to see the Ospreys again in the future.

The Lord Birkett was the first time the Volvo let us down, the hydraulics on the clutch went on top of the Pennines. Fortunately the car phone worked, but the breakdown meant that we would miss the Saturday and could not qualify for a result. So some eight hours later we arrived in Sunderland on the back of an AA Truck with Roker Rat in tow!

The question I get asked the most on the circuit is "What do I think of Roker Rat?" my new GRP Osprey. I have to say that I am very pleased with the build quality and performance.

For winter maintenance a new "Jib Tensioner Wire" and a coat of fibre shine polish is required. That is once I have finished the frostbite series, also I must not forget the centreboard tip which will need some attention. The boat is still afforded the same care and attention as a wooden boat when travelling, with under and over covers.

My new Osprey is also Skud Missile proof, as tested at Poole with a direct hit in the side (my fault), I had to do a 720 in a force 7 ..... not to be recommended.

I am very pleased to report that Ken King is hoping to be back sailing his Osprey next season after his long and serious illness. Ken has also offered to help with the dinghy show again this year.

It is always good to see ex-Osprey sailors coming back into the fleet, Ken Carrol has even bought his old boat back and seeing him at the front at Lymington, he obviously has not lost the touch.

We hope to have space for two boats on the stand at Sailboat 96, so anybody ordering a new boat for next season has an excuse for ordering it early and having their boat on the stand ..... Good PR for Hayling?

As an "Osprey Follower" if you could spare an hour or two of your time during the Sailboat Show it would be appreciated. Knowing our stand was in good hands would give us all a chance to have a look round and see what the competition are up to.

Remember those who help to organise this show give up their Friday and are still waiting to get out of the exhibition late Sunday night. I am looking forward to meeting you all at the show so do come and have a chat.

The matter of Nationals Venues, Formats and Dates was discussed at the AGM at which it was directed that a survey be conducted. Terry has put together a questionnaire which has been posted with this magazine. Please help us to help you by filling it in and sending it back, or faxing it, to Terry, we need to know your views!!

A happy Christmas and a good sailing season next year

Robert

The Area Championships

Welsh & Midland Championships

Hosted by Blithfield

The Osprey Area Championship was held on July 8/9th. Fourteen boats from 10 clubs, one from Mounts Bay, Stone, Hornsea, Oxford and Sunderland, two boats from Hayling Island, RYA & West Riding and three from British Steel travelled to join all four home fleet boats for one of the last Open Events before the Nationals.

The Saturday was a beautiful sunny day with very light winds at 10.00am when the race team arrived to begin to set up the rescue and course marks. The Galley & Bar crews were also on hand to provide refreshments to our visitors as they arrived. As the number of entries increased, so did the wind strength and so by the first start at 2.00pm it was a very warm force 2-3. Soon after the start Dave Griffiths & Iain Williams had a serious gear failure which caused the mast to break. DJ Edwards soon led from Nigel Skudder & Oscar Chess and these positions were held for four laps until on the last lap Robert Shaw managed to pass Oscar and Des Menear, with his week old boat, sailed into fifth place. The wind increased to 3-4 and changed direction to delay the start for race 2. After the start Oscar Chess took the lead which he held to the finish. DJ Edwards & Nigel Skudder continually swapped places chased by Robert Shaw with Robert Blake pulling through the fleet to finish 5th.

After the racing, a meal was served in the Club house and all the diners enjoyed a fine repast prepared by the ladies of the Club. The evening continued at and around the bar and a certain sadness was detected when it was realised that we had been unable to obtain further exploits of canal circumnavigation. However as the evening progressed a long discussion took place regarding the correct way of saying SUNDERLAND with various interpretations of the correctly stressed letters and from those in the know the future delights of SUNDERLAND to come.

.....And so to home or digs to bed, car to sleep, or maybe tent, or if none of these, the floor of the Club house.

Sunday arrived and as expected a hungry group awakened, descended on the Club house for their breakfast. A new chef, Albere, had been appointed and served a fine menu to an appreciative group. Sunday was a glorious sailing day with sunshine and a good gusting 4-5 wind. At the 11.00am start DJ Edwards soon hit the front, hotly pursued by Nigel Skudder, John Lang and Oscar Chess. Oscar managed to pass John Lang on the last lap with Robert Shaw finishing fifth. However with this second win and a 2nd. DJ Edwards and Nick Willis had won the meeting.

The rest of the fleet set off for the fourth race revelling in the glorious conditions. Second place was available to Chess, Skudder or Shaw and other placings hotly contested throughout the fleet. In a tense start a number of premature starters failed to return to start correctly, but Chess sped into the lead to take his second win and second place overall, followed by Shaw, the Guy brothers, Menear and Mottram.

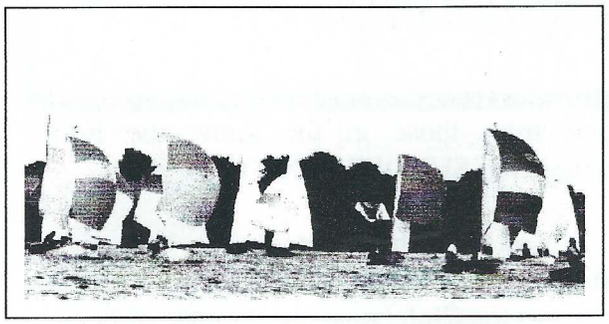
The Area Championship was very enjoyable and with top class Osprey Competition. (The first five boats were in the top ten at the Nationals and positions six to nine in the top twenty).

report by *Chris Guy*

Overall Results

Pos'n	Helm	Crew	Points
1st	DJ Edwards	N Willis	3.5
2nd	O Chess	N Daly-Hunt	4.5
3rd	N Skudder	A Bowers	7
4th	R Shaw	T Harper	9
5th	D Menear	S George	17
6th	J Lang	M Clark	17

Scottish & Northern Championships



The Osprey Class Scottish and Northern Championships were hosted by Hornsea Sailing Club on the weekend of September 16th & 17th. In near perfect conditions and a moderate North Easterly breeze, the eighteen Ospreys took part in a five race series, with the best of four results for each boat counting towards their Championship placing. With no significant change in the wind direction over the two days, Race Officer Malcolm Sharpe was able to set a figure of eight course, giving competitors two windward and two off-wind legs across the 200 acres of Hornsea Mere.

Rob Shaw and Steve Watson of Sunderland Sailing Club secured the title with Hornsea Club boats taking the next four places in a close fought competition which was only finally settled in the last race. After winning the first two races Rob Shaw's overall lead came under pressure when Mike Mooney won the third race, adding to his previous second places. Although a torn spinnaker forced a retirement for Mooney in the forth race, other Hornsea boats took up the challenge with line honours going to Alan and Alistair Smith, second place to Richard and Elaine Cleminshaw and fourth to Andy Reed and Mike Smith. This set-up an exciting fifth and final race.

A good start to the last race took Rob Shaw into an early lead, which he extended as the race progressed to secure the Championship title. Mooney was unable to repeat his form of earlier races, becoming trapped in the pack and finishing only eighth. This opened up the opportunity for the Cleminshaws and Andy Reed to improve on their overall standing.

As the Cleminshaws maintained their consistent form throughout the weekend to finish fourth in the final race and in third place overall just 0.25 points behind Mike Mooney, Andy Reed's second place brought him up to fourth in the Championships, just one point behind the Cleminshaws.

After last year's open meeting at Hornsea, Rob Shaw was heard the length and breadth of the country complaining about the shallows at Hornsea.

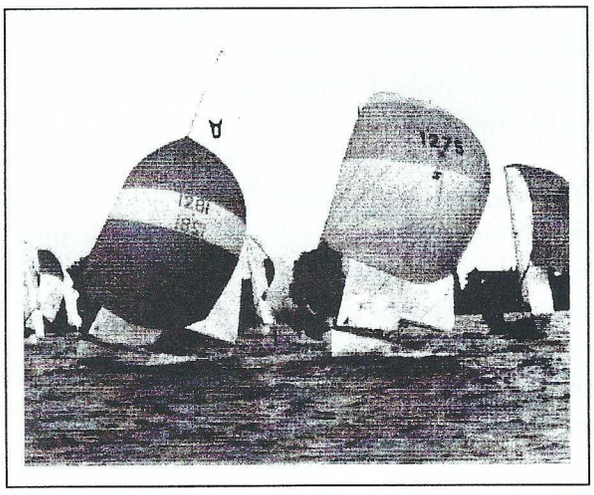
This year at the Scottish & Northern's briefing Mike Smith gave special instructions to Rob, "Rob, when the water turns green TACK!!, you're in a field!"

report by *Jeff Robinson*

Overall Results.

Posn.	Helm	Crew	Points
1	Rob Shaw	Steve Watson	5.25
2	Mike Mooney	Phil Reed	12.75
3	Richard	Elaine Cleminshaw	13
4	Andy Reed	Mike Smith	14
5	Alan Smith	Alistair Smith	18.75
6	John Lang	Malcolm Clack	19

Trophy	Helm	Crew
The Pan Ha Trophy	Rob Shaw	Steve Watson
The High & Dry Trophy	Rob Shaw	Steve Watson
The Tay Bridge Trophy	Mike Mooney	Phil Reed
The Queensborough Trophy	Alan Smith	Alistair Smith
The Hornsea S.C. Glass Bowl.	Rob Shaw	Steve Watson



Photos by Gavin Prest. (anybody wanting copies of photos Gavin has some really good photographs at really good prices)

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We are pleased to be able to offer a range of top quality printed and embroidered 'Osprey' Leisurewear. To order your garments please complete the order form below clearly and attach payment in full. Cheques should be made payable to "National Osprey Class Association". Completed order forms should be returned to Rob Shaw, 5 Tealgarth, Teal Farm, Washington Tyne & Wear NE38 8TL Tel 0191 - 417 - 3572 (Evenings).

Should you have any queries or require help please to not hesitate to contact: Moette, The Old Chapel, Quebec Street, Langley Park, Co Durham, DH7 9XA Tel: 0191 3735995, Fax: 0191 3736318.

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Flocked 2" boat numbers can be printed on right breast of garments at cost of f2.00 per garment.

* All garments can be embroidered with boat name, own name, boat number at a cost of £2.00 per garment

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Quantity	_____	_____	_____	_____	_____
Colour	_____	_____	_____	_____	_____

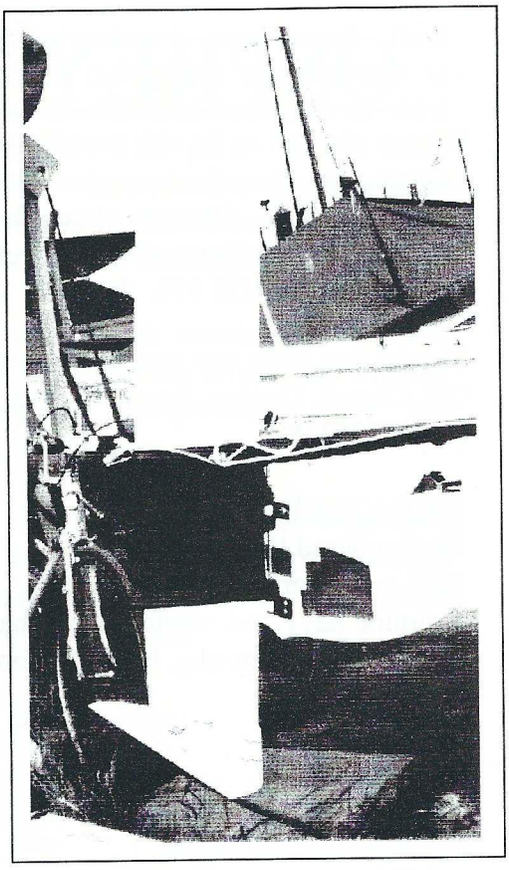
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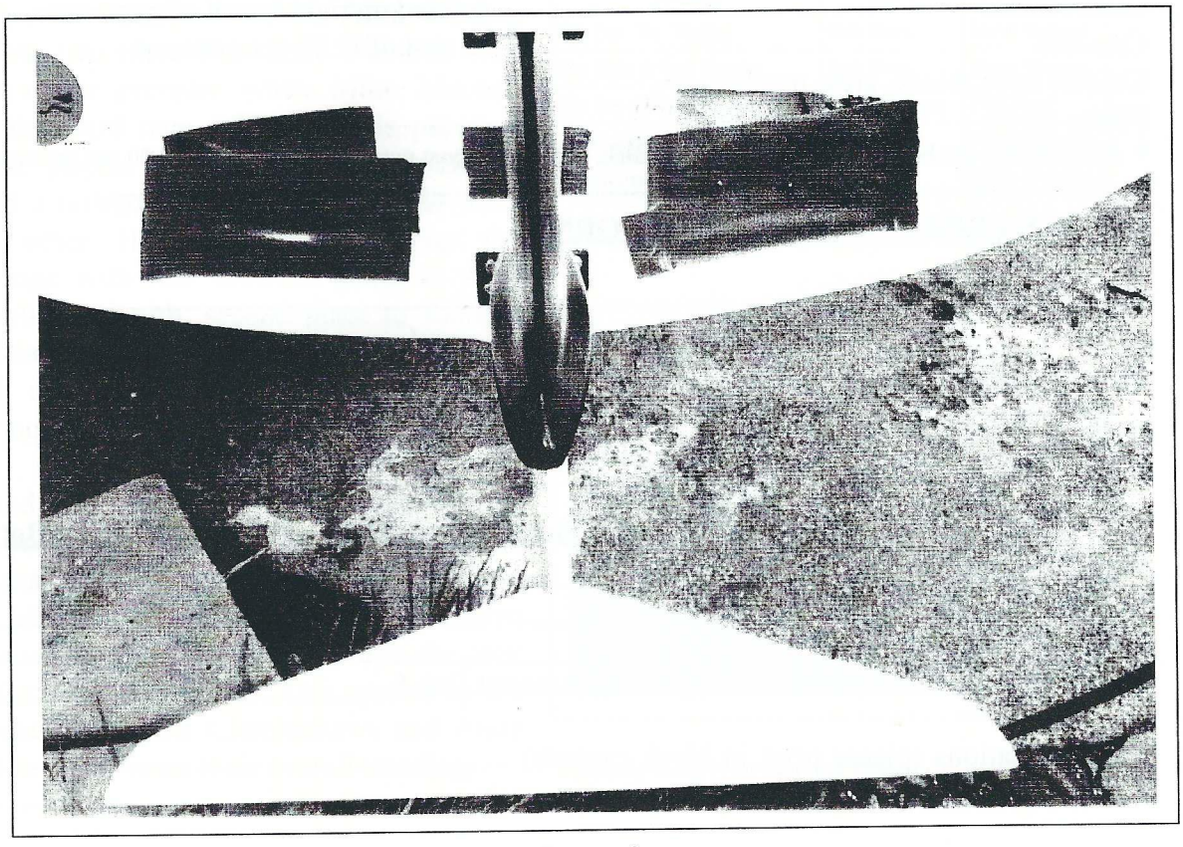
The rudder seen above in shallow water complete with weed put in place by "Thin Boy"

Photo by the Editor



Above close up of the rudder ashore

Below the stock and bottom fin in close up **Other Photographs Courtesy of Colloryan**



Wonderful Wings by Nick Willis

A great amount of interest was shown in the new "John Claridge" designed and built rudder and stock used on my boat this year. Some people took one look and thought 'That can't be legal' before even looking in the rule book. For those without a set the only rule governing the rudder say's ..... 'The Rudder Design is Optional'.

The rudder stock is made of carbon and, after some initial design teething problems were sorted out, has been extremely robust. Some cosmetic cracking in the filler has become apparent but this is on the wide, very thin, sides so does not affect the rigidity or strength of the stock.

The big advantage with this sort of stock is the weight, a fraction that of normal. It does mean that you need a dagger rudder though, so the stock can provide adequate support to the blade (with wings , a dagger blade is the only option).

What advantage is to be gained from the wings? Various people came up to me asking if it was a new weed catching device. There has been no more tendency to catch weed than any other rudder I have sailed with and getting weed off has not been significantly more difficult, certainly it is easier to remove weed than a 'fixed rudder'.

When beating to windward, you require a minimum resistance to forward motion whilst achieving a maximum resistance to lateral motion. Lateral resistance in the main comes from the centreboard and rudder. The centreboard is rigidly one design and, apart from making sure it doesn't flex too much and is 'fair' there is not much you can do about lateral resistance.

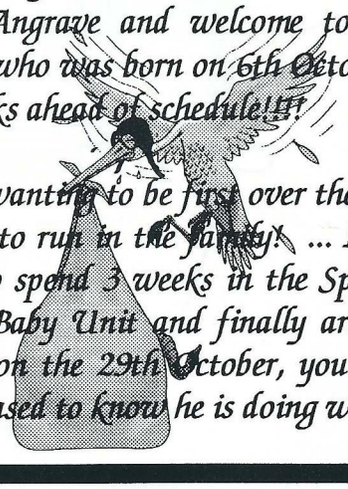
The rudder is a different story, with wings, the lateral resistance of the foil is increased as the flow is constrained from escaping off the tip and is forced along the whole width of the blade for its entire length. In addition, it has been observed that as the foil moves vertically through water (when the boat is pitching) the aerodynamic shape of the T Section forces the water aft providing a thrust vector forwards.

Care must be taken however to ensure that the attitude of the boat is not extreme, if the weight distribution is too far aft then as well as the transom causing drag, the T Section will as well. In windier conditions there is a theoretical advantage in that as the bow lifts out of the water the rudder also will provide additional lift, thereby possibly helping to keep the boat on the plane. In the windiest of conditions with the spinnaker lifting the front of the boat out of the water the upwards force of the foil could be considerable.

Another advantage of the rudder is that being a 'dagger' type it can be raised for use in shallow water without increasing drag or putting undue load on the rudder, stock or fittings. The rudder will function normally with as little a 1 ft in the water, making it a very safe way for coming ashore. I'll look forward to reading other peoples comments on this subject. P.S. anyone know how to design wings that will fold up into the centreboard slot?

Our Congratulations to Rachel and Phil Angrave and welcome to son Liam who was born on 6th October - 6 weeks ahead of schedule!!!!

..... wanting to be first over the line seems to run in the family! ... Liam had to spend 3 weeks in the Special Care Baby Unit and finally arrived home on the 29th October, you will be pleased to know he is doing well!



Transom Mainsheeting

by Vyv Townend

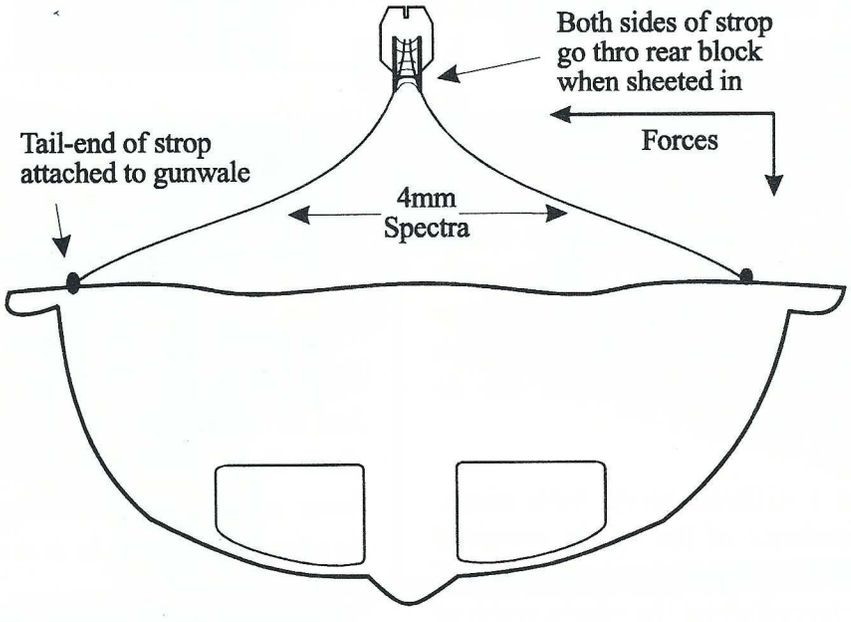
If you look at the gear guide on page 24, you will see that three boats in the top 10 at the nationals, including ourselves, used a transom mainsheet system. Although I have tried to persuade Terry that an article proposing that we hold the Nationals in Thailand, with socials held at Pussy Galore's in Bangkok, would make considerably more interesting reading, he has insisted that I write something on transom mainsheets - sorry!

Barker tells me that in light to medium winds it is particularly important to have the boom dead centre in the boat with little or no leech tension on the main. The mainsheet should be used to control the main in and out without pulling down on the leech, with the kicking strap used to control leech tension - I'm only a crew so I've got no reason to question this.

Traditionally, this has been achieved by using a hoop or fixed central strop. However these do not fully centralise the boom and still pull slightly down on the leech. A number of these systems have been developed further, the most common in the osprey being a square hoop with a track along the top, or an adjustable central strop that allows either side to be lengthened or shortened. What both these two systems allow you to do is to pull the take off point for the mainsheet to windward, which means that the boom will sit on the centreline without putting too much tension on the leech. The idea behind the transom mainsheet is that it performs the same task but in a much simpler manner.

This is a system that originated in Australia and is now widespread in fleets such as the Fireball and Flying Fifteen. They say that a picture paints a thousand words and if you look at the diagrams you will see what it looks like, but basically, a length of 4 mm spectra, Kevlar or pre-stretch is doubled up and sewn into the core of the mainsheet. The ends of the spectra are attached to the gunwales at the transom. When the mainsheet is pulled in, the spectra strop is pulled in through the block on the end of the boom. I'm afraid I'm not an engineer and if the techno-geek jargon is wrong please forgive me, but the triangulation of forces is such that the majority of the pull is sideways rather than down so that the boom is centralised with the pull on the leech.

Diag 1 Rear View



The mainsheet is led along the underside of the boom to the centre through tape/webbing loops or plastic tubing to avoid garrotting the helmsman during tacks and gybes (although at times this would appear an attractive option). It is possible to run the sheet inside the boom and out through a hole in the middle of the boom, but having had a boom break on this spot I would advise against this.

We find that the system has a number of advantages over the other mainsheet systems that are commonly used. Firstly it centralises the boom very effectively giving good pointing ability and we have found that we can point 5 - 10 degrees higher than everyone else, especially in light/medium airs and is very effective off the start line (isn't it Oscar?!!). Secondly, it requires no adjustment whilst sailing unlike strops and hoops that need resetting after each tack (not good in a tacking duel or in shifty stuff), thirdly there are fewer purchases than a conventional 4:1 (but with no apparent loss in mechanical advantage) which enables rapid trimming of the main, especially effective on a 2 sail reaches and lastly and probably the most important consideration (since we are a pair of tight buggers), is that it is very cheap, since it only costs the price of 3 metres of spectra and uses a lot less blocks and cleats than a normal 4:1 system with adjustable strops.

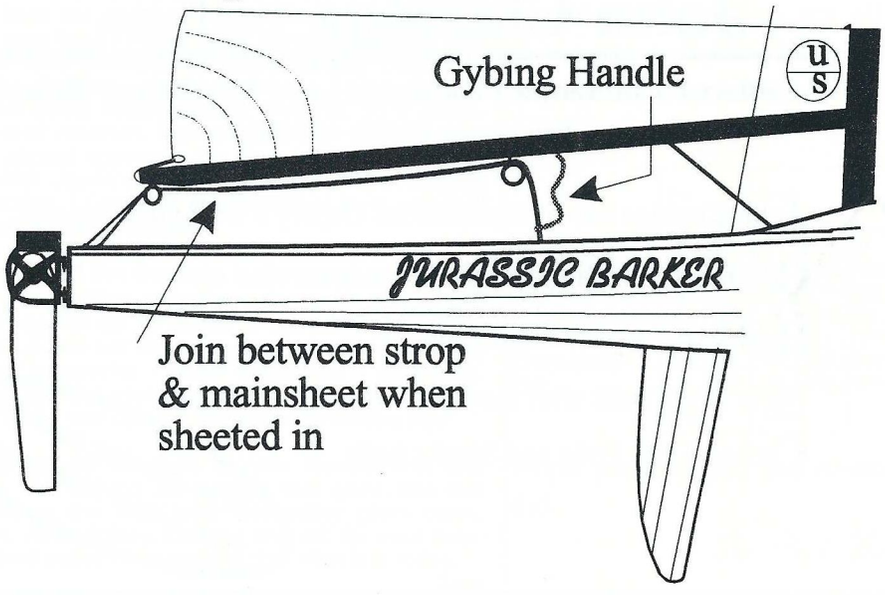
Unfortunately on the downside it is easy to capsize. The main problem is that it is difficult to pull the boom across when gybing which can make life hairy in the windy stuff. We found that when we first used transom sheeting on our fireball that approaching the wing mark we would both assume the gybing position of fingers holding noses and a shuffle of the bum to ensure a head start in the race for the centreboard. However this can be partly alleviated by fitting a rope from the centre of the boom (a gybing handle) to pull the main across. The tail end of this is tied around the mainsheet so that it is always to hand. The other problem is that it is easy (well Barker finds it easy) to get the tiller caught in the strops.

Thanks Vyv, it is interesting reading .... not as exciting as "Pussy Galores" no doubt, but, interesting!

If you have any comments to make on this or any other item in the magazine then please write to the Editor who will be delighted to hear from you.

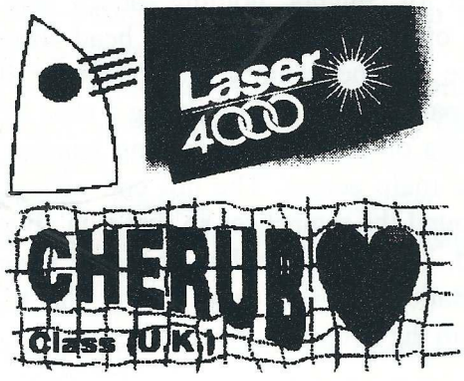
If you feel the need to write an article or indeed feel you have something to contribute, but need help putting it into writing, then again please let the Editor know. He will be delighted to receive any articles or any ideas for one.

Diag 2 Side View



Surfs Up (on the electronic wave) by Huw Pearce

What do the following have in common related to Osprey's?



Answer: They are all logo's used on the 'Internet' on pages of information for the respective classes.

There are lots of classes with pages of information on the 'Internet'. Also just appeared on the 'Internet' World Wide Web are the IYRU and the RYA.

The information under the IYRU pages provide links to many different National Sailing Authorities, classes and other related sailing information. The classes typically have tuning information, class structure, class rules, builders, event calendars. For those with access to the 'Internet' the address for the IYRU is

http://www.sailing.org/

For a lot of links to sailing resources the following address is good -

http://www.paw.com/sail/

Why all this talk of the 'Internet'? Well for one thing it is fashionable, every magazine has had articles about it for the last 12 months, so why should the Osprey Newsletter be any different?

Hopefully, by the time that members are reading this edition of the Newsletter, the Osprey Class will have the its own small set of initial pages on the 'Internet'. For those with access the address on the World Wide Web should be

http://www.paw.com.sail/osprey/

I am also looking for information to publish, I just need the text and any graphics. The formatting and loading I will manage. Offers of help gratefully accepted.



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Blast From The Past

I quite enjoyed this section and missed it from the last newsletter, so sent this in for this edition. It is from March 91, in which Lisa Chess offered her ..... well, actually announced her intention to quit as Newsletter Editor.

Her farewell column went like this

LISA'S LEADER

Sitting in front of a roaring log fire it's hard to imagine blasting along in an Osprey in a good force 5. The National's a mere 4 months away, fit - you've got tc be joking; work on the boat - there's still time; write Osprey articles - time's run out. Who will dominate the '91 scene?

It's been a winter for divorce, Phil and Andy, Ian and Adam, both crews joining the Rotterdam Aviators. Oscar and Dave, the wildman wants to play with his own Lethal Weapon. Vanny and Nick, who knows what's happening there, perhaps he forgot to put the top on the toothepaste; and wild rumours about the light weather experts Martin and Dave. What about that other Poole lad, Pierre Hirtf, this season stylishly modelling a new boat, with no undercrackers of course. Gareth is teaming up with Clousieu of BSC, Inspector Abdul having solved the mysteries of Colins love life is now seeking new challenges. What about those White chaps - when will they leave the women alone? But all these fights over alimony and solicitors fees leaves plenty of room for the old timers - Psycho Lang, Mr.Leather Trousers, the Cornish Pixies and the Blithfield Butcher.

So, to the letter,. I hope you'll find something to tickle your tastebuds. We've got helicopters and aliens, trailers and jib halyards, Ospreys old and new, and of course a Nationals report. Having missed the event myself I've relied on Mike Jakeways (thanks Mike), but have managed to pick up a few titbits of my own.

Under pain of death I must report that Phil and Lynn O'Kane beat the Murray Mints in Race 2, perhaps a first this year boys? Many, Many comments about how good the food provided by Tenby Sailing Club was, especially Sunday nights barbeque. Also lots of discussion about future venues. Pwllheli, 91's venue, has a mixed reaction. Perhaps those of you who feel strongly should approach Ian Madeley now before he books 1999. Jayne's report indicates plenty of feeling, but no action - I've tried at committee level girls but one voice just isn't enough.

Finally, me, well I'm throwing in the towel, or perhaps just my ears, willing volunteers would be welcomed, but unwilling will do. In favour of the job you can ring someone up and ask them anything you like under the aspices of a reporter - some might call it gossiping, but never let fact stand in the way of a good story. Against, well I was up at 6 this morning writing this!

Most importantly however, is Alfie Hawksworth and his team, the behind the scenes that goes into this newsletter, in the little time this editor gives them. Thankyou Alfie, Hilary, Lindsey and all, for your help, support and patience in making this what it is today.

Lisa

The other snippet which caught my eye came from a page farther on and got at the other Chess, I can't really imagine why anyone would want to do such a thing but ...

"ALIEN ATE MY ROYAL LOVE SLAVE OSPREY CREW"

Oscar Chess, known in Royal circles as sex muppet, revealed today solely to the Sunday Spit, how an extraterrestrial Osprey crew devoured (except for her ears) the luscious, lithe and loud Lisa.

"I was distracted by Elvis Presley and Lord Lucan sailing by in a GP14 and when I looked back at Lisa all that was left was a trapeze harness and her ears", said clownhearted but busty Oscar.

"I blame the Chinese. Things haven't been the same since they found an Osprey on the moon."

An expert from the RYA declined to comment, but sources close to the Royal Family reveal that a similar thing happened to Princess Michael of Murray (30" 40" 60"). While sailing one day crew Princess Pam of Margom was turned into a jam doughnut by a Martian Battie cruiser disguised as a self bailer.

See next weeks Sunday Spit for the second half of this riveting tale.

Mr.Chaplin

Who else knew Oscar was known as "SEX MUPPET"? and the Lisa we all know and love has never been loud .... lithe and lucious YES, but definitely NOT Loud.

Finally an extract from an article offering "Technical Expertise" on the production of Trailer Boards specifically for Osprey's, I thought the connections table usefully provides information we all need to ensure the correct lights blink or illuminate as required by that most noble of professions the "Traffic Cop".

	Plug		Socket		Colour Code	
	Old	New	Old	New		
Stop Lamp Right & Left	54	6 54	54	6 54	Red	Stop Lamp
Tail Lamp Right	58	5 58R	58	5 58R	Brown	RH Side & Tail Lamp
Tail Lamp Left	58	7 58L	58	7 58L	Black	LH Side & Tail Lamp & No Plate
Control Valve Trailor Brake	52	2 54g	52	2 54g	Blue	Interior Lamp and Spare
Flasher Lamp Left	L54	1 L	L54	1 L	Yellow	LH Flasher Lamps
Flasher Lamp Right	R54	4 R	R54	4 R	Green	RH Flasher Lamps
Earth	31	3 31	31	3 31	White	Earth
	Trailer		Vehicle			

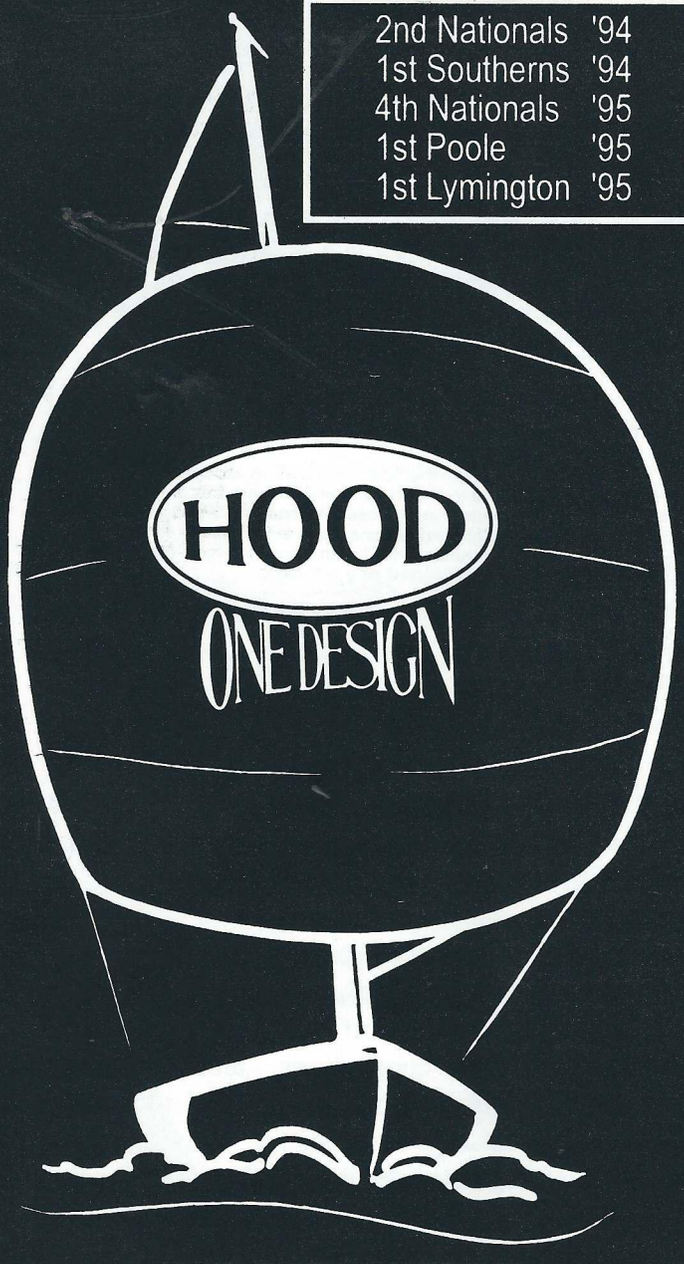
Hope you enjoyed the re-read as much as I did

The Past Blaster

SAIL FAST, THINK HOOD

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

2nd Nationals	'94
1st Southerns	'94
4th Nationals	'95
1st Poole	'95
1st Lymington	'95



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Ladies Lyricism's

TO GO OR NOT TO GO .... THAT IS THE TOPIC...

My ears have been bent so far out of shape that they now meet behind my head, so I've given in and this is my attempt to write an article for the newly started Ladies Page.

In '89 we (Antares 695) attended our first Nationals, at a place that took us as long to reach as to circumnavigate the world, and sounded something like "pushwelly". We were nicely placed in the camping site next to the Club. Fortunately we had the use of my sister's caravan because there was no way we could have pitched a tent with pegs in the half inch of earth that covered the Welsh mountain rocks underneath!!

In '90 we ventured off to a delightful place, just off the end of a Motorway, called Tenby. This was a fantastic Nationals from my land based point of view. The sun shone out of a clear blue sky all week, I had plenty of time to wander round Tenby, sunbathe on the headland and when in need of shade I returned to the Clubhouse to annoy the Beachmasters!

The following year we returned, in force, to 'Pushwelly'. That year we had 4 Ospreys from Minnis Bay that managed the migration. It was another good week and one I'm glad I attended, after all surrounded by all the lads from these boats it would have been hard not to enjoy the week. However I must confess to feeling more than a little left out of the conversation when they returned from their feats of 'daring-do'. As an 'impartial?' listener, the discussions that followed each race became somewhat confusing, because there seemed to be a variance to the actual facts as stated by the different crews!!

Following this third Nationals I decided to try having the week on my own at home and letting 'the boys' do their own thing without having me in tow during their evenings! So it was with a tinge of sadness that I wished them well the next year and shut the door on a very quiet, empty house.

I had a long list of all the jobs that I wanted to do while Terry was away, including moving the lounge round and changing the front room which was forbidden if Terry was about!... Well .. I started off all right, but I'd completed most of my list by Sunday night!! It's amazing how much you can achieve if you get up at 06.00 and retire at 24.00!

Monday I came home from work, had a light meal (it didn't seem worth cooking much just for me) and continued pottering about. Somehow the enthusiasm was missing with no-one there to share it with. Terry rang through and we had a chat over how things were going and how he had done. When I put the phone down I felt even more lonely. The evening was endless. So I found the Scotch bottle and had a large one, or two....

I have now spent three Nationals on my own. Having now got used to being on my own for the week, I look forward to this time as 'time out' for me. To do my own thing, to take time just for me and to reflect on how nice it will be when my other half returns on the next Saturday.

I must, however, confess to being with him in spirit and to missing all the chat and camaraderie of the guys in the Osprey Fleet. Here's wishing them all well and a satisfactory '96 season.

by

Margaret McDonald



Getting Certified

(as a Rescue Coxswain, that is)

In the last edition of the Magazine, I wrote about how I had started training as a Rescue Coxswain, so I thought I'd better let you know my progress since then.

I've attended one of Tony's excellent First Aid Courses (sub-titled "101 Things to do with a Triangular Bandage"). There was a lot to cover in one day and a lot to remember, I was quite glad to have done some first aid before through my involvement with the Guide Association

The second part of the rescue coxswain course (Level 4) came up far too quickly. You *really* do need to put in plenty of practice on the water developing those slow manoeuvring skills so you can put the boat where you want it and your skills are assessed before you can attend the course. As before, the Saturday was filled with theory interspersed with practice; we rescued man-over-boards including real ones (rather than just the "dummies" used before) and righted capsized dinghies, we towed boats and came along-side moving boats. Again a lot to take in and remember, hard work but good fun.

The Sunday involved putting that theory into practice (or should that be that practice into reality!) - we were the on-duty coxswains (apart from any bits of on-shore work when the rostered people covered). The day started very calm and it could have been a very quiet, uneventful duty - but "trouble" was just around the corner. The wind came up, racing started and soon spar-buoys needed moving, a selection of capsizes required attending, I even had to rescue a crew who had head-butted the boom and was bleeding so needed ferrying ashore.

Well, after all that, I was deemed good enough to be awarded my Level 4 certificate and put on the next duty roster. In fact I've recently done my first duty one rather windy Sunday afternoon. Luckily most sailors had enough sense not to go out!! Only seven boats raced, but there were windsurfers a plenty. I'm not looking forward to the cold winter months - perhaps I'll volunteer to look after the two boys and send Huw out - he's more used to being out on boats in all weather's.

Should you feel the urge to become a rescue coxswain yourself, do speak to your local rescue co-ordinator - they try to run courses regularly and it is good fun being out on the water watching the action.

by Cathy Pearce



Remember Ladies, articles for this section can be on any subject that you may choose to write about. Its your page do do with as you will ..... we will even print your moans about Osprey's and those sailing them!

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The Nationals Report 95

The Osprey National Championships were held at Sunderland Yacht Club from 30 July - 4 August 1995. The event was sponsored by the National Rivers Authority, A Thompson & Sons, Graydon Dawson Construction Ltd, Shaw of London (Furniture) Ltd, Cowell & Hewitt, and the Tyne & Wear Development Corporation.

The Sunday and Monday races were postponed due to thick fog over the East Coast; two free days allowed the sailors to sample the alternative entertainment's provided in the area, notably the local dry ski slope, Wet and Wild (especially the Kamikaze and Black Hole rides!) a water park and the Metro Centre, a large shopping precinct (amongst others).

Tuesday morning brought a light breeze and after an hour's postponement to allow the last of the mist to clear, Race 3 was started. This was led from start to finish by Martin Lewis and Dave Gorringe. In 2nd place for most of the race were DJ Edwards/Nick Willis, however current champions Andy Barker/Vyv Townend passed into 2nd position on the last beat, Edwards/Willis finishing 3rd.

Race 1 was sailed immediately afterwards, in a dying breeze. Once again Lewis/Gorringe led from the start, however Barker/Townend took the lead by the finish and Chris Gorringe/Nadia Hosie finished 3rd.

Wednesday dawned bright and sunny and Race 4 was sailed in a light breeze which gradually died throughout the race, causing the fleet to become very spread out. Barker/Townend led from start to finish, however there was a fierce battle for the other top places between Mike Mooney/Dave Metcalfe, Oscar Chess/Nick Daley-Hunt and Edwards/Willis, the final positions being Barker/Townend, Mooney/Metcalfe and Edwards/Willis. At the other end of the fleet, boats finishing just outside the 4 hour time limit (which was the majority) were later granted redress as they had been forced to alter course to avoid a tug and barge on the last reach.

Thursday saw the first decent breeze of the week and Races 5 and 2 were sailed in a force 3. Des Menear/Steve George led from the start of race 5 and took the finishing gun after a relatively short race of just 2 laps, as the wind had shifted and the race had become processional. Colin Rainback/Phil Angrave took 2nd place and Chess/Daley-Hunt took 3rd.

Race 2 was sailed on Thursday afternoon. Neil Robinson/Bill Munnery led the first triangle, to be overtaken by Chess/Daley-Hunt, and then Gorringe/Hosie came through them both to lead the race to the finish, holding Chess/Daley-Hunt to 2nd place. Much place-changing ensued between the next few boats, and locals Robert Shaw/Tony Harper came through to take 3rd.

Friday saw winds of Force 3-4 and a short Crews' Race was held prior to Race 6. This consisted of a beat and a run, and was won by Phil Angrave/Colin Rainback (it needs to be said that a few years ago they used to campaign in this combination!), 2nd was Iain **"who needs a helm in a boat when you've got two crews"** Williams/Dave Griffiths, and third was Nick Willis/DJ Edwards.

The sixth and final points race then got underway; Andy Barker/Vyv Townend already having won the event did not take part, and a hotly contested battle for 2nd overall was played out between Martin Lewis/Dave Gorringe, Oscar Chess/Nick Daley-Hunt and DJ Edwards/Nick Willis. Also in the frame in this race were Colin Rainback/Phil Angrave. Each of these four boats took the lead at various times but

eventually Edwards/Willis were in the lead at the finish, followed by Chess/Daley-Hunt in 2nd and Rainback/Angrave in 3rd.

A very successful nationals despite the unpromising conditions at the beginning of the week, the success of the event being due mainly to the great enthusiasm and welcome shown by Sunderland YC, the unstinting efforts of the Race Officer, Dave Boatman and his team, and the support of the sponsors.

The social events were varied, well organised and well attended, the food at the club was quick, hot, and excellent value, thanks to Marie Oliver and Colin Rawcliffe and their teams. Various day-trips were organised for those families/friends who wanted to see something of the local area.

A memorable championships too; the number of injuries sustained before even taking to the water were a talking point (the dry ski slope and buoyancy immersion tests claimed 2 victims so severely that they were unable to sail); also how long ago is it that a lady (helm or crew) won an Osprey nationals race? We think it last happened in the 1950's. It happened in Race 2 this year. And finally, during the last race, the race team timed the leading boat on the first spinnaker reach : 4 minutes to sail 1.1 nautical miles.

by Jayne Willis

Mid Fleet Musings

Many individual competitions were taking place lower in the fleet through-out the week notably for the Creeksea, Evergreen and Handicap Trophies which were being hotly contested. The McDonalds, Terry and Andy were in contention with Phil Holt/Caron Isles and Ian Madeley/Dave Swain for the first two and with Nick Jones/Paul Jameson for the latter.

In the end it came down to the last race as is often the case, the McDonalds were in a good position to win all three trophies as a result of performance during the last race. Their opportunity was dashed by an unfortunate capsize halfway up the last reach when a rogue wave swept Andy off the wire which knocked both crew into the boat.

This left Jones/Jameson who had worked hard all week to get in front to gain the Handicap Trophy and Phil Holt/Caron Isles who had achieved creditable 16th & 18th positions in races 1 & 4 to win the other two trophies.

Other notable achievements away from the front of the fleet were Richard Hewitts managing to finish in all the races. This despite his not having a regular crew all week. In one case having a scratch crew of 14 years of age, a very well earned Endeavour Trophy. The Team Trophy went to Poole who had boats in 4th, 5th and 7th positions, not an easy combination to beat.

Off the water the bar was well run by friendly bar staff who managed to do the job without having large queues of thirsty sailors, neither did they run out of beer or glasses.

by Andy McDonald

Nationals Survey

As a result of resolutions passed at this years AGM, you will have found in this edition, a form which your Committee is asking you to complete and return .

The Survey is asking three separate questions they are

1. Your Choice of Nationals Venues
2. Your Choice of Nationals Date
3. Your Choice of Dual or Single Class Nationals.

Please complete your Survey Form and return it to the Magazine Editor ASAP

The Top 10 Overall

Position	Trophy	Number	Boat	Helm	Crew
1	Daily Telegraph/City of Plymouth	1234	Jurasic Barker	Andy Barker	Vyv Townend
2	Mumbles	1278	Compute This	DJ Edwards	Nick Willis
3	Little Ship	1085	Toothpick	Oscar Chess	Nick Daly-Hunt
4		1207	Schiaffino	Martin Lewis	David Gorringe
5		1198	Blue Moon II	Colin Rainback	Phil Angrave
6		1277	Roker Rat	Robert Shaw	Tony Harper
7		1223	Blind Faith	Chris Gorringe	Nadia Hosie
8		1261	Lady in Red	Neil Robinson	Bill Munnery
9		1280	Obsession	Des Menear	Steve George
10		1271	Skuds Missile	Nigel Skudder	Adam Bowers

The Top Three in the 6 Races

	1st		2nd		3rd	
Race	**Helm**	**Crew**	**Helm**	**Crew**	**Helm**	**Crew**
1 1 Mounts Bay Trophy	Andy Barker Rock	Vyv Townend SC	Martin Lewis Poole	David Gorringe YC	Chris Gorringe Poole	Nadia Hosie YC
2 2 Martini Trophy	Chris Gorringe Poole	Nadia Hosie YC	Oscar Chess British	Nick Daly-Hunt Steel SC	Robert Shaw Sunderland	Tony Harper YC
3 3 British Steel Trophy	Martin Lewis Poole	David Gorringe YC	Andy Barker Rock	Vyv Townend SC	DJ Edwards Hayling	Nick Willis Island SC
4 Ian Proctor Trophy & Commemoration Stand	Andy Barker Rock	Vyv Townend SC	Mike Mooney Hornsea	Dave Metcalf SC	DJ Edwards Hayling	Nick Willis Island SC
5 Marlow Ropes Trophy	Des Menear Mounts	Steve George Bay SC	Colin Rainback Poole	Phil Angrave YC	Oscar Chess British	Nick Daly-Hunt Steel SC
6 Saundersfoot Trophy	DJ Edwards Hayling	Nick Willis Island SC	Oscar Chess British	Nick Daly-Hunt Steel SC	Colin Rainback Poole	Phil Angrave YC

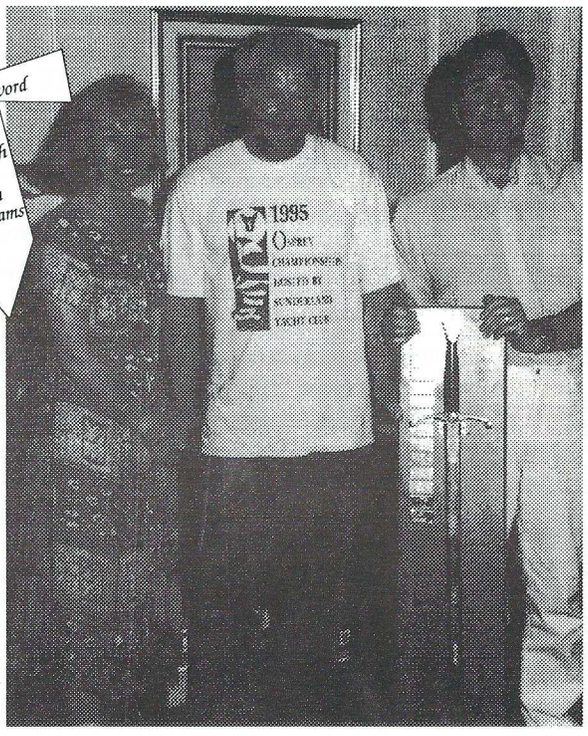
Individual Trophy Results

Filey Novice Never won any Championship or in top ten of Nationals	**Stubley Evergreen** Sail No Less than 75% of Last Registered No	**Creeksea** Highest MKII	**Offer Team** Highest Placed	**1st Lady Helm** Highest Placed
Des Menear Mounts Bay SC 9th Overall 1280 Obsession	Phil Holt Caron Isles Poole YC 29th Overall 888 Pieces of Eight	Phil Holt Caron Isles Poole YC 29th Overall 888 Pieces of Eight	Poole YC 1207 Lewis/Gorringe 1198 Rainback/Angrave 1223 Gorringe/Hosie	Jane Seymour Stone SC 16th Overall 1259 Buff & Chunder
1st Lady Crew Highest Placed	**Junior Helm** Higest Placed	**Junior Crew** Higest Placed	**Masters** Prev placed in top 6	**Tubbs** Helm Over 40
Nadia Hosie Poole YC 7th Overall Blind Faith	Chris Mant Oxford SC 42nd Overall 1112 Hotstuff	Steve George Mounts Bay SC 9th Overall 1280 Obsession	Andy Barker Rock SC 1st Overall 1234 Jurassic Barker	Des Menear Mounts Bay SC 9th Overall 1280 Obsession
Stubbs Handicap	**Endurance** Last Boat Completing all Races	**Association Rosebowl** National Champ Crew	**Wilkinson Sword** Travellers Trophy	**Tenby Tankard** Crew over 40
Nick Jones / Paul Jameson Stewartby SC 26th Overall	Richard Hewitt Sunderland YC 40th Overall	Vyv Townend Rock SC 1234 Jurassic Barker	Dave Griffiths Ian Williams British Steel SC	Nick Willis Hayling Island SC 2nd Overall

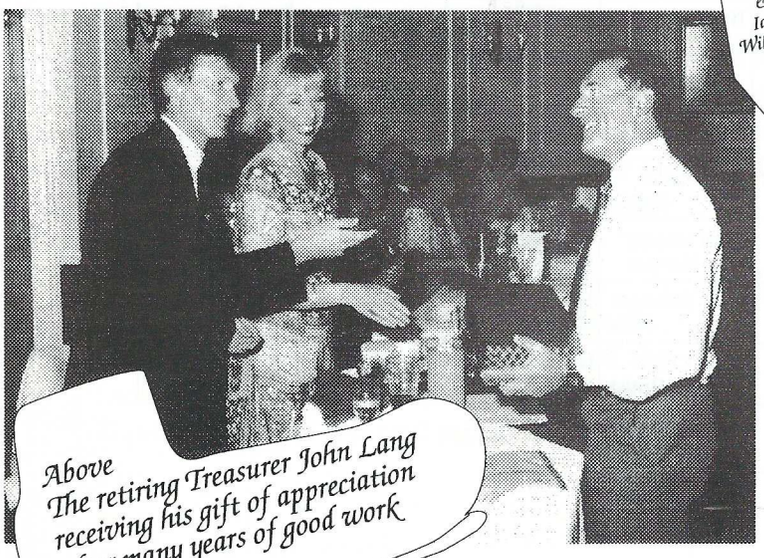


Left
The Champions
Andy Barker &
Vyv Townend
with the delightful
Deputy Lady
Mayoress

Well Done



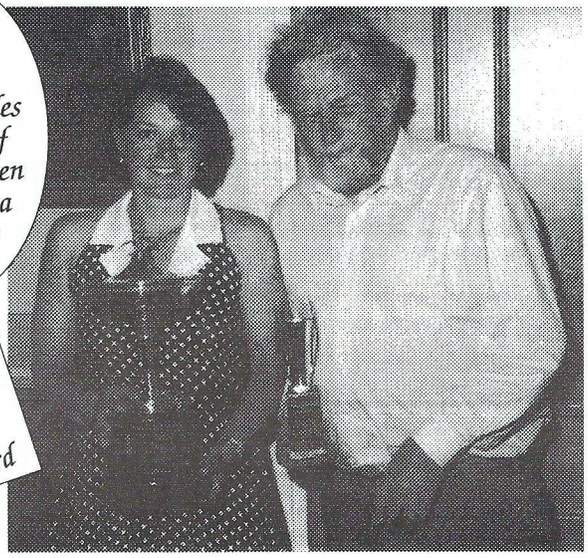
Right
Wilkinson Sword
Winners
Dave
Griffith
&
Iain
Williams



Above
The retiring Treasurer John Lang
receiving his gift of appreciation
after many years of good work



Right
Phil Holt
& Caron Isles
Winners of
the Evergreen
& Creeksea
Trophies



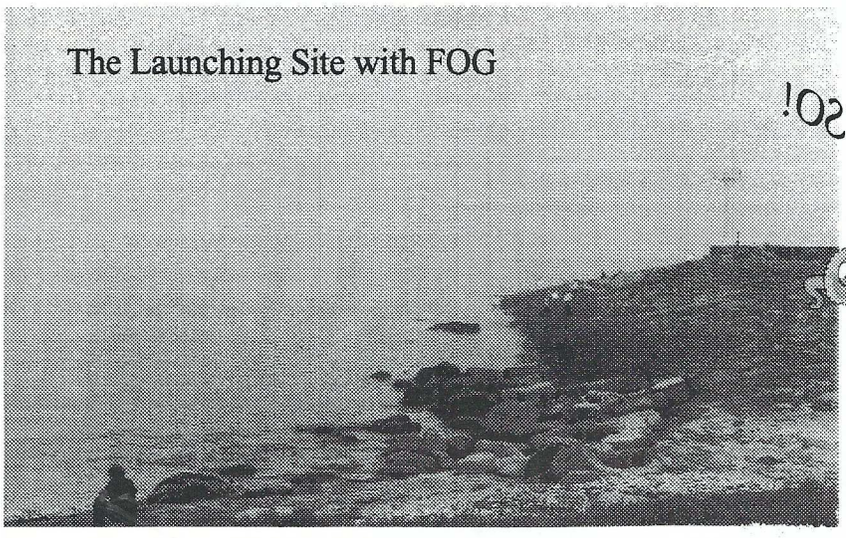
Left
Top Lady Helm
Jane Seymour
receives her award

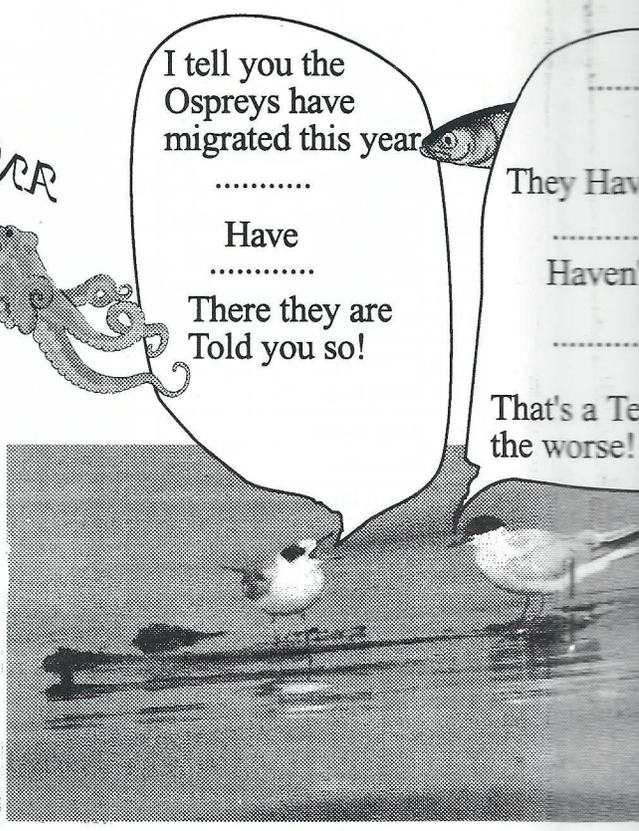
All Photographs on this page courtesy of Ian Oliver - Sunderland

The Full Results

Boat	Name	Race 3	Race 1	Race 4	Race 5	Race 2	Race 6	Points	Points after Discard	Pos	Helm	Crew	Club
1234	Jurassic Barker	2	0.75	0.75	4	4	49	60.5	11.5	1	Andy Barker	Vyv Townend	Rock
1278	Compute This	3	4	3	6	5	0.75	21.75	15.75	2	DJ Edwards	Nick Willis	Hayling Island
1085	Toothpick	6	13	4	3	2	2	30	17	3	Oscar Chess	Nick Daly-Hunt	British Steel
1207	Schiaffino	0.75	2	6	5	8	4	25.75	17.75	4	Martin Lewis	David Gorringe	Poole
1198	Blue Moon II	4	6	20	2	6	3	41	21	5	Colin Rainback	Phil Angrave	Poole
1277	Roker Rat	5	9	13	8	3	5	43	30	6	Robert Shaw	Tony Harper	Sunderland
1223	Blind Faith	14	3	8	13	0.75	6	44.75	30.75	7	Chris Gorringe	Nadia Hosie	Poole
1261	Lady in Red	8	5	5	10	7	8	43	33	8	Neil Robinson	Bill Munnery	Hayling Island
1280	Obsession	19	8	9	0.75	12	9	57.75	38.75	9	Des Menear	Steve George	Mounts Bay
1271	Skuds Missile	7	10	7	7	10	49	90	41	10	Nigel Skudder	Adam Bowers	Bexley
1081	Miss - iles	13	7	11	11	17	13	72	55	11	Adrian Summers	Bob Iles	Poole
1281	White Knuckles	17	12	2	15	11	38	95	57	12	Mike Mooney	Dave Metcalf	Hornsea
1267	Another Swift Half	10	11	16	12	15	12	76	60	13	Alan Liang	Phil Reed	West Riding
1116	Lethal Weapon	16	26	14	14	9	7	86	60	14	Dave Griffiths	Iain Williams	British Steel
1178	Pyscho	15	27	17	9	16	11	95	68	15	John Lang	Malcolm Clack	West Riding
1259	Buff & Chunder	12	20	10	18	23	20	103	80	16	Jane Seymour	Chris Seymour	Stone
1201	Up A Class	9	21	15	19	18	21	103	82	17	Michael Guy	Andrew Guy	Blithfield
1240	Gognito	11	18	26	21	22	14	112	86	18	Susanne Harrop	Huw Pearce	Datchet Water
1230	Riff Raff	38	17	19	17	19	23	133	95	19	Roger Edwardson	Steve Jarvis	Kielder Water
1142	Jack Attack	26	23	12	29	20	17	127	98	20	David Charles	Martin Stephen	Mumbles & BSSC
1167	Dodger	20	29	46	28	14	10	147	101	21	Roger Blake	Steve Watson	Kielder Water
1163	Prickly Pair	18	22	23	23	24	16	126	102	22	John Abraham	Don Flannery	Ribble
1275	Public Enemy	21	25	34	35	13	18	146	111	23	Andy Reed	Mike Smith	Hornsea
1228	Low Flyer	35	19	24	25	21	23	147	112	24	Peter Reeves	Luke Reeves	Poole
1188	Popacatopetal	23	24	35	22	29	15	148	113	25	Peter Jones	Simon Jones	Ribble
1233	Quatlapanquis	25	32	22	20	33	24	156	123	26	Nick Jones	Paul Jameson	Stewartby
1087	Black Velvet	24	33	28	36	25	19	165	129	27	Mark Ketley	Graeme Oliver	Sunderland
1246	The Outlaw	29	47	21	16	26	38	177	130	28	Alan Smith	Alaistair Smith	Hornsea
888	Pieces of Eight	37	16	18	31	32	38	172	134	29	Philip Holt	Caron Isles	Poole
1159	Stress Relief	34	14	29	24	36	49	186	137	30	Stuart Edmundson	Anthony Miller	Sunderland
1232	Orca	27	37	30	30	27	27	178	141	31	Albert Mottram	Chris Guy	Blithfield
632	Sugarpuss	28	31	39	33	30	22	183	144	32	Alan Stoddart	Roger Bacon	Sunderland
695	Antares	33	28	27	32	28	31	179	146	33	Terry McDonald	Andy McDonald	Minnis Bay
1031	Shadowfax	42	30	41	27	31	25	196	154	34	John Shenton	Steve Offer	Sheppey
905	Moonlight	40	39	37	26	37	32	211	171	35	Ian Madeley	Dave Swain	RYA
1269	Gremlin	31	47	46	34	35	26	219	172	36	Michael Richardson	David Bourne	Poole
1238	Mistral	41	34	36	38	39	28	216	175	37	Leslie Green	Alan Mills	Hornsea
1273	Frustration	36	36	32	41	34	49	228	179	38	Bob Thomas	Paul Taylor	Netley
1265	Aquavit	22	15	46	49	49	49	230	181	39	M Webber-Walton	Simon Weatherill	Hayling Island
1276	Jennifer	45	41	34	37	42	30	229	184	40	Richard Hewitt	TBA	Sunderland
1007	Elizabeth R	43	35	31	41	38	49	237	188	41	John Rainer	Chris Moore	Hornsea
1112	Hot Stuff	32	40	46	39	40	38	235	189	42	Chris Mant	Graham Mant	Oxford
633	Squadron Leader	44	47	40	40	41	33	245	198	43	Richard Purdy	Barry Anderson	Sunderland
1205	Sara J on	39	47	25	49	49	49	258	209	44	Keith Gibbons	Johnathan Gibbons	Blithfield
1150	Splash in the Pan	30	49	49	49	49	49	275	226	45	Richard Hoad	Christopher Bell	Ribble
167	Light & Bitter	46	38	49	49	49	49	280	231	46	Helma Smolders	Kees Smolders	WSV DG Biesbose
1244	The Next Best Thing	49	49	49	49	49	49	294	245	47	Simon Bridges	Tim Bridges	Lagos
832	Beez Neez	49	49	49	49	49	49	294	245	48	Michael Potter	Trevor Jackson	Blithfield

The Launching Site with FOG





The Story Line

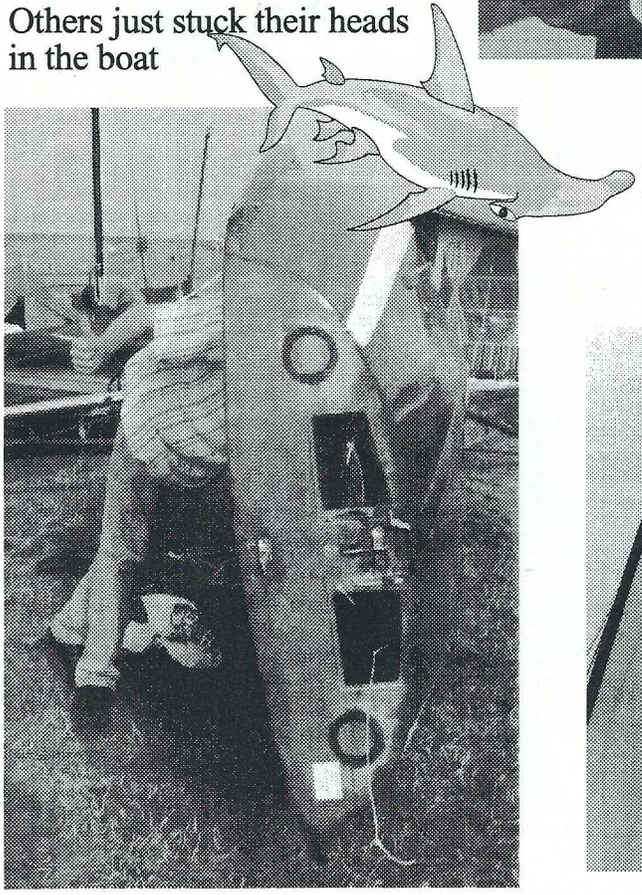
The Fog started the week off, resulting in other activities being undertaken .....

Some of which resulted in accidents .....

Like poor Peter Frith, who, as the result of a skiing accident, ended up having an operation and not sailing at all



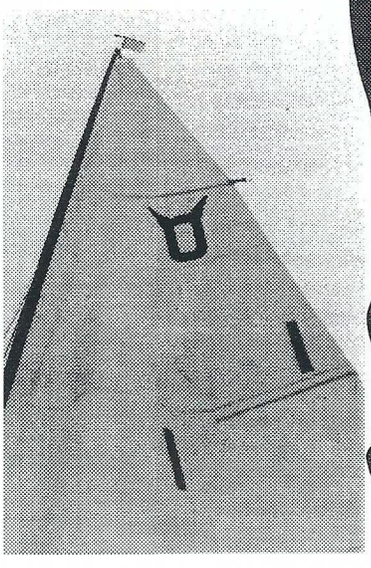
Others just stuck their heads in the boat

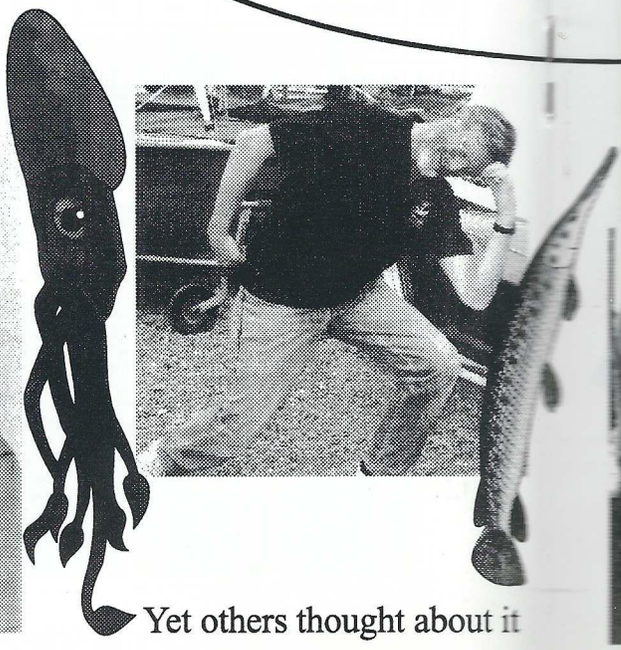


Story Line by the Editor

Around a The Na

One Sailor made his preparations to become Champ!





Yet others thought about it

.....

They Haven't

.....

Haven't

.....

That's a Tern for the worse!



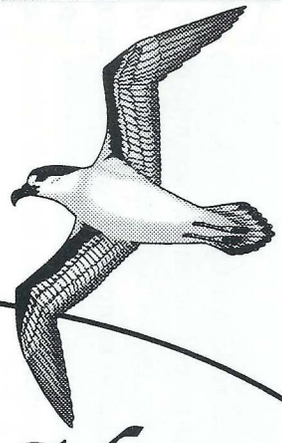


And Hey Presto .....
No fog at the Launching Site



Adam had the solution though, it was easy, all you needed were those magic words!

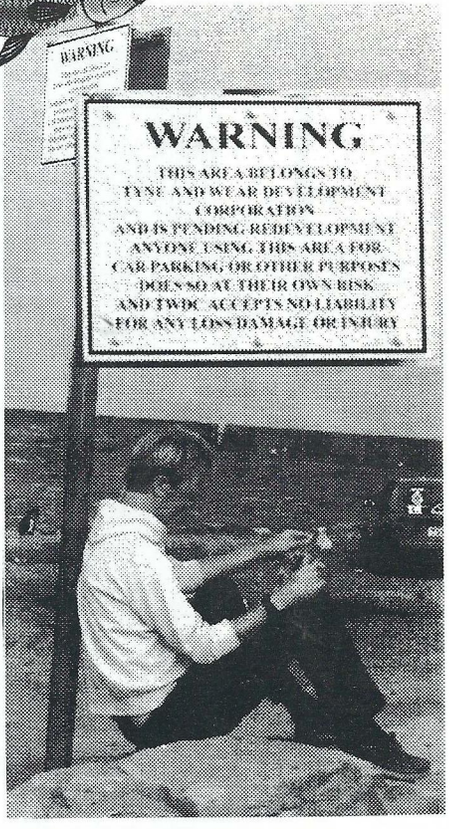
"Just Like That"

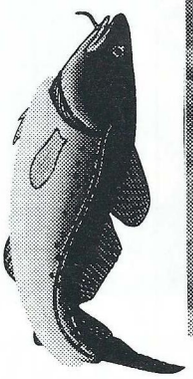


d and About Nationals

All Photographs Courtesy of Colloryan

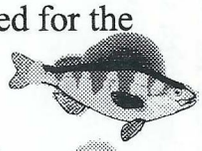
Meanwhile Oscar consulted his Welsh "Magic Book", looking for likely Fog Dispersing Spells! Blissfully unaware of the Warning Sign above his head!

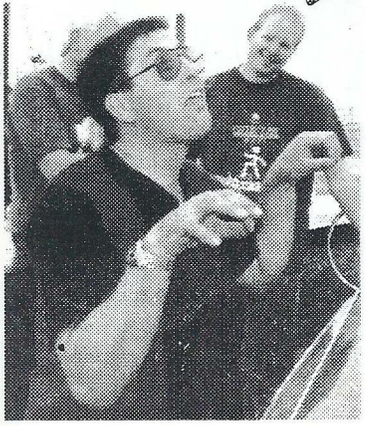






Some begged for the fog to lift

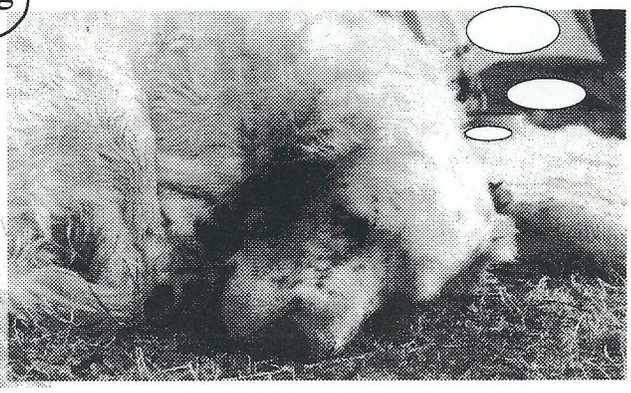




"Call that begging? Huh ..... that won't clear the Fog .... I'll show you how to beg" said Jacob



That didn't work so I guess I'll just go back to sleep



Hints & Tips

The Top Ten's Gear

Boat No	Boat Name	Helm Weight	Crew Weight	Mast Type	Hull Make	Rudder	Centre Board	Mainsail	Genoa	Spinnaker	Rig	Main Sheet
1234	Jurassic Barker	10.5	12.5	Epsilon (Etched)	Hewitt	Milanes	Milanes	Ullmans	Ullmans	Ullmans	-	Aft Mainsheet Bridle
1278	Compute This	9.5	14.5	Super Spar M2	Porter GRP	Claridge Wings	Porter	Northen	Northen Diamond	Northen Diamond	Fixed Shrouds	Adjustable Strops
1085	Toothpick	12.75	12.5	Sovereign JPS 80	McCutcheon	Milanes	Graham Vick	Rellings	Rellings	Rellings	Fixed Shrouds	Adjustable Centrestrops
1207	Schiaffino	11.5	14	Needlespar	Porter	Topfoils	Topfoils	Goacher	Goacher	Goacher	Adjustable Shrouds	Adjustable Strops
1198	Blue Moon II	11.75	14	SuperSpar M2	Creasey Wood/West	Milanes +White	Milanes +White	Ullmans	Ullmans	Ullmans	Adjustable Shrouds	Adjustable Strops
1277	Roker Rat	10	16.5	Proctor Epsilon	Porter GRP	Topfoils	Topfoils	Goacher	Goacher	Goacher	Fixed	Hoop
1223	Blind Faith	16.5	11.5	Super Spar	Wood - Corcoran	Sapphire Marine	Wood - Corcoran	Hoods	Hoods	Hoods	-	Transom Main
1261	Lady in Red	13	13.5	Proctor Nimbus	Porter	Porter	Porter	Bowers Rellings	Bowers Rellings	Rellings	Fixed	Adjustable Strops
1280	Obsession	13	12	Proctor Epsilon	G Hewitt	Milanes	Milanes	Rellings	Rellings	Rellings	-	Transom Main
1271	Skuds Missile	10	14.5	Holt Antares	Porter	Skudd	Skudd	Rellings	Rellings	Rellings	Fully Adjustable	Adjustable Strops

Some of the more unusual items seen on the Top Tens Boats are the winged rudder used by Nick Willis on his new boat "Compute This", incidentally it is reckoned the weight given above for Nick is somewhat suspect! However recent weigh in's seem to prove Nick right, it appears he has bones made from Maltesers! The other new idea which seems to have come to the fore is the use of some form or other of rear mainsheeting or control. The objective it understood is to center-line the boom without tensioning the leech, this is also achieved by adjustable strops. Details of one of these ideas can be seen in the article by Vyv Townend on Page 10 of this issue. It is hoped that we can get some fresh Hints and Tips from all the Crews of the above boats so that we can all benefit and try to improve our own performance, and give them more of a run for their money next year at Hayling Island.

The Association is always keen to promote an increasing standard within the Osprey Fleet, so lets hear your needs to help you improve your performance and we will try to get the sort of Hints & Tips articles you would like to see in the magazine.

Representatives from the hard working team at Sunderland



Anne Wheldon, Daves wife & One of the many Galley Team Who did us so proud

The hard working Rob Shaw presents and

Dave Wheldon VC Sunderland & Chair Championship Committee

Joe Kayl President of Sunderland YC receives the NOCA Championship Pennant

Dave Boatman Principal Race Officer

Thank You



Some of the many from the Sunderland Team who worked so hard on our behalf and gave us a wonderful Championship

You may well ask what Townends doing in this photo ..... well have you heard of entente cordial

Mind you I call it something much more basic! What a brave girl Sheila is!

Sunderland



Barbara Pike

The Sponsors receive floral tributes

The NRA

Tyne & Wear Development Corporation



Andy James Development Director

all photographs on this page courtesy of Ian Oliver - Sunderland

Open Meeting Reports

West Riding 27th - 29th May

Eds Note - Apologies to John Lang who faxed his report to me on time for the July Mag, unfortunately due to the vagaries of modern electronics the copy did not reach my fax, of which John was not aware.

Osprey Sailors from as far afield as South Wales, Hayling Island and Sunderland arrived for what turned out to be a very windy, exciting and competitive series of seven races.

Saturdays racing started what was to be a weekend battle between Nick Willis, helmed by DJ Edwards and Robert Shaw, crewed by Tony Harper, in their new Porter built boats. Shaw took the first race, after a very optimistic spinnaker hoist sent Edwards scooting off in the wrong direction. According to the Fat Boys it was blowing force 4 gusting 5, but, the rest of us knew it was at least a 5 and rising. The positions in the second race were reversed with Alan Smith & son Alistair coming a very creditable third.

Being a Regatta Weekend part of the excitement was dodging the ISO's and Laser 4000's, who seemed to consider that swimming for large proportions of time is an essential part of modern sailing. The 40 year old Proctor design is still showing the way home to many new designs, particularly when it starts to honk! By Sunday the wind was increasing and white capping the whole lake. The rescue facilities were at full stretch with some damage being caused, one casualty being Roger Blake who pulled the forestay out of his deck.

DJ Edwards dominated with two wins out of three, John Lang and Malcolm Clack upsetting the order by managing a second in the first race. DJ Edward's only needed one win on Monday to clinch the meeting which he duly did despite a hangover. The minor placings were settled in the final race of the series which Dave Griffiths won by a convincing margin from the remaining very tired sailors.

report by *John Lang*

Overall Results

Pos	Boat	Helm	Crew
1	1278	DJ Edwards	Nick Willis
2	1277	Rob Shaw	Tony Harper
3	1178	John Lang	Malcolm Clack
4	1275	Andy Reed	Mike Smith
5	1246	A Smith	A Smith
6	1116	D Griffiths/D Chalkley	Steve Watson

The "Fastack" Osprey Open at Hayling Island 24th & 25th June

The first race started in a North Easterly breeze force 3 - 4. DJ Edward's & Nick Willis in 1278 took pin end and led from the start, but were narrowly beaten to the first mark by Colin Rainback and Phil Angrave sailing 1198. These two boats broke free from the pack and battled it out in their own private race. On the last beat Nigel Skudder, crewed by Adam Bowers in 1271 and Martin Lewis crewed by David Gorringe in 1207, closed the gap in a very shifty wind. 1198 noticed the threat just in time and managed to pip 1271 on the line, 1278 was narrowly beaten by 1207 in another 'Photo Finish'.

The wind increased in the second race to force 4 - 5, 1207 led at the first mark, followed by 1198 and then Andy Barker and Vyv Townend in 1234. These positions were held down the long fast reaches with 1207 and 1198 steadily pulling away from the rest of the fleet. At the start of the run 1207 gybed onto port and 1198 carried on into a stronger wind on starboard. 1207 gybed to cover and the two boats ran parallel until just before the leeward mark, when 1207 reached up to retake the lead. At the finish 1207 was comfortably ahead of 1198 who was followed at some distance by 1234.

Race 3 was held in a light and shifty North Easterly force 2 - 3. Mike Webber-Walton

and Greg Lamb-Wetheril in 1265 established a clean lead at the first mark followed by 1234 and 1271.

At the end of the second beat 1234 had eased into the lead with 1207 close behind. While 1234 closely covered 1207 up the next beat, 1265 sailed a better course and re-took the lead at the windward mark. 1234 went low down the next reach to get the overlap and gybe into the lead. The winds became very fickle on the last beat, 1198 spotted more breeze close to the shore and went hard left to streak into second position leaving 1207 just ahead of 1278.

Race 4 was held in a variable 1-3 with three boats able to win the Open Meeting. 1278 established an early lead but halfway down the second reach the sea breeze kicked in turning the leg into a beat. Jane and Chris Seymour were just behind the leaders but sailed into a hole and watched the rest of the fleet sail past less than 30 yards away.

At the final beat a predictable scenario unfolded with 1278 covering 1234, who covered 1207. With 200 yards to go 1207 footed off into a header to cross ahead and then cover 1234 to the line. This left Colin Rainback and Phil Angrave as leaders overall with Martin Lewis and David Gorringe in second place, third going to Andy Barker and Vyv Townend.

Report by *Martin Lewis*

Osprey Class "VAT" Open Meeting 26th, 27th & 28th August

The 1995 Sunderland Open Meeting was run in conjunction with the Roker Regatta and with 25 boats on the start line, the atmosphere was set for competitive racing. SYC welcomed travellers from all over the UK and set a traditional Olympic Course to the south of the harbour.

All the Ospreys started Race 1, but with a dying breeze and some tricky tidal gates, only Shaw & Watson sailing 1277 "Roker Rat" and Edmunson & Miller sailing 1159 "Stress Relief" managed to finish within the time limit.

Race 2 was sailed in testing conditions in Seaburn Bay, with all but two Ospreys managing a finish - no mean feat in an eight foot swell and winds touching force seven. Again it was Shaw that showed the way home, with Edmunson holding off Flannery and Creighton sailing 1036 "Vitamin C" to the finish.

The third race was planned for Seaburn Bay again, but was wisely moved into the relative security of Roker Harbour, where the Race Committee set an Olympic Triangle using all the water available to them.

There were many capsizes, with a sleet and hail storm hitting the fleet on the first reach. Local knowledge saw Shaw and Watson take the lead and hold it to the finish. Edmunson had more boats to worry about this race, but secured second up the final beat from Flannery and a host of local Ospreys.

Twelve foot Breakers inside the Harbour did not prevent the Ospreys from launching on the Monday and with Races 4 & 5 abandoned after lengthy postponements, the fleet enjoyed the rollers and showed what a good sea boat the Osprey is.
With numerous pitch poles (!) the decision to send everyone home was debated in the bar.

Report by *Steve (Thin Boy) Watson*

Eds Note: as a result of vast weight losses Steve can no longer be called FAT BOY!, and it certainly looked like a right hairy sail despite Steve's understated report!

Overall Results

Boat	Helm	Race 1	Race 2	Race 3	Race 4&5	Pts	Post'n
1277	Robert Shaw	0.75	0.75	0.75	Ab'd	2.25	1st
1159	S Edmunson	2	2	2	Ab'd	6	2nd
1036	Don Flannery	dnf 9	3	4	Ab'd	16	3rd
632	Richard Purdy	dnf 9	rtd 7	5	Ab'd	21	4th
633	A Stoddard	dnf 9	rtd 7	rtd 7	Ab'd	23	5th
1087	G Edmunson	dnf 9	dns11	dns11	Ab'd	11	=6th
1276	R Hewitt	dnf 9	dns11	dns11	Ab'd	11	=6th

ISLAND RACE 1995

The annual Sheppey Yacht Club 'Round the Island Race' was held on Sunday, 3rd September, 1995. A total of five Ospreys took part, two visitors (namely Robert Shaw with Steve Watson in 'Roker Rat' and Bob Thomas with Tony Murray in Frustration '), and three home boats (John Shenton/Tim Kift, Steve Offer/Steve Knee and Mick Schmid/John Gates).

The weather was fine and the winds light, but, due to a delay on the first start, the Osprey and other boats with a PY of 107 and under had to commence the race at 11.30 am in low water.

'Roker Rat' (1277) was the third boat across the line having completed the thirty to forty navigable mile course in 5 hours, 54 minutes and 2 seconds. The first over the line was a 505 (8130) sailed by M Greenland and M Cousin, closely followed by a Laser 5000 (5002) sailed by C Silver and I Dennis.

Robert Shaw and Steve Watson would have achieved first place overall on a corrected time (to take account of handicaps) of 5 hours, 57 minutes and 37 seconds if it had not been for the Beta sailed by S Cory and N White which had an amazing PY of 116 thereby receiving a corrected time of 5 hours, 56 minutes and 54 seconds despite crossing the line a full hour after 'Roker Rat'.

Had Rob not lost and returned for his tiller extension, he may well have not only got first overall, but, also achieved line honours as well. It was bad luck that the loss occurred and it is suspected that Rob is still swearing at his rash decision to return.

Congratulations are due to the sixty-nine dinghies, catamarans and sailboards who managed to complete the course, particularly the Bosun which took nearly nine and a half hours. Special mention goes to John Shenton and Tim Kift who were the first Sheppey boat home on handicap.
by

Janet Shenton

Sheppey Sailing Centre

The final results for the Ospreys were as follows:-

Post'n	Boat & Crew	Actual	Corrected
1	R Shaw and S Watson in 'Roker Rat' (1277)	5:54:02	5:57:37
2	J Shenton and T Kift in 'Schh, You Know Who' (555)	6:07:58	6:11:41
3	R Thomas and T Murray in 'Frustration' (1273)	6:41:02	6:45:05
4	S Offer and S Knee in 'Shadowfax' (1071)	7:04:04	7:08:21
5	M Schmid and J Gates in 'Pink Panther' (919)	7:05:51	7:10:09

Southern Area Championship Results

The Editor regrets that due to late arrival (due to illness) and lack of space, the full report cannot be printed in this issue but will appear in the Broadsheet .... Sorry John and Thank you for getting the report in!

Pos	Helm	Crew	Boat	No
1	N Robinson	N Willis	Compute This	1278
2	R Shaw	S Watson	Roker Rat	1277
3	D Carroll	K Carroll	Abel 2	1175
4	D Ellis	V Townend	Jurassic Barker	1234
5	J Shenton	T Kift	Schh, You Know Who	555
6	J Seymour	C Seymour	Buff & Chunda	1259
7	S Offer	S Knee	Shadowfax	1031

Also the Editors apologies to the Contestants for this report not appearing in this issue, no doubt it will be the sweeter for the wait. Hopefully the Photographs to go with the report will help.

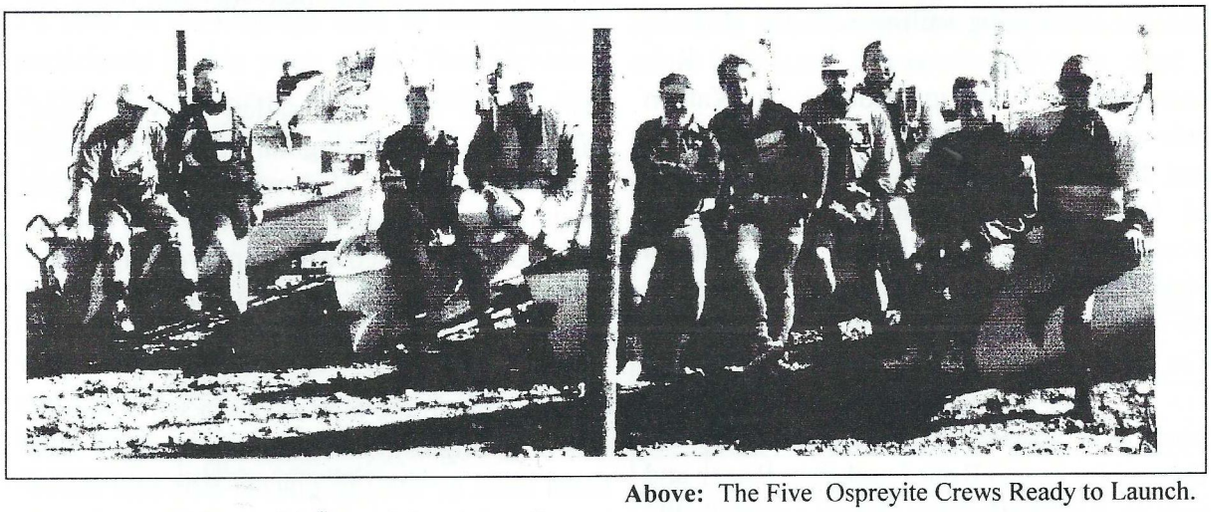
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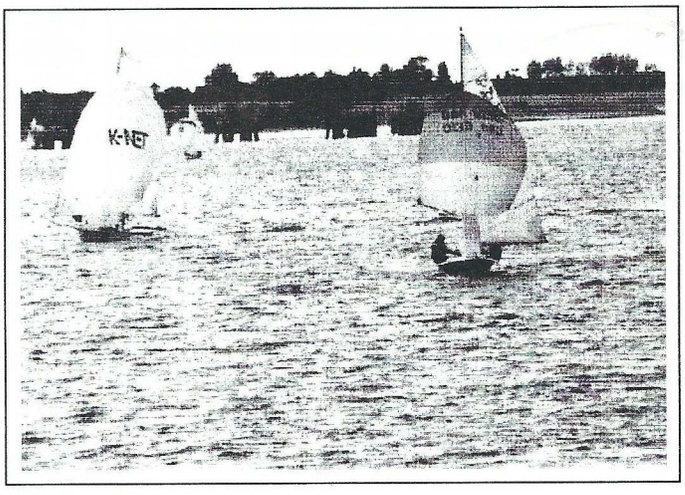
Above: The Five Ospreyite Crews Ready to Launch.

Photographs: Andy & Terry McDonald

Below: Steve "Thin Boy" Watson giving that well known victory salute as he comes ashore!



Below: Roker Rat, 3rd boat in this picture, was to overtake the RS, but not quite the 505.



Kielder Water 9th & 10th September

Only five Ospreys registered for the event and with the agreement of all competitors we joined the fast handicap fleet. This comprised 18 boats, including four International 14's, a Fireball which won the event, as well as Laser 2's and two Merlins.

The Race Officer set a triangular course, which favoured the Asymetrics, rather than the more usual round the can's. Winds for both days were light and variable, force 1 - 2, although the forecast earlier in the week indicated that the tail of Hurricane Iris would bring gale force winds to the whole of the North of England. We wondered if it would be a repeat of last year when only some of the Ospreys ventured out on the Saturday.

It wasn't to be, although the conditions made for some interesting sailing with the element of luck applying to avoid the lulls. Rob Shaw, crewed by the infamous Steve Watson made a poor start in Race 1, attempting a port hand flyer. Unfortunately, the favoured pin end had a wall of starboard tackers that forced him round the back. This position quickly changed and by the windward mark Rob and Steve were pushing the two leading 14's.

Roker Rat was the first Osprey home followed by Stress Relief and then Roger and Steve in Riff Raff. Race 2 was sailed in the same conditions, but the order of finishers was very different. Alan Smith gained a significant lead over the other Ospreys and appeared to be certain of the best finish. The final beat of the last triangle was the deciding factor. Alan went inshore and Roger went into the middle of the lake where the wind filled in. Failing to cover proved expensive for Alan and Roger just managed to hang onto the lead over the next two off-wind legs before the finish. Rob and Steve finished fourth behind Stress Relief, a result he would rapidly discard.

On the Sunday the wind remained much the same, although it began in a more promising way with sun and some wind. The sun stayed!! The 10.00 am start proved difficult for some, especially those who had spent the night in the village hall at Falstone. Confidential sources indicated that some of our number were playing cards beyond 3.00 a.m. in the morning. Breakfasts proved popular and paracetamol were evident. Despite this abuse Rob and Steve proved their continued winning ways leading the Ospreys home in both of the Sunday races.

Race 3 started in a reasonable force 2 wind but it wasn't to last. Rob and Steve sailed away from the rest of us, with Alan and his son chasing the hardest. Stuart Edmundson was next with Roger in Riff Raff and Vic Goode in Tickled Pink following. Roger managed to get ahead of Stress Relief and because Alan had to do turns following an incident at the leeward mark. Roger managed to creep in front and that was the order of finishing.

The Fourth race was sailed in very light winds on a small triangular course. Rob and Steve again won. Alan was second. Roger third and Vic Goode fourth. The race should have been shortened earlier preventing those people in the slower boats having to endure the windless conditions.

Overall, due to the lack of down wind legs (it was all triangles), we lost out to the 14's who filled most of the top places. Rob and Steve in Roker Rat managed 4th overall and Roger and Steve in Riff Raff were in sixth place. Kielder always produces different conditions- it is never predictable and all too often changeable during the racing. Unlike last year, the wind remained light and variable all week-end and created problems for all including the race officer, Dr. Steve Jarvis.

Kielder Water is hoping to run the Osprey Inland's in 1996, We can offer accommodation at Falstone Village Hall opposite the Black Cock public house, well known to those who have been to Kielder in the past. The village hall is basic but only costs £2 per night. those who want more luxury can stay at the Black Cock or in one of a number of reasonably priced B&B's in the

area. If you haven't been this far North to sail before, please come and sample this beautiful part of the Country - the locals are very friendly.

report by *Roger Edwardson*

Overall Results

Helm	Race 1	Race 2	Race 3	Race 4	Total
Rob Shaw	1	4	1	1	2.25
Roger Edwardson	3	1	2	3	5.75
Alan Smith	4	2	3	2	7
S Edmunson		2	3	4	9
Vic Goode	5	5	5	4	14

Panmorra Cup, Mounts Bay Sailing Club 9th & 10th September

A fleet of 20 Ospreys took to the water to participate in this years event. This included 9 visiting boats from Poole, Lymington and even one from the Isle of Sheppey as well as 11 of the local fleet.

Race Officer Adrian Symons, aided by that well known elderly Osprey sailor James Curnow, decided on a triangular course without "sausages" in order to test the competitors reaching abilities to the full on both days, which brought about a few entertaining luffing competitions.

The first race was held in a light Southerly breeze with slight Port end bias on the start line with the fleet starting on Starboard tack except Des Menear who decided to start on Port tack - Interesting! This race was won by Messrs Rainback and Angrave in 1198 with Menear and George second in 1280 and Oliver and Hosking third in 1153.

The second race was sailed in an even lighter breeze immediately after the first and was won convincingly by Colin Stephens and Allen Spencer-Smith of M.B.S.C. in 1151, with 1198 second and 1280 third.

The second days racing was held in a moderate off-shore North Westerly breeze blowing against a Southerly ground-swell which made it possible to surf up the beat! The off-shore wind was quite gusty with some very interesting holes in it - ask John Shenton!

The third race was won by 1198 after a tacking duel with 1280 who came second and 1151 in third place. The fourth race was again sailed back to back with the third race. Having two firsts and a second under their belts Rainback and Angrave retired from the last race leaving Menear and George to win the race 1151 second and Marshall and Braye third in 1195. Menear and George however were subsequently disqualified after a protest for hitting a mark. This meant that Stephens was first, Marshall second and Messrs Maunds and Birch third in 1194.

This was a great week-ends sailing enjoyed by all. It is an annual event open to all and not to be missed. See you in 96.

report by *John Marks*

Overall Results

Boat	Helm	Crew	Club	Points
1198	Rainback	Angrave	Poole YC	3.5
1151	Stephens	S- Smith	Mounts Bay SC	4.5
1280	Menear	George	Mounts Bay SC	7
1194	Maunds	Birch	Poole YC	11
1153	Oliver	Hosking	Mounts Bay SC	12
1195	Marshall	Braye	Lymington Town SC	16
1024	Walker	Brown	Poole YC	18
555	Shenton	Kift	Sheppey YC	24
643	Boyd	Power	Lymington Town SC	28
1018	Reynolds	Badcock	Mounts Bay SC	33
1224	Sutherland	Sutherland	Lymington Town SC	34
1211	Marks	Skewes	Mounts Bay SC	34
1146	Firth	Somers	Mounts Bay SC	36
1171	Milne	Jarvis	Lymington Town SC	37
1081	Summers	Iles	Poole YC	39
1111	Williams	Toms	Mounts Bay SC	46
680	Ellis	Gardner	Mounts Bay SC	50
1075	Lee	Elliot	Mounts Bay SC	53
760	O'Neill	Curnow	Mounts Bay SC	54
349	Baldwin	Grieg	Mounts Bay SC	67

Whitbread 25 "Little Fingers" Meets The Osprey 'VAT' Boys

or

"WILLIAM'S WORLD - PARTY TIME - EXCELLENT"

The missive received by the editor accompanying this article went along the lines

"I enclose an account of the trip to Torbay Week that a number of Osprey Sailors went on recently. I trust that I can be pretty brief about the actual sailing and concentrate on the real purpose of the trip there – SERIOUS PARTYING!!!!!!!!

Steve (Thin Boy) Watson"

Hosted by the Royal Torbay Yacht Club
13th to 18th August 1995

The Players

Iain William's Helm and Boat Supplier
Lin William's Boyo Navigator(?) and Scapegoat
DJ Edward's Foredeck and Beer Guzzler
Tony Harper Rope Puller and BIG Ballast
Steve Watson Rope Puller and Not So big Ballast

The Set Up

It all sounded so appealing after a few Amber Nectars at the Nationals Prizegiving - come down for a few days sail on "Little Fingers" - ITS A REAL BIRD PULLER", is what William's said to us all at Sunderland. He even called us up at work (sorry Tony, DJ) and followed up with another invite, which after returning from holiday was eagerly accepted. The people at work think I've had a bad time if I don't return to work and request more holidays !!!!

The Sting

So the crew assembled in Torquay on the Sunday evening, full of promise, but not full of beer. This was due to William's' first logistical blunder - arranging to collect DJ from the station and then forgetting. He did stump up the beers in apology though.

Monday evening saw the traditional Mount Gay Party Evening, when the club catered for 200 party revellers, to find only 40 turned up. This was due to the tenner required to enter the club before 9 p.m., in exchange for which you received a hat and some rum. Bargain!

The 'Little Fingers' crew arrived around tennish with their skipper still working on the boat. DJ was volunteered for the limbo competition (he was halfway there already) and with a little assistance from Harper and Watson, he fitted through gaps that amazed everyone.

The Mounts Bay boys arrived from somewhere and the singing started with great gusto! William's arrived just in time for last orders (Mistake!) and to witness the best display of minesweeping this side of the Suez Canal. The evening culminated in "Father Abraham" and the traditional skinny dip in Torquay Harbour. Watson was too relaxed to realise that he had nearly severed his leg, let alone be sober enough to put a plaster on it.

On ***Tuesday***, the crew awoke to the sound of William's mopping out the bilge's, "It takes about a cup full an hour" we had been warned. We were either asleep a month or William's has very large cups!

Tuesday was a very bad day all round, the crew were subjected to a Naked William's on the boat, which was enough to send the Osprey Boys into the water for safety. Watson got a £50 parking ticket for leaving the car in a "Free" Parking. He also had to stump up £40 to get a diver to collect some car keys from the bottom of the Harbour and then proceeded to navigate to the Pub via BIG hills and BAD shortcuts, **Bummer #1**.

The only plus points were getting the phrase "Snatch Block" into the conversation and the party aboard *Xnanture*.

It was during ***Wednesday*** that the lads actually got the sailing (sort of) right. After a cracking Port Tack start and a long race down Teignmouth, William's was sent down below because he was "SH One T" and probably tired after all his tap-dancing and good speeches. The helm was left with a nameless Osprey Crew, who with a little help from DJ, guided the boat from a secure last place along the cliffs and into contention.

There was a time when the rest of the fleet out to sea looked good, bloody good. We were about to turn on the engine when the wind shift that "Little Fingers" had been waiting for arrived, OK, we were as lucky as Angrave and pulled up from Numpty Nump to second place!

This is where Lin came into his own. With Harper and William's down below, DJ trimming the sails and the nameless helm doing as he was told for a change. Lin was the key man, he had charts, binoculars and the best builders bum in the South West. He observed the rocks in the front of the boat, advising that we left 10 yards in case there were any submerged obstructions. The helm dutifully observed these instructions and left 20 yards between the boat and the hard.

It was at this point that Lin observed a Topless Beach from his Navigators Lookout, "Look at the T--s on that" he cried, but before we could all turn our heads, we ran aground ..... *'DINK'* !!!

William's scampered on deck in a state of panic and Harper came out of the front hatch like a Polaris Missile. After a three point turn, the lads were away again, only to see the boat following them do the same thing! A mobile call was placed to the Race Officer as we were worried about the time limit - "You're OK" came the reply, so we sailed to the finish and accepted our second place - WRONG _ the Race Officer had fibbed and we could all have retired to the Bar hours ago. **Bummer #2**.

Wednesdays social was rather low key, with poor people saving some cash and William's mopping out the boat (again). Lucan arrived at the pub without either his shoes or his wallet, having set off with them, he declared. He was subbed some beer and it was this night that we found out that the natives were friendly and so were the Scousers!!! I'll let Iain tell you more .....

"Little Fingers" only managed seventh place on ***Thursday***. A 6th was looking on the cards after protest, but William's as the key witness, the protest was lost and won, but not to our advantage. **Bummer #3.**

Thursday was also "Lager and Lard" night. DJ was looking forward to being one of the lads for a change. Many beers were supped by the intrepid three, along with some Alcoholic Lemonade, drunk upside down.

After a few visits to the Autobank they set off to Roxy's Night-club, where dancing was nowhere near the standard set by Simon "Disco Inferno" Weatherill at Sunderland. It was sufficient for Tony to win some Champers (for Being Big).

Back at the quay there was a tent that had been tempting the lads into trying some tent sliding ..... THEY WERE NOT DENIED!!!!!!

Friday dawned too early, with William's blithering some bull about singing on stage the previous night. Frankly the chaps were not interested, but he had a new audience with the arrival of John Pymm, 'Batman Shorts' and all.

This was unfortunate as we managed to get "Snatch Block" in the conversation for the fourth day running and it meant that Harper and Watson could get off the boat to tend hangovers and sober up.

Quotes of the Week

◆William's	But its only a cup full an hour.....
	He's cruising - He's got to give way to a racing yacht.....
	Is there always a Tanker moored in Torbay .....
◆DJ	If this were an Osprey we'd be looking good ....
	All we need now is a 30 Degree header .....
◆Other Boats	Oh no, Little Fingers has banged hard left too ..
◆Old Bloke	I pitch poled an Osprey once, but managed to land upright and sailed on .....

by *Steve Watson*

It ended up

" That's your lot Tel, I didn't mean it to be this long , but, well it just kept coming (as the vicar said to the actress). It was great to see you at the weekend and I look forward to you buying me a pint at Lymington, providing Andy's feet, shoulders, knees and toes are all OK.

Cheers

Steve Watson"

Eds. Note

I'm still trying to understand the VAT bit along with many others, no doubt 'Thin Boy' will let us all know in good time. The reference to Andy for those not in the know is that he fell out of his van, sprained his ankle and twisted his knee. This in turn hurt his other knee and he has been unable to sail since! and has now given up for this season. I can't wait to get him back, as all Considerate Helms know, you can't do enough for a good crew! As a result I had to buy Thin Boy his Beer at Sheppey instead of Lymington, Andy should have been there to fund the beer but never mind!

STEVE GOACHER SAILS

OSPREY

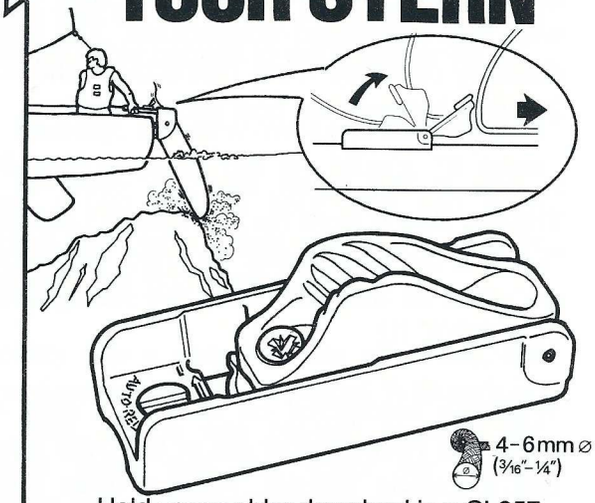
Inlands 95	**2nd**
Scottish/Northerns 94	**1st**
Inlands 94	**1st**
Hornsea 94	**1,2,3**
Keilder 94	**1st**
Roker 94	**1,2**
West Riding 94	**1,2,3**

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Osprey's Cruising - The Saga Continues

This subject seems to have caught the imagination of more than the odd person, like Coronation Street we have even had people making serious enquiries about the new MKIV Osprey's!!!! Honestly!!!!!

In this issue we have two offerings continuing the saga of "Osprey Cruising"

Osprey Inland Cruising

I was intrigued by the article in the July '95 issue of the N.O.C.A. Magazine and thought that our recent experiences with the Osprey as a cruising vessel would be of interest to other like minded members.

'Racing round the cans' has its place, but the joy of sailing without racing pressures where the ability to relax for extended periods in the marine environment is an alternative often welcomed, but not often available on smaller stretches of inland water. When used for cruising, the Osprey takes some beating. The Blithfield Cruising Club (Inland branch) or otherwise known to many locally as the B.C.C.I., may not have come to the attention of many of your readers, yet! Perhaps a few details about our preparation and a recent very successful cruise would be useful to encourage others.

Clearly, inland cruising does have its problems as the opportunities for long carefree and troublesome runs are few unless one has taken some time over the planning and preparation stage. At Blithfield, we have given serious consideration to the Mark IV design and added a couple of our own ideas and found that it has enhanced our time spent on board. However, in view of the extra weight that is placed on the overall structure, we do recommend that the craft are buoyancy checked before adding the extras needed. The procedure adopted at Sunderland is as good as any and certainly shows up the sure-footedness of the helm!

We have found that the addition of a gimballed cooker does enable the galley crew to provide tea/coffee/soup/three course 'English' breakfast without fuss in almost any weather conditions. This idea was extended further by one of our more mechanically inclined helms. He rigged a bar-be-cue on the Mark IV stern rail that could be swung from side to side by the simple means of releasing a single sheet that allowed a counterbalance weight to move the bar-be-cue bodily to the weather side of the boat after a tack. This made it easier for the helm to keep an eye on the cooking. Recently, a set of gimbals were added following an unfortunate incident where the helm fell overboard trying to retrieve a sausage whilst gybing. This extra feature appears to have obviated the likelihood of the similar incidents.

With boats so equipped, one of our more enjoyable cruises was through the middle of England, taking the river Blithe from the Club, running south until the Trent and Mersey Canal was met just north of Lichfield. Then by way of the Birmingham and Fazeley Canal through the heart of England's 2nd City and out to the south west where we eventually joined the Staffs and Worcester Canal. Overnight stops were often in sight of a local hostelry, there being so many on this route. From there on it was plain sailing into the River Stour and then the Severn which then took us through to Gloucester and the widening Severn Estuary. We had planned this to coincide with one of the gentler Severn Bores and found the Osprey rode through it without a serious protest being made (except in the galley).

Once we were effectively into tidal waters, we anchored off Western-Super-Mare for the night to await a suitable tide to take us into the heart of the tourist area. To have gone in earlier would have given our sea-wives (!) a problem with mud on their stockings!

Being an inland club, we decided to make this the last port of call on the outward journey, though there were some who thought we could have gone further.

One aspect of using the canals is managing some of the lower bridges. Whilst it was easy to rig a collapsible 'A' frame to lower the mast quickly, the off duty crew in the 'head' had to really concentrate hard during the period the mast compressed the plastic canopy.

This coming year, we plan to sail through the North of England into Scotland eventually reaching the Caledonian Canal and into Loch Ness. We hope our photographs of local wild-life seen during the trip will inspire others to try the same route.

May I suggest that N.O.C.A. allow the Osprey cruising interests to have one evening given over to them during the Nationals to allow others to assess this important development of Osprey activity?

Should there be interest in our 'plans' for the up-graded Mark IV, please let me know and I'll consider having them 'formalised' if demand warrants?

Mike Potter

832 - Beezneez IV

PS - I would like to thank all those NOCA and Blithfield Members for their help with the painful consequences of my taking a walk on the wild side of an Osprey.

Particular thanks go to Hilary and Nick Jones for the dash to the hospital and subsequent attention, Nick Willis for his 'special' ski support which came in VERY handy (I'll return it soon, before you go skiing!), and to Fathers & Sons Madeley (Ian & Dave) and McDonald (Terry & Andy) for sleeping through the groaning overnight! I shouldn't have tried to blame it all on my crew! Sorry-oh, Trev! Lastly, but by no means least, a mention for my crew who also drove the car with boat on trailer, fully loaded 200+ miles across country by way of the M62 and M6 to get me home. It was his first time ever towing a trailer. A competent piece of driving indeed!

Very many thanks indeed to you all.

See you on the water next Nationals if not before and by-the-way, Blithfield will be conducting its own full fleet confirmation of buoyancy prior to the journey to the south!

Mike

Osprey Inland Cruising

The other offering comes in the form of a letter from the Vice Commodore of Poole Yacht Club to that "Plaguer of the Osprey Fleet" at Poole and "Instigator" of this Saga, Peter Reeves!!

- Continued on page 37

Peter Northen Sails For OSPREY's

1995 Results

1st Welsh & Midlands
1st Southerns
2nd Nationals

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22, Tatnam Road
Poole
Dorset
BH15 2DR

Mr. P. Reeves
4, Mill Lane
Parkstone
Poole
Dorset
BH14 8RJ

Dear Peter,

Thank you so much for your letter of 30th September. You can imagine my embarrassment at being so totally ignorant of the fabulous exploits of the Osprey Cruising Section. My only excuse is that the onerous time consuming responsibilities of being a Flag Officer sometimes divorce me from the nitty gritty activities of the Club at grass root level. Even so, I should have checked the facts before committing myself to print. I hope you will accept my humble apologies.

I have thought long and hard for a way to make amends for my transgression and, having checked, find there is no reference in Club records of a trophy specifically awarded to the Osprey Cruising Section. I should therefore be most honoured if you would accept the enclosed trophy on their behalf, to be awarded annually to to the Osprey crew who complete a circumnavigation in shortest time (wrong way round, of course) or whatever competition you see fit.

You may be forgiven for thinking the figure atop the trophy resembles a snooker player and is inappropriate. Wrong. It is in fact an ancient mariner brandishing a gribble sticker, an implement oft referred to by Joshua Slocum throughout his epic voyages.

You may not be aware that the purpose of the implement was to seek out and destroy the ubiquitous gribble grub, a boring parasite which infests the hulls of all craft venturing into foreign waters. The technique for use was as follows. Having found a gribble hole, the operative, with a swift poking motion, strikes the grub firmly between the legs. This renders it temporarily incapacitated (particularly the male) whereupon it may be extracted at leisure. It is then immersed in a solution comprising one part gin to four parts 6X. This usually results in the parasites demise. However, should it survive, it is so pissed that it can't find a hole to return to and rapidly dies of stress caused by severe agoraphobia.

I do hope the Cruising Section will accept the trophy with my compliments.

Happy cruising,
Yours sincerely,

S.R.F. Winchcombe.
Vice Commodore, The Poole Yacht Club.

p.s. You may not be aware that I have recently purchase a new Westerly Pedalo. With your blessing I should very much like to accompany the fleet on their 1995 Baltic cruise.

We trust that everyone will enjoy the continuing SAGA, we also hope that no-one will take it too literally. Please! Please! ***do not write*** *to the Vice Commodore of Poole regarding this matter since it really is our privilege to get the inside story and we don't want to upset our source of information. Write to Peter if you wish!*

Poole Yacht Club - The continuing story

The present clubhouse was purpose built for Poole Yacht Club some ten years ago by a company who were desperate for their old site. The yacht haven was designed as an integral part of the new club complex and provides mooring for some three hundred cruisers and racers. The dinghy facilities are excellent and the start line is reckoned to be three minutes sail from the launching slip in a force three! We now have over thirty actively raced Ospreys at the club and the opportunity to race three times per week between Easter and mid September, and every Sunday morning up until Christmas. January, February and March are the months when we try to restore the systems which let us down during the previous season.

Most of our racing takes place within the harbour, but with so much water to choose from, it is none the worse for that. The feeling of security that people get from being on an enclosed piece of water is often misplaced in strong winds, to which many a broken mast will bear witness. Aesthetically it must surely be one of the best places to race in UK. We also have races to Swanage, Bournemouth Pier, Studland and the like which take us out through the harbour entrance on to the open sea.

Ex National Champion Martin Lewis in 1207 was the man to beat for several seasons, but he certainly doesn't have it all his own way now. Phil Angrave and Colin Rainback in 1198 are enjoying a very good season as are Terry Greene and Gavin Rose in 1024. Or rather they were until they sold the boat to Steve Brown and Graham Wallen who wanted to upgrade from Nifty Shifter (1184). However, Terry and Gavin have now acquired 1203 and are hoping to do even better in 1996. Rob Gillespie did a lot of work on 1140 during the winter and has been rewarded with much success this year. Bob Iles bought 1081 and has had an excellent first season in Osprey racing, as have Paul Neeley and Brian Smith who bought Oscar's old boat 1161. Steve Birch bought Lettice (1194) during the '94 nationals and spent much time and effort restoring her; he has been rewarded with much success.

Other boats new to Poole Yacht Club this year are 1225 (Jonathon Burden), 1250 (Colin Pugh), and 1244 (Simon Bridges). Chris Gorringe had 1223 re-decked during last winter and the resulting weight loss has paid dividends on several occasions. Pete Reeves continues to plague the fleet with his own brand of off-beat humour, but still manages to be near the leaders at the finish line. Richard and Sue Hattersley have raced Pete Frith's old boat 1216 with much success this year, while Pete is still in plaster after his accident at the Sunderland nationals this year. He and Alan Laing were having a very successful year until then. Our Mark II national champion Phil Holt in 888 has as much enthusiasm for Osprey sailing as he had twenty years ago, and shows many a young sailor the way home on race nights, as does Jeff Wear in 1262.

A local sail maker, Rob Kemp bought 947 with Phil Coxhill and transformed the boat during the winter. They have surprised many an experienced sailor by finishing in front of them this season. It shouldn't do any harm to the sales of Kemp Sails either ! 1269 continues to go well with Mike Richardson at the blunt end but 1219 has been hampered by Tom MacMorran having to spend much of the year working in California. He reckons that Poole is much better and can't wait to get back to his beloved Osprey; his helm Dave Atkins, is suffering withdrawal symptoms. Trevor Brown is now working in The Big Apple and finds it hard to commute on race nights. 1187 is tucked up in his garage awaiting his return ! We also have 392, 881, 908, 959, 1063, 1069 and 1155 which turn out on some race nights. The new owners of Lethal Lime have applied to join Poole Yacht

Club and we very much hope they will be able to join our start line in 1996.

This is some of the competition which awaits you during the Nationals at Poole in 1997. Arrangements are well under way and we are hoping to make the 40th competition something very special. A lot of work has already gone into the organisation and all of it designed for your enjoyment.

As the 1995 Osprey season starts to draw to a close, I wish you all a good winter of boat refurbishing, honing and development and I hope that your labours may be rewarded in 1996 (not quite as much as I hope mine are rewarded !)

Simon Bridges -- 1244 (The next best thing...)

Hornsea

Hornsea Sailing Club felt very honoured to be asked to host the Scottish & Northern Area Championships.

To mark the occasion the Club has presented a new trophy to be sailed for annually at the Scottish & Northern's. It is intended that the trophy be sailed for in the last race of the series (race 5).

The trophy is a beautiful cut glass bowl, well we like it. Rob Shaw has had a wooden plinth made for it. So it's there to be won year after year. It seems a shame that if you hold a championship event of 5 races that there are only trophies for 4 of them. In the recent past some clubs have presented a prize for a 5th. race, but alas these have not been annual ones. Hornsea hope to have put this right. That is if Rob remembers to bring it with him along with all the other trophies to next years S & N.

This event would not have been possible without the help of Malcolm Sharpe and his team of race officers. People complained about the shallows. They grumbled about the weed and pulled their hair out over some of the wind shifts. But the courses, you could not fault them. Thank you team! And thanks to all the visitors for coming to Hornsea, I look forward to seeing you all at next years open.

Alas these great courses were not really appreciated by some of us. Saturday was just a blur, once again Andy and myself showed Steve Watson the darker side of Hornsea on Friday Night/Saturday morning, but that's another story.

While on the subject of new trophies Hornsea Sailing Club have come up with another one, this time for the overall winner of the Osprey Open Meeting. A fine 10" silver plated engraved cup. Kindly donated by my manager at British Gas, Hornsea. Well they have to get rid of the profit some how!!

So if you didn't make it this year come and try your hand next. Come early for Friday night Part 3.

best regards
Mike Smith
Commodore Hornsea SC

Blithfield

Blithfield was pleased to host the Welsh & Midland Championships and welcomed visitors from near and far to sail with our small Osprey home fleet. We look forward to hosting another event and welcoming you in 1996.

Latest Club News...

Mike Potter has returned to light sailing duties after his injury at the Nationals. Our small fleet of four boat has now increased to five boats.

Chris. Guy

Minnis Bay

The Osprey Fleet staggers along, with often only one boat sailing and usually not the same one. Crew failures seem to be the main

problem, as well as those Osprey's which continue to lay idle. 695's enforced stay in the workshop in the earlier part of the season did nothing to help.

Some of the defectors to the ISO have moved on yet again to other classes, the remaining ISO's left aren't seen on the water either. The hard core continues to plug on hoping that others will see that we mean to be here next year and will hopefully join us.

Needless to say we haven't achieved fleet status but we have managed to win some trophies in the club to keep the flag flying .... next year!

Next year we are hoping that Barry Northrop & Bryn Watkins, who I previously wrongly reported as owning Navigator (real name was Liquadator), may be returning to the fold after a years layoff. Certainly Bus and Antares are there awaiting others to join the competition between us, which we still enjoy!

Terry McDonald

Lymington Town

The fleet continues to grow and improve with five regular racers and sometimes six when Richard Marshall joins us.

Three newcomers to the club have bought some venerable craft which will benefit from the tender loving care they are about to get and we hope will be joining us on the racecourse next year.

Emma Carrington has 395 The Guru, a wooden MKII, Robert Weguelin has bought 163 another MKII and 684, a wooden MKIII has appeared. We look forward to seeing them on the water.

Our racing is extremely keen and there is no telling who will win on any given day. Boat speeds are pretty even so we have learned that there is little prospect of recovering from a bad start.

Our attendance at Open Meetings is also raising the standard. A trio went to the Panmorra Cup at Mounts Bay and had a great time, while we welcomed the fleet to Lymington in October. This event had good breezes and gave the boats a chance to show how they cope with the Solent chop.

We are now in the middle of our autumn series which will take us through to the week before Christmas and there is a tentative idea of having a frostbite series in January being proposed.

Osprey Sailors will find a warm welcome at Lymington Town with space in the newly fenced dinghy park and cheap ale in the newly carpeted and decorated club.

Iain Sutherland

1224 Hagar the Horrible



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AT

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HAYLING ISLAND SAILING CLUB ARE PLANNING TO HOLD A SAIL TRAINING WEEKEND AT HISC ON

20th - 21st April 1996

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- BOAT TUNING
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Alan Sheldrick
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We/I am interested in taking part in the above weekend

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Address .....
.....
.....
.....

Tel .....

Crew .....

Address .....
.....
.....
.....

Tel .....

We will be bringing Osprey No .....

Nationals 1996 - Hayling Island Sailing Club

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 states of the tide. The racing will take place in Hayling Bay, out at sea in open water well away from the interference of 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 & 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 house's 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.

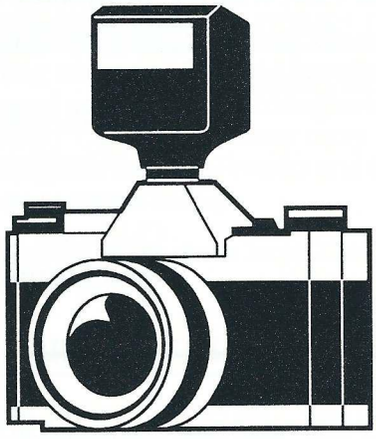
In Preparation

Early next year we are also planning to hold a training event which will cover 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.

See details on previous page, Happy Sailing

Nick Willis

COLLORYAN
LIMITED
PHOTOGRAPHER



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

Telephone Maldon (01621) - 782263
Facsimile Maldon (01621) - 782283

Osprey Builders

For GRP & Wooden Boats	For Wooden Boats
Porter Brothers	Chipstow Boatyards
Unit 1	Oak Road
Dewar Close	Downham
Sagensworth West	Billiricay
Fareham	Essex
Hants PO15 5UB	CM11 1QF
I.L & L.M Porter	A. Jackson
01489 - 570222	01268 - 700111
John Claridge	Arnott Dobson
Saddlers Farm	18 The Village
Lower Pennington Lane	Acklington
Lymington	Morpeth
Hants	Northumberland NE65 9BW
01590 -674821	01670 - 760039

Osprey Measurers

Full Measurers

O Chess	Swansea & South 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 Dorset	01202 - 842672
T.W.G.McDonald	Birchington Kent	01843 - 841497

Wanted

Misc Osprey rudder, stock & tiller or any parts
Cont Iain Sutherland 01590 - 679660 Evenings
01703 - 634020 Daytime (Hants)

"Bits & Pieces"

If you have any bits & pieces that you no longer need please let the Secretary know as he has lots of requests from cruising Osprey's for all sorts of items, YOU COULD TURN YOUR "NO LONGER RACEABLE BITS" INTO HARD CASH

Osprey's for Sale

1264 **Porter GRP** - Hood Sails, Good Fittings, New Rig, Combi Trailer.
£3250 ONO Jeff Hughes Home 01792 - 830474 (Wales)
Work 01792 - 654101

1261 **Lady In Red** - Porter GRP, Proctor Mast, Hood/Bowers Sails, Combi Trailer U/O Covers, 8th 1995 Nationals
£3450 Bill Munnery 0181 - 651 - 5444 Evenings (London)
0181 - 946 - 3091 Daytime

1234 **Jurassic Barker** - 1994 & 1995 National Championship Winning Boat. Professionally built Wooden Hull, Epsilon Mast, Ullman Sails 95, Milanes Foils, Galvanised Combi Trailer.
Offers 01736 - 256686 (Cornwall)

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

Other Items for Sale

Sails 1 Main & Jib - Northen, Winners Welsh & Midlands £400
1 Main, Jib, Spinnaker - 1995 Northen, Winner Southern Areas and 2nd Nationals £600
Cont Nick Willis 01420 - 538319 (Hants)

Sails Ullman Main & Genoa, used one season.
Hyde Main & Genoa, used one season
£220 each set
Ullman Spinnaker £100
Cont Des Menear 01736 - 7561564 (Cornwall)

Merry  Christmas

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.

Osprey Open Meetings & Events

April 27th - 28th	British Steel
May 4th - 5th	Mounts Bay (Southern Area Champs)
May 25- 26 - 27th	Kielder (Inland Champs)) to be
	West Riding) resolved
June 8th - 9th	Poole
July 6th - 7th	Blithfield
	Poole Open Regatta
August 24 - 25 - 26th	Roker Regatta (Scottish & Northerns)
September 14th - 15th	Panmorra Cup (Mounts Bay)
September 28th - 29th	Lymington
TBA	Felixstow Ferry
	Hornsea
	Netley
	Welsh & Midlands

To be Confirmed for Advance Information Only

NATIONAL CHAMPIONSHIPS HAYLING ISLAND
28th July to 2nd August



Wilkinson Sword - Trophy to be presented at 1996 Nationals for Competition Period August 1995 to July 1996, One Special Event + Four Best Opens (Not Nationals) to Qualify.