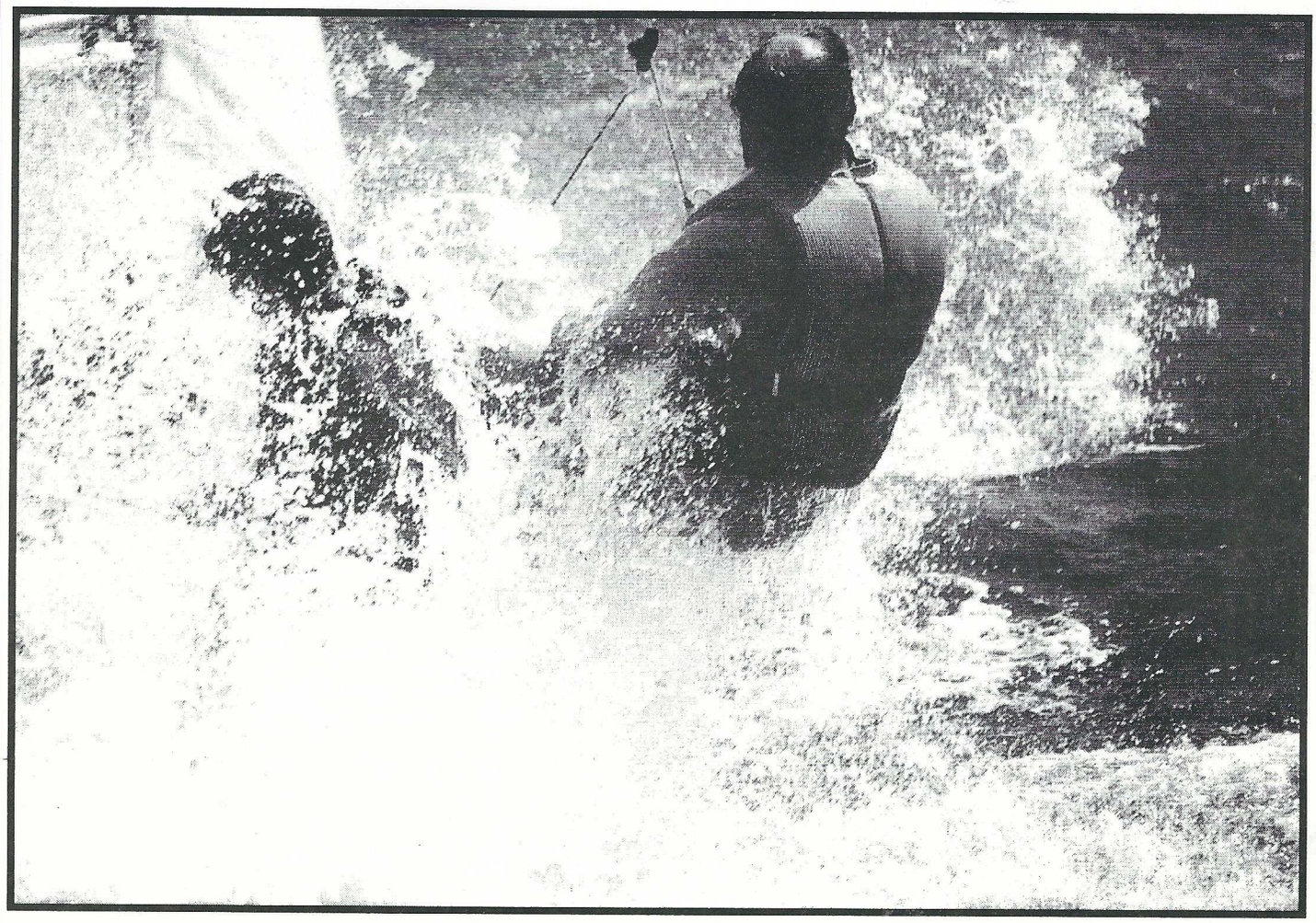
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National Osprey Class Association



Magazine

July 1996

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Members are reminded that these details are subject to the AGM Results. Nick Jones will be standing down under the three year rule.

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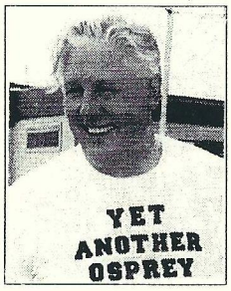
Copy Deadline's

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

Open Meeting Reports & Photographs as **SOON** after the event as possible please!

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Front Cover: An Ecstasy of Spray
Photo: Courtesy of Collryan



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Terry's Tarradiddle

It's nearly Nationals time again, lets hope that it will be as good as in previous years and not as hot as it was in the South last year, whilst we were in Sunderland enjoying a more bearable temperature.

I hope that your season has started as well as mine ..... out five times, two first's, two second's one other and in a handicap fleet. Why only five times at this stage ? (end of May). Well its quite simple really, Easter in France, with crew returning from three weeks in Malaysia, 1 week getting the boat ready, two safety boat duties and blown out once. Amazing where the time goes isn't it?

Once again I am grateful to those who have contributed, there having been only four events prior to the copy date this edition always tends to be a bit slimmer. The Photo's from Wales were most welcome since we always struggle for pictorial content for the July Issue, thank you British Steel!

There has been quite a little interest in the MKIIA Conversion, I can assure you MKII owners out there that it's quite an easy modification and a most worthwhile one. It certainly puts you back in contention in a similar way to a MKIII after capsize.

Being a bit of a purist I had my doubts about the advisability of the mod, but I must say I am more than convinced it was a good move. Anyone out there who has been hanging back .... simply don't ..... you wont regret it. A £15 Cheque made out to NOCA and sent to me will get you the Template and Guidelines to carry out the mod, don't wait a moment longer!

Hope to see you all at the Nationals at Hayling, do come up and have a chat, since I can't put names to all the faces, in the meantime have a good season



Chairman's Cantillations

or Rob's Ramblings in less polite circles



Preparations for our major event of the year at Hayling Island appears to be progressing and entries are coming in well. Nick tells me 10 rescue and service boats will be made available dependent on conditions, your race officer will be Peter Glasby with his team of helpers. Cheap beer and onsite catering even ice creams available! A new breakwater has caused a sand build up by the club so sun worshippers enjoy.

The Prize Giving will be held at the Forte Posthouse at Portsmouth who will be giving us a full sit down meal followed by dancing to the early hours with transport arranged to and from the event. Any queries please contact Nick Willis. I am hopeful that a good number of Northern folk will be attending with the large numbers of local Southern Ospreys supporting giving a large high quality fleet. Membership is currently running at about 180 members, it would be good to get more Club Members supporting the Association as the service and time given by your elected officers and committee representatives looking after the interests for you and your boats benefits.

At the start of this season my boat went on display at the local shopping complex on a Saturday exhibition for Sunderland Yacht Club. This was followed up with an Open Day and the results were excellent. By midday someone went off to get more information sheets printed and new members have resulted, raising Osprey awareness and cost effective for the club.

So far this season our travels have taken us to every open meeting with British Steel starting the season then on to Mounts Bay fantastic sailing but watch out for camera's and flashing blue lights. Next stop Hornsea and again flashing lights this time in a night club then they all went blurred!! Next onto Keilder Water for the Inlands and a evening boat trip followed by a sit down meal far all! Next stop Poole.

Nick 1278 and myself 1277 attended the Draycote Pursuit Race rigged the boat as the fog started to clear, twenty minutes later the Race Officer postponed the event to a later data as any breeze died and the fog came back with a vengeance.

Good Sailing and see you at the Nationals

Robert



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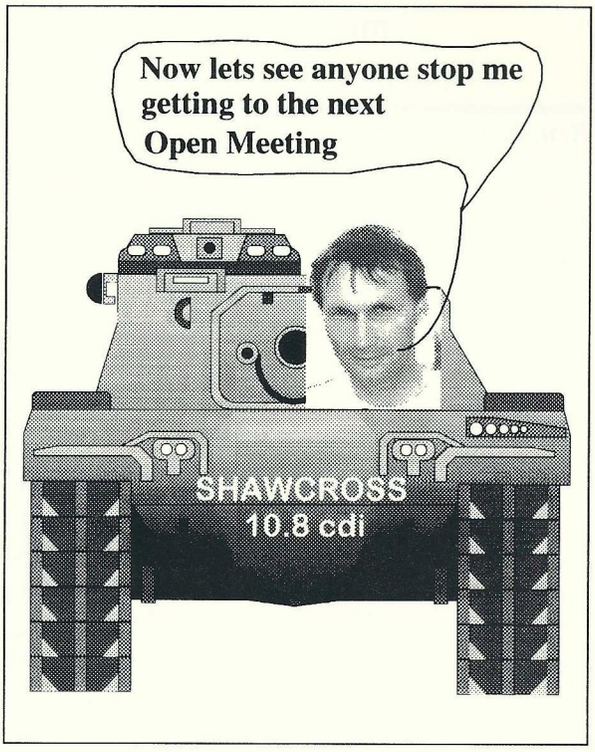
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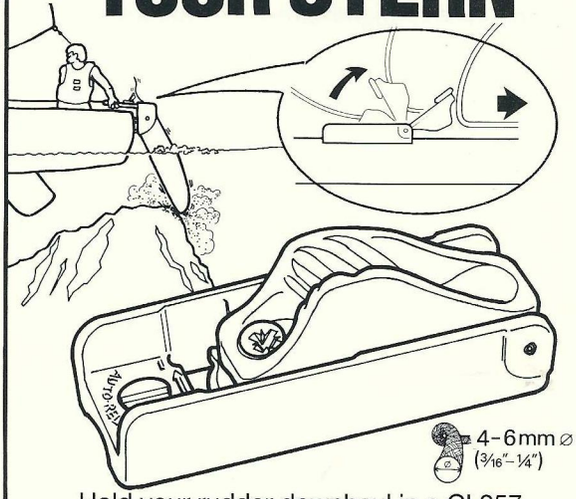
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Open Meeting Results

British Steel 20th - 21st April

The Club were indebted to Greenalls Inns and Twelve Knights Hotel. Margam who sponsored the event and also provided accommodation for visiting sailors on Saturday night. There were sixteen entries with visitors from as far afield as Essex, Cornwall, Yorkshire and Sunderland.

Race One - The fickle easterly force 2-3 wind caused D.J.Edwards/Bowas, attempting a port tack start, to impede a starboard boat. The complaint was heard in the Clubhouse and DJ's 720 gave the fleet a chance. Meanwhile, Chess/Daly-Hunt tacking up the middle changed places with Shaw /Watson and after ten minutes Shaw led at the first mark with Barker/Bowers third and Taylor / Willey fourth.

Fifteen minutes into the race the wind dropped, then filled in allowing the tail-enders to make up some distance. At the second mark the order was Shaw, Chess, Barker, Menear/Gregg and the mercurial Edward's having made up eleven places.

The OOD's nightmare - 35 minutes into the race the wind veered 100 degrees turning the beat into a spinnaker reach, Chess increased his lead over Shaw, Barker, Edward's and Menear. After 50 minutes a mark was moved in order to create a beat to the finish. Barker overtook Shaw within 100 yards of the finish to give the first five placing's:-

Chess: Barker, Shaw, Edward's, Menear.

Race Two - The race started with a steady westerly force 3 wind. The starboard biased line caused bunching at the pin end with many boats over the line, resulting in a general recall. Marshal/Lewis appreciated the time lapse to plug an underwater hole which had developed at the front end.

After re -setting the line Edward's and Barker were first away, rounding, the mark, followed by Chess, Menear and Sharp/Cox.

The fleet stretched out as the race progressed with Wilson/4m coming into contention. The wind varied in strength causing much place changing lower down the fleet, but the leading bunch kept to more or less the same positions. At the finish the first seven were:-

Edward's, Barker, Chess, Wilson, Menear, Shaw, Marshall.

Race Three - Complaints that BSSC (Margam) only ever had light winds were well and truly dispelled. Club Members had whistled for strong winds on Saturday evening in the bar at the Twelve Knights and on Sunday the heavy weather boys were treated, resulting in some exhilarating racing. OOD Pat Moore and his team of helpers and rescuers were kept very busy in the ensuing three races.

Tacking up the first beat Shaw and Barker led five home boats round the mark - Edward's, Chess, Charles/Trollope and Wilson. The long reach was a shade fine to fly the spinny' (although some did) as the variable easterly played up, after the gybe mark Edward took the inside lane and at the end of the lst lap led Barker and Shaw. A bad spinny hoist dropped Barker two places and he appeared to be heading for the wrong mark.

On the next reach Chess made up two places into third, but capsized at the gybe, which also caught out the Madeleys and Menear who retired. Places changed, Chess swam again and the final result showed the heavy weather experience of Shaw and Barker leading Wilson, Edward's, Marshall, Chess, Sharp/Cox and O'Kane.

Race Four - This proved to be the most spectacular race of the meeting - for the spectators! The strengthening wind tested both men and equipment and caused O'Kane to capsize before the start. Barker made a perfect port tack start across the fleet, but at the first mark Shaw led

Two Marks had been repositioned to give a broader leg and Ospreys planing on a three sail reach in a force 6 were a sight to behold. Marshall went swimming and retired then the gybe mark claimed Wilson and Charles. Barker was leading round the windward mark when his halyard said 'enough', letting Shaw through. Chess took the lead at the gybe mark - then lost it ; later, when the shroud parted company with the spreader, he retired.

Shaw kept the lead to the finish despite a capsize on the final leg, Wilson capsized recovered and at the end of this 49 minute spectacular the five finishers were:-

Shaw, Charles, Wilson, Taylor and a persistent O'Kane - only 11 minutes later. Well done lad !!

Race Five

The 'series was in the balance Shaw leading Barker 4.5 points to 6 for the lead, whilst third was between Chess & Wilson 9.7S points to 10. The wind had steadied 3 to 4 and only six boats started. Barker made another port tack start, led at the windward mark and held the lead to the end. Shaw was second all the way round. Chess, Wilson and Marshall swapped places and the final placing's were:- Barker, Shaw, Wilson, Chess, Marshall and Charles.

So, after a successful five race series with varying, conditions to suit all tastes, the overall results to eighth place were:-

1st 1277 R D Shaw & S Watson
2nd 1234 A Barker & R Bowers
3rd 1247 I Wilson & J Pym
4th 1085 O Chess & N Daly-Hunt
5th 1142 D Charles & N Trollope
6th 1195 R Marshall & P Lewis
7th 1284 M Taylor & J Willey
8th 1199 P O'Kane & Daniel Jackson

Report by
"Scoop" Mike Hobson (Mirror Fleet)
(Ed Its nice to get an outside view on the Osprey in a report)

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Hornsea Sailing Club Open 18 /19th May

The weekend started early, once again with Andy and myself taking Steve Watson on a tour of the local watering holes on Friday night. This was followed by aspirin on Saturday morning. Watson then fell off the road trailer and hurt his ankle, he had to sit with his foot in the lake for half an hour.

A good way of getting Rob to rig the boat while you sit and nurse your sore head / foot .
All this was followed by the briefing where once again Rob was reminded to tack before running up the bank and shouting "Bloody Hornsea Shallows "!!!

Race 1 - Got off on time in a shifty 2/3 . Rob & Steve were pushed hard for the 1st 3 laps by John Lang/Malcolm Clack, Mike Mooney/ Phil Read, but finished with a convincing margin to take Race l.

Race 2 - The wind was much the same, so was Robs form! This time it was Mike Mooney who came in 2nd, followed by Andy Reed & Mike Smith. With only 3 races to count, Rob felt happy with his days work.

Saturday Night - at the Hornsea Open was a re-run of Friday night. All the competitors where fed at the Rose & Crown, all washed down by good ale. Rob was in fine form, and to celebrate his days glory, had a Vodka or two! (bottles that is). By the time Steve had carried him back to Andy's flat in the early hours of Sunday morning John Lang, Andy and myself thought we had a fair chance of a win or two. *(Ed: wasn't deliberate was it, by any chance?)*

Race 3 Steve rigged the boat while Rob called out for some Welsh Chap, Steve put Rob in the boat and competition started in a steady 3/4 . Plan 'A' failed, Rob took off as though his A..... yes well you've got the picture! Reed followed hard pushed by Lang, alas we both had nasty episode's of upside down moments and Mike Hood came in 2nd followed by Lang .

This gave Rob and Steve the meeting. Steve packed the boat up while Rob went to Hotel Volvo with two races left the lower places were wide open .

Race 4 - By now we had a good blow on our hands, Reed led at mark 4, when a loose rope went through the main sheet block, followed by more upside down bits and a large hole appeared in the main sail. Alan Smith took the lead and held it by a good distance at the finish, followed by Lang and Roger Edwardson. Still second and third places were undecided!

Race 5 - *Now it was blowing!* Roger rounded Ml 1st followed by Smith, Mooney and Steve Sharp. Only they rounded it the wrong way. Sharp unwound himself, Smith & Mooney didn't tut! tut! while Roger blasted down the lake with his kite up unaware of his error and praying to the god of clear wind. John Lang took advantage of the others mistakes and took line honours followed by Sharp.

Meanwhile Rob slept on in the Volvo, while Steve continued to pack the boat up. All things considered the weekend went very well. We had plenty of wind, good courses, no weed, the sun shone and Ospreyites did two of the things they most enjoy, sailing and drinking. On to the results

1st	Rob Shaw & Steve Watson	Sunderland
2nd	John Lang & Malcolm Clack	West Riding SC
3rd	Mike Mooney & Phil Reed	Hornsea SC

See you all at the Nationals

From the sharp end of 1275 Public Enemy
Mike Smith

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It's Good to be Back

No, it's not Gary Glitter - it's Ken Carroll, wife Maureen and eldest son David.

Extract from "1984 Class Handbook"

"*Ken Carroll. Dedicated Osprey helm, motorcycle trials rider, husband of ex-Class Secretary Maureen, father of 2 sons and semi-retired publican. (Nearly, but not quite in that order!) Ken has been sailing Ospreys for twelve years, starting off in 544 and working his way through 717, 1083, 959, 1175 and now in 832, a converted MK3.*

March to October is reserved for Osprey Sailing most Sundays at Ribble Cruising Club at Lytham St. Annes on the Lancashire coast. With crew, John Gillow, Ken will be doing quite a few of the Open meetings this year as well as the Nationals at Tenby. Sundays during the winter are for motorcycle trials which involves skill and stamina. Ken rides a new British built 320 Armstrong and often rides 40 and 70 miles a day over fells. through woods, up streams and over rocks.

Work is being tenant of 'The Bull', a busy 'real ale' pub near Morecambe Market and his other hobbies include amateur boxing on the front doorstep and extracting teeth the hard way. It isn't true that he can apply a coat of varnish while pulling pints. Maureen pulls the pints while he applies the varnish because try as he may he can't get the boat in the bar to work on it!

Ken has just bought a GP14 for his sons David (9) and Steven (8) in order to teach them to sail. Hopefully they will be part of the next generation of Osprey sailors in a few years time."

The last line has turned out to be quite prophetic. We couldn't resist buying 1175 back, built for me by Martin Creasey in '78/'79. She is in excellent condition and in need of very few modifications. It's a family affair; Maureen bought the boat, David helms and I am crew. Having spent the last few years sailing OK's both in the UK. and all over Europe, David and I decided we needed some light relief for winter '95/'96 and it wasn't a hard decision to decide which class to go for. The dining room has large framed photo's of John Gillow and myself sailing 832. Phone calls to many old friends brought back lots of wonderful memories and a keenness to get going again.

David (21) and Steven (20) started sailing Toppers on Lake Coniston about 14 years ago and progressed to National 12's and did very well until they grew too big for the ideal weight for the Twelve. When we moved to Suffolk in December 1989, both David and I went into the OK class. David has been 3rd overall in the Nationals for the last three years and was 4th in the Junior World Championships in Poland in 1993 and 2nd in the last years Spring Cup in Medemblik, Holland. I'm pleased to say I've held best veteran slot for the same years.

In 1994, David was best Junior and I was best veteran at the Nationals - something no other father and son had achieved before.

David is getting the hang of helming the Osprey after a shaky start; I think he thought because it is partly yellow it should be a submarine ! Winter is nearly over and we are looking forward to doing some Opens and the Nationals at Hayling Island.

We will still be sailing our OK's, as we are both committed and competitive. We will be going to Holland in early May, the Nationals at Plymouth at the end of May and Kiel Week in June. The World's are in Sweden the week immediately after the Osprey Nationals, so we've arranged for someone to take our OK's to Gothenburg and we'll fly over on the Saturday in time for Sunday's start. My own club, Felixstowe Ferry Sailing Club, will be holding an Osprey Open meeting this summer. The club has held 505 and OK World Championships and Laser qualifiers. Launching is into the River Deben and a half mile sail to open sea (we've got plenty of floor space at home !).

We no longer have a pub and the motor bikes have taken a back seat, although I've only just sold my most recent one. Since 1989 I've been Security & Facilities Officer at the Sizewell
Nuclear Power complex in Suffolk. David is a control and instrumentation technician for Sizewell B, Maureen is a Revenue Inspector for the local council and Steven is an apprentice at

ICI. Steven only sails big stuff, mainly from Hamble, but has been known to make a guest appearance in dinghies after too much beer !

As to old friends, I think Malcolm Clack must be related to Highlander - he never looks any older and his helm is still as ugly as ever ! Mike Mooney sounds the same and Rob Shaw has still got a spare boat ! Ian Madeley's still doing his bit, Oscar's taller than ever, Des Menear, Andy Barker and Nick Willis are all knocking on, but still producing the results ! I'm looking forward to meeting Roger Edwardson, John Rayner, Keith Gibbons and Don Flannery to name a few and to making new friends. David has found a soul mate in Viv Townsend (good sailor, likes beer and curry!). A mention too, for Jane Seymour; conditions at Sheppey were wild but she survived! See you soon.

Ken Carrdl.

(Ed: Thanks Ken it's good to get this sort of article, I especially like the reminiscences of various people!)

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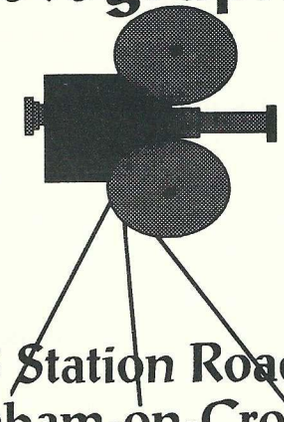
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Race Management

I found the following on the Canadian Yachting Association Internet pages. I would be interested to hear your comments.

The Black Flag Rule - Bad Race Management
by John Weakley

The biggest problem with the Black Flag Rule is that it is inequitable in its effect; the punishment is far worse than the crime. Consider the following:

- If a yacht fouls another yacht (short of sinking her) she may exonerate herself by accepting the alternative penalty that you provided for in your SI's. If a yacht fouls a mark she may exonerate herself by doing a 360. But be early and you get PMS.

The second biggest problem with the Black Flag Rule is that it is difficult to administer. Ross Cameron and others have asked:

- How do you notify the DSQ's?
- How do you keep them off the race course?
- How do you reinstate them when they win the protest against the yacht that forced them over early?

The best answer to all of the above is to avoid the problem in the first place. Good race management for large aggressive fleets requires a square line, experienced Line Judges at each end, and all the other techniques that help the racers and the Principal Race Officer. If you are not using all of the above, then you are accepting second rate race management and the Black Flag Rule will drop it down to third. If you are using all of the above and you still anticipate a problem then add the following to your SI's.

Z Flag Rule: Code Flag "Z" displayed before or with the prep signal and lowered with one sound signal, 1 min before a start, means: When any part of a yacht's hull, crew or equipment is identified on the course side of the starting line during the minute before a start THAT IS FOLLOWED BY A GENERAL RECALL, the yacht shall receive a 20% scoring penalty applied as provided in the last paragraph of IYRR Appendix B1, 2.1. IYRR 7.2(b) and 11(c) shall not apply to such a yacht. This amends IYRR 70.1

Note: Code Flag "I" will also be displayed. IYRR 51.1(c) will therefore apply independently of the Z Flag Rule. Make up a combined hoist, Code "Z" over Code "I", and use it exactly as you would the "I" Flag, and then do one of the following:

If the Line Judges are satisfied that they have identified all the PMS's, immediately signal an Individual Recall (Code "X") and get ready to record the yachts going around the ends. The "Z" Flag Rule is not being invoked since there is no General Recall, but the "I" Flag Rule is still in effect. The PMS's that don't "round the end" get scored PMS. Nothing new about that.

OR

If the Line Judges are not satisfied that they have identified all the PMS's, immediately signal a General Recall (1st Sub) and get ready for a 1 minute drop and a new Prep. You have now invoked the "Z" Flag Rule so on your finish sheet for this race, record a 20% penalty note for all the PMS's that the Line Judges did identify. DO NOT NOTIFY THE PMS's for two reasons:

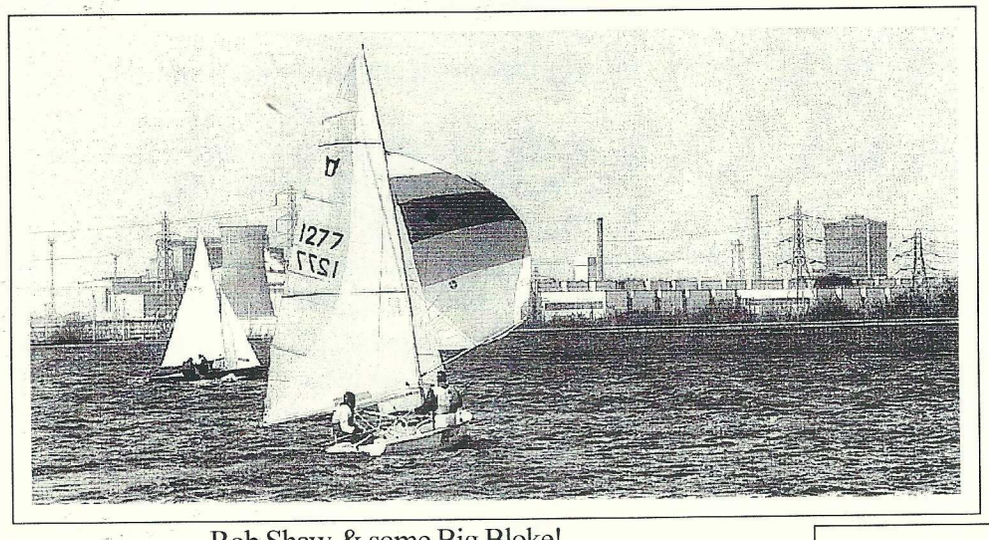
- you have just affected the finish place for each PMS and since you are not posting results for all yachts, you shouldn't do it for the PMS's, to do so could affect the way they re-sail the race

if you don't notify anyone, there will be a restraining effect on the fleet in general for the next start (assuming they have read the SI's). Remember that the 20% penalty is cumulative for each restart of that race.

Photo's taken at British Steel Open

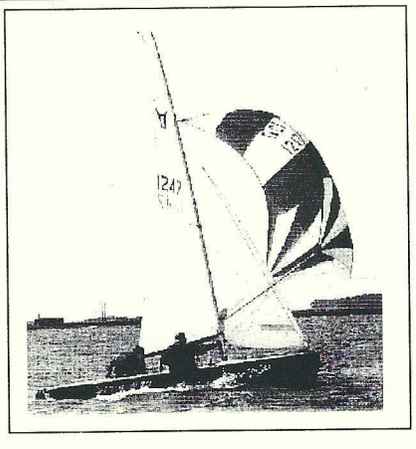




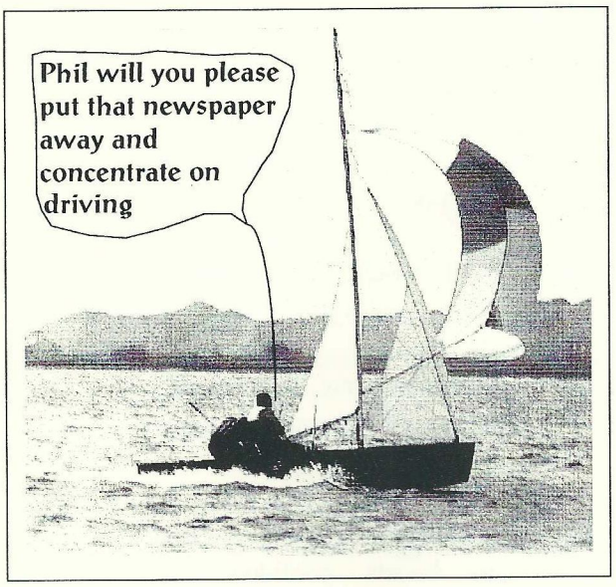


Rob Shaw & some Big Bloke!

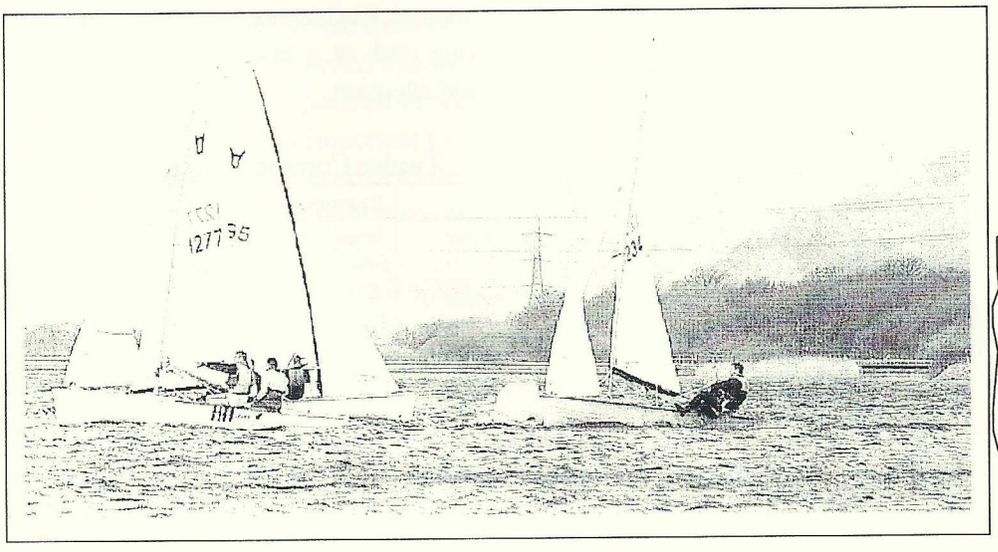
Ian Wilson
&
John Pym



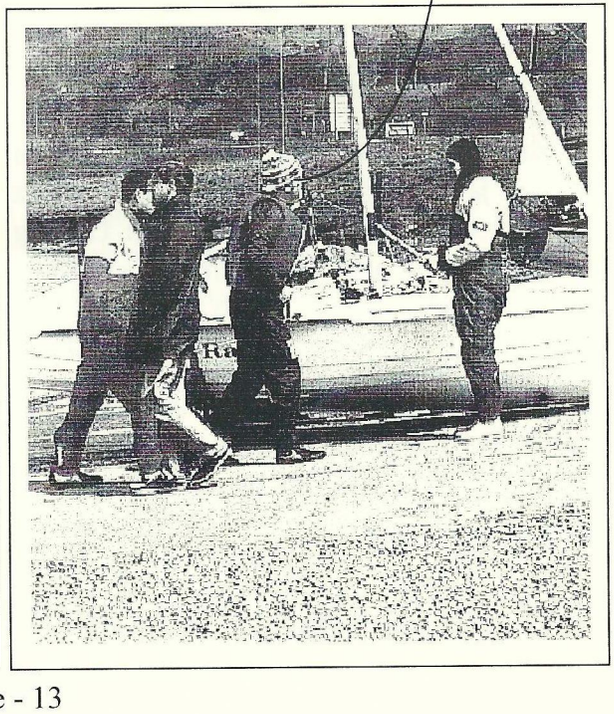
Photo's and Captions from Phil O'Kane

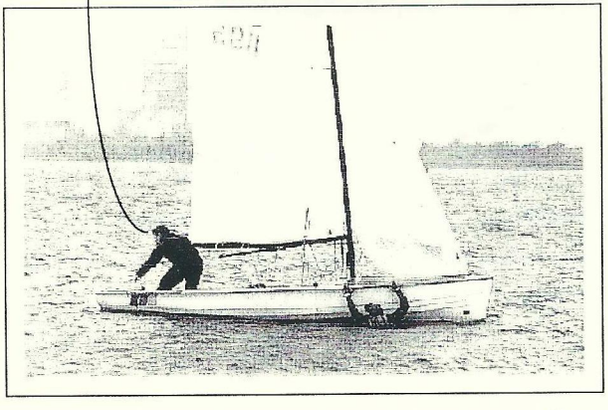


Phil O'Kane & Dan Jackson



Shaw - Barker - Marshall in close competition





Richard Marshall & Phil Lewis

With this rule the penalty is proportional, you don't need a billboard to post PMS's, everyone keeps racing, and 20% penalties can be wiped out in the protest room. The result is good race management. *Quod Erat Demonstrandum*.

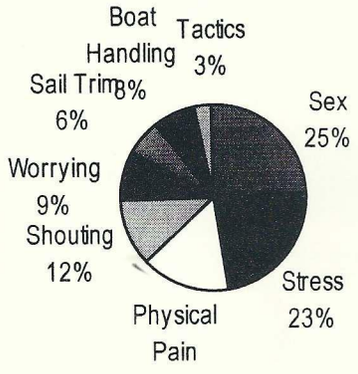
How To Race

Preparing for Battle

We will start with some basic groundwork that needs to be in place before getting too immersed in tactical warfare!

First Priority, free up some brain power to think tactics. Good ways of doing this are

Typical Helmsmans Thoughts During a Race by Volume



1 User Friendly Boat

1.1 Get the boat controls working freely and easily and correct any known faults. Eliminate sharp edges, crop bolt threads etc. The aim here is confidence - You must feel confident the boat isn't going to let you down. Looking nervously at a frayed toestrap or a slipping cleat every time its windy, it MUST BE FIXED. Crewman to be involved in maintenance of their bits of the boat.

Tip:- Fit a simple restrict line to a pivoting centreboard to prevent it coming up beyond the running position during a race!

2 Delegate Tasks

2.1 Helmsman to delegate tasks, a crewman can do better compass watching upwind.

2.2 Course reading, tide watching, looking at sail shape, balancing the boat are all jobs the crew is much better at.

The spin-off benefit of this is that the crew have a much more enjoyable sail by being more involved.

Tip:- Give the crew a copy of the compass instructions, so they know what to look for.

3 Boat Reliability

3.1 The next thing is to get your boat reliable, this again boosts confidence and involves preventative maintenance. It does not mean throwing cash at a boat, just a little regular care and attention.

Twelve Common Failures

Problem	Examine
Halyard Failure	Where wire enters talurit that goes up to pulley e.g. end of main halyard
Tiller Extension UJ	If a plastic one, try to get removable socket and store disconnected to prolong life. Examine regularly
Rudder Bearings	Dinghies should fit Sea Sure black aluminium Pintles and Gudgeons as these are extremely durable
Rudder Retention Clips	Stainless Steel with plastic end cap very good. Check for wear on mating Rudder bearing face.
Chafe on Ropes causing Breaking	Examine regularly, try and eliminate wear point rather than just replace rope
Kevlar Rope Failure	Lots of old Kevlar becoming very brittle - Replace with Spectra Dyneema
Slipping Cleats	Examine for wear, broken springs and stiff cams. Swap round to spread wear.
Rotten Shockcord	Shockcord degrades fast in sunlight, try and keep covered up and replace regularly.
Loosing Battens	Leave in sails when not sailing, stitch into pockets if they look dodgy
Opening Out Split Rings	Cause rigging failure
Shackles Coming Undone	Do up shackles that don't need regular undoing with pliers.
Pole System	Ends should work freely, uphaul and downhaul simple and effective

Right, so you've got a user friendly boat, the tasks are being delegated and you both know what's expected, where everything is - e.g. protest flag,

and how it all works. OK so now the boat is the Toyota of the fleet - it's reliable!

What else do we need before getting stuck into tactics? - Boat Speed! As Hood sails keep reminding us, Boat Speed makes you a Tactical Genius. Now I could twitter for hours about this, but I would just like to point out a few basics towards getting boats to go fast. There are countless books on the subject of course!

4 Golden Rules of Boat Speed

4.1 Flatten Sails in a blow, baggier in light to medium airs.

4.2 Sheet tension is by far the most critical control and has far more influence than the odd hole or two of mast foot position or shroud length adjustment. It is very important to sheet the jib consistently to get an even slot after each tack.

4.3 Get the weight in the right place and keep the boat flat.

4.4 Copy setting up of class leaders for mast rake, spreader and rig tension, refer to Class Association Handbook Tuning Guide.

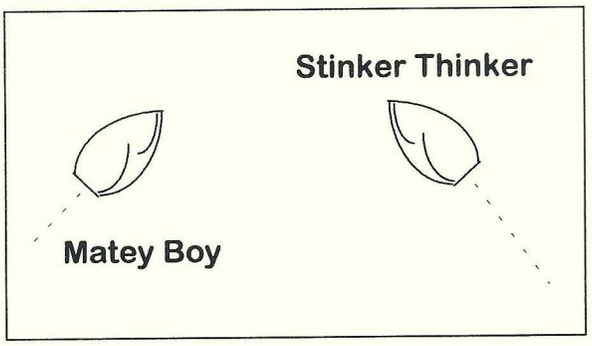
4.5 Don't get wound up about a few creases or a bit of dirt on the sail - look at the shape. Its bagginess and position of maximum bagginess that counts.

4.6 Ensure that your centreboard slot gasket is in excellent condition, highly tensioned sailcloth is best and makes a significant difference to boat speed.

So after some more work you have now got to that happy state where the boat is reliable, everything works smoothly, the crew are both contributing to race decision making and the boat speed is competitive.

The next step is to try and get a feel for the "Big Picture" of the race. What you are trying to achieve here is an "Out of Body" experience, where the boat is sailing itself. With you able to look around and have time to analyse what is going on and maintain the boat in the groove. Here are some common situations to consider.

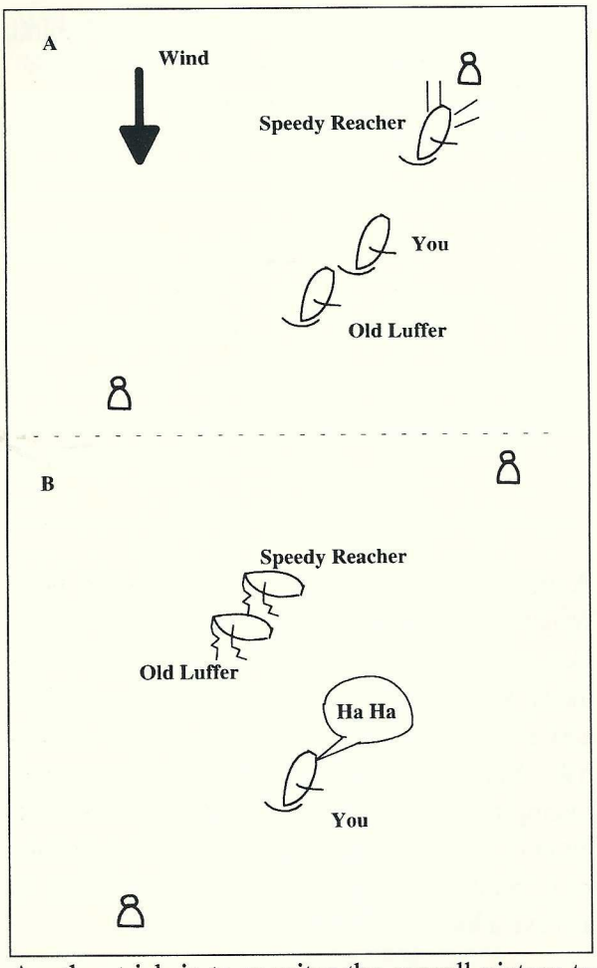
Often there is a boat close ahead/behind, Helmsman of Yacht Stinkers might think "Matey Boy" is coming over on Port, we can force him to tack or go behind us by shouting "Starboard" a lot!



A much better approach in this situation is to weigh up if you are on the favoured tack or not. Helmsman of yacht "Stinker Thinker" asks what's the wind doing? Crewman answers "On a 10^{O} lift above mean course". Helm thinks, I don't want to risk "Matey Boy" tacking and lee bowing me, forcing me away from the favoured tack. I'll hail him to hold his course and duck under him. In this way "Stinker Thinker" takes a short term loss to achieve a long term gain.

If it is clear your tack is not a good one, by all means hail starboard and hope you can send "Matey Boy" onto the same tack as you and then you can the tack leaving "Matey Boy" far behind when you next cross, if your calculations were correct.

You are in the middle of a group of three boats on a reach, the light boys are coming up fast behind and just ahead of you is "01d Luffa" (motto 'Nobody gets through, I'll take you to Ilfracombe') Your first thought may be to take out the 'LightBoys' yourself, but with a bit of coaxing you can get them onto "Old Luffer's" tail and he will take them both out for you, while you slip through to leeward. This would be particularly effective on a broad reach or run with a tide pushing you to windward.



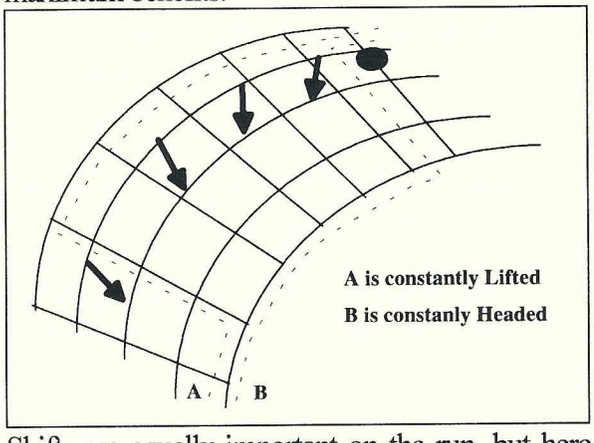
Another trick is to monitor the overall picture to figure out which way is paying up the beat, so that you can minimise your loss and get it right on the next one. It isn't always a case of "Thinks! - going hard left paid off the first time" so I'll do it the next lap. If it paid because the wind shifted across the whole course, indeed it may be correct to go hard right next time round, if you come around the leeward mark and find yourself on a lifter on Port, or a header on Starboard.

If the benefit of going hard left was due to a tidal effect, then it is likely to remain the 'preferred' choice until the tide turns. The same logic applies if there is more wind or a favourable wind bend on that side of the course. To fathom out which effect is dominant is not easy and nobody gets it right every time, but you can make significant gains by building up the big picture, coupled with careful monitoring of what is happening to wind direction, speed and tide.

Each Skipper has his own preference for picking windshifts. I feel that a compass is essential, even on a pond and a typical sequence of rounding a leeward mark would be to get a compass reading as soon as the sails are sheeted in and the boat is on course before the final tidy up operations such as spinnaker sheet stowage. I like to be told whether we are up or down on the mean - and roughly by how much. The mean is a compass reading which ideally should be half way between lifter and header wind direction.

As the race progresses the mean wind will often shift and will need to be re-estimated. One important principal is if you are sailing on a lift and the wind gradually starts to head you, don't tack until it drops you below the mean, as you are still on the preferred tack up until this point, all other things being equal. When the boat is headed below the mean then it is time to tack.

If there is a fixed wind bend it actually pays to sail into the full header first, then tack later and get the maximum benefits.



Shifts are equally important on the run, but here the tactic is to get into the headers. If you are approaching a windward mark on a lift prior to a dead run, you should be on the opposite tack on the run, all other things being equal. You should then be headed allowing you to run lower to the mark. Like all tactical sailing, the boat should be sailing on automatic pilot to give you the maximum chance of spotting tactical opportunities, weighing up the pro's and con's making a decision and then going for it.

by

Oscar Chess

Ladies Lyricism's - from Maureen Carroll & Sheila Harrison

More Comebacks than Frank Sinatra

Seeing this part in the last newsletter, prompted me to put pen to paper with some musings about being a sailing wife. I've always supported Ken (Carroll) in his sailing and now I have to be a sailing mum as well. We didn't push the boys into sailing, but they couldn't help being involved from birth and it was them that pestered for the first Toppers. Ken has hung up his Aigle boots several times over the last 25 years, either 'to spend more time with me' or 'more time with the boys' or trying big boat racing etc. The phrase 'more comebacks than Frank Sinatra' springs to mind !

As long as I don't have to set foot in a dinghy, I'll put up with anything. I don't like being cold, wet and shouted at ! I did lapse once when Steven was crewing for Ken in a National 12 and David didn't have a crew for his 12. I have to say that I didn't enjoy the experience that turned my adorable twelve year old into Frankenstein's monster (at least that's what seemed to happen to him!). I have never been competitive and my three are very competitive.

We've done a fair bit of cruising over the years, first in a 25' Tomahawk to the Isle of Man, Scotland and Northern Ireland and latterly in a an Ohlson 29 to Holland, Belgium and France. We don't have a big boat now; I miss it a bit as we had some lovely holidays, but as one who is seasick on the biggest of ferries, I can cope.

I enjoy travelling round with Ken to Open Meetings and I'm looking forward to new Osprey venues. Favourite OK venues are Christchurch, Hythe, Whitstable, Brixham. I've already booked for Hayling Island and shall definitely do Lymington and hopefully Mounts Bay. All I need to enjoy myself while they are sailing are my walking boots and a stout credit card !

We introduced a Ladies Page in the OK Newsletter last year, the five or six of us who regularly go to Nationals and Opens trying to encourage other wives, girlfriends etc and tell them that going to these events doesn't mean you have to watch sailing, does it ?!

With Ken sailing the OK, I've been able to go to Medemblik in Holland (medieval town, best Chinese restaurant in Europe, bring home lots of Gouda). Neustadt and Kiel in Germany (dire for vegetarians, seems to rain more than Manchester, wonderful cakes and coffee); Puck and Gdansk in Poland (campsite used to be a concentration camp - some washrooms, primitive sewerage system, bring back amber jewellery - 1,420,000 zlotys for a bracelet equated to £32, buy anything from an SS officers uniform to Russian icons in street markets); Vallensbaek in Denmark (2 weeks of 80^{o} sunshine, mega-expensive food and beer, nights out in Tivoli Gardens in Copenhagen and wonderful people).

I shall go to Plymouth for the OK Nationals during the last week in May. I've never been before and there's shops and good walks I hear. I shan't go to Sweden because it's our Silver Wedding Anniversary in October and we've promised ourselves two weeks walking on the west coast of Southern Ireland. We have to start saving now for the OK Worlds in Australia in January 1998; we're aiming to try for 8 weeks off work. We missed out on New Zealand in 1993, so we are determined to make Oz. David and Steven will also be going - David to sail and Steven for the ride, and I have visions of leaving one or both there !

Ken has sailed every Sunday except Christmas Eve and I don't mind one little bit; he's happy and I can indulge in my passion for cooking in peace (he even bought me a food processor for Christmas) although I have been told that I'm getting a new genoa for my birthday in February. I'll buy him a new fan oven for his birthday in September !

Bye for now !

Maureen Carroll

Ladies Lyricism's Con't

Mounts Bay or Bust

Come hell or high water we'll be there! I just knew that journey would be long and arduous, as usual when going to an open meeting across country with Robert, it would mean calling here and delivering there. True to form we set off from Sunderland 8pm Thursday evening, staying overnight with his parents in Burnham-on-Crouch and driving to London early Friday morning.

We went here and we went there eventually leaving London at 2pm for the journey to Magical Marazion. Luckily, the M25 was relatively clear for a Friday afternoon and made good headway onto the M4. At this point we thought fantastic we'll be there in no time at all. Bang we joined the queue for the M5. About 300 yards after joining the M5 Robert said "Oh dear I think the car is on fire". Without any panic whatsoever, he pulled onto the hard shoulder and Sheila was legging it down the motorway before the car stopped, having been in a car fire once before, did not fancy it again.

Poor little Volvo was not a pretty sight with steam and a little smoke pouring out the doors, windows and sunroof. It wasn't until Robert got out of the car did he realise his new shoes (Dubarry's purchased that morning) were covered in water and antifreeze! The heater matrix had burst at 5pm on a Bank Holiday Friday on the M5, what does one do. Thank goodness for mobile phones, Robert immediately rings the AA Fleet Recovery and whoops "someone cancelled the contract" and failed to inform him - to say he was in a bad mood would be incorrect.

The next few sentences could not be put into print, to say I thought he came from Glasgow would be an understatement Jimmy. He then rang the Bristol Volvo dealers for help - the first one no longer existed, but the second said the best they could do was tow the car into Bristol and have it worked on over the weekend. Robert then tried to purchase ANY VEHICLE in the garage with a towbar - trying to get them to realise he was deadly serious was another matter. We then settled down to await the tow truck, what else can you do but laugh at the situation. About ten minutes later Steve Watson rings to say he is making good time on the M4, only to be told in explicit language what had happened.

Osprey crews to the rescue, he rang back five minutes later to say all was in hand and that he would meet us on the M5, transfer all the goodies into his car and follow tow truck to Bristol, where Viv Townend and Tony Harper would pickup Roker Rat and we could all go to Mounts Bay!!!

We eventually arrived at Bristol at 7.30pm where the garage manager was waiting to look at the problem. He bypassed the heater system and had us back on our way within half an hour, at no cost "All part of the service sir". I have never seen Robert so flabbergasted - it didn't cost him money.

After that there was no stopping us, Mounts Bay here we come - clubhouse for last orders. Well only one thing could stop us, a white Mondeo with a blue flashing light about ten miles out of Marazion. The occupants were very friendly when Robert pulled over and they asked him if he was aware of what speed he had been varying between for the past six miles - no sir - well between 76 and XX miles per hour - was sir aware that there was a speed limit whilst towing! Oh what lovely Cornish accents they had. Poor Robert surrendered his driving licence accepting a fixed penalty fine. He said goodnight to the kind Police Officers and left the hard shoulder like a bat out of hell spraying the police car with gravel and me with my head in my hands saying "Oh no, not again Robert" but I told you they were nice men and they turned off at the next junction - phew. Needless to say we missed last orders at the clubhouse.

by the long suffering

Sheila Harrison

PS Robert's latest drink, for any of those interested, is Smirnoff Vodka and fresh orange juice. But be warned it'll take more than a bottle and a half to put him off his winning streak lads - ask those who tried at Hornsea!

Club News

Lymington -Town SC

The fleet remains steady with five boats active. Andy and Carol Maskel have joined in with "The Guru" (395) another MKII and are not only not outclassed in an old boat, but well up with the leaders. Perhaps sailing skill has something to do with it.

Vic and Sue Knights (804 Ogo Pogo) found out how to invert a mast on a breezy reach and have a new spar for their trouble. lain and Sue Sutherland (1224 Hagar the Horrible) went to the excellent Hayling Island Training Weekend and learned a lot, but not enough to get them get in front just yet. At least they have cracked rudderless sailing so essential when you can't put the fixed rudder on until you reach deep enough water. Two Osprey Stalwarts, Steve Boyd and Tim Power (634 Boat of Garten) have both become fathers again and give this as their excuse far not sailing. They'll be back when the novelty has worn off.

We look forward to welcoming the fleet to our open meeting on September 28-29th which we will share with Contenders. We are trying to see if it is possible to have a later start time to allow Ospreys from further away to have an easier journey and will keep you posted on this.

Ian Sutherland
1224.

Minnis Bay

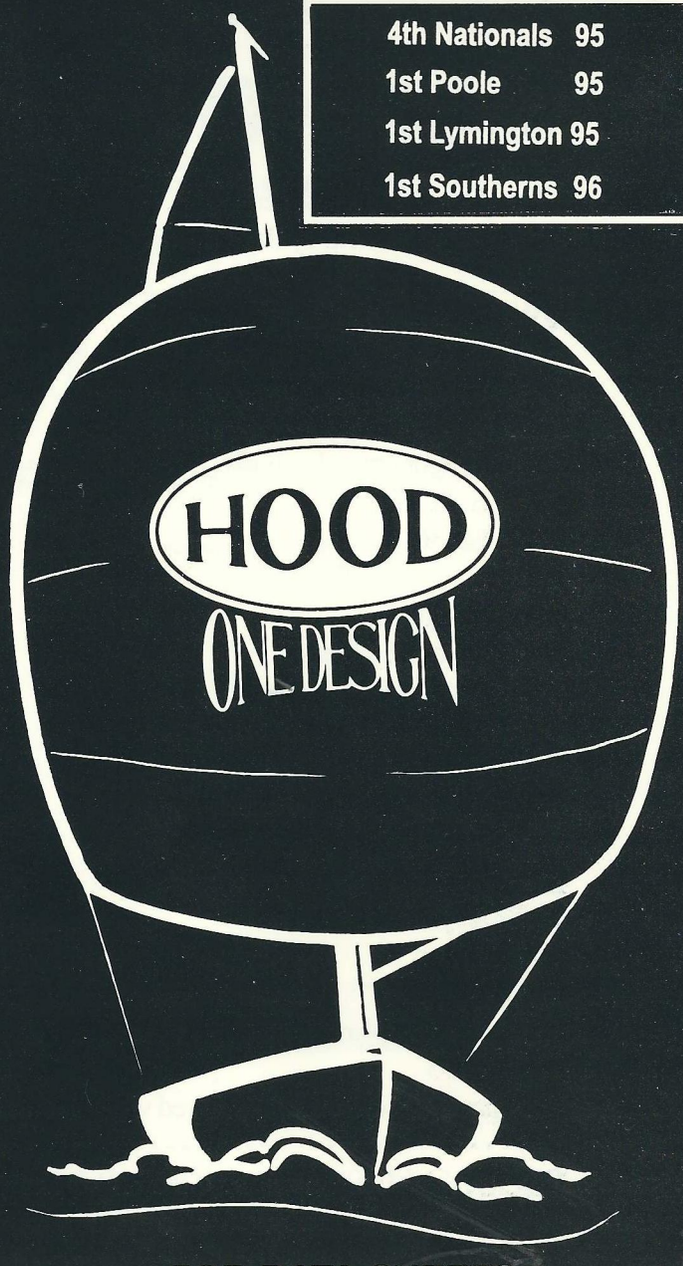
Wings has now left us and gone to Sheppey, we hope it will be welcomed and used. Peter Farrow (Bus) has managed to sail against us twice this year so far, his crew was unavailablefor the 1st, not to be outdone Peter sailed solo, including spinnaker, needless to say he beat us with so little weight in the boat and obviously not much wind! Somewhat blew out our good record of 2 x lst's and 2 x 2nd's. Never mind at least we have fun, we hope to get Ed Parker to join us soon! !

Tony McDonald

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

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Tel No ..... Signature .....

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Size					
Quantity					
Colour					
Post & Packing	£2.00 per item		Total Amount Due		

Personalisation (Please print in Block) .....

Blast from the Past - from December 1974 Magazine

Its amazing that we only pay £20 for our full membership today, just shows how hard your Committee has worked on your behalf over the past 30 Years! Yes only £5 to £ 20 in 30 Years

Peter Agnews Page



In this rather sober picture taken at Minnis, we suspect John Torrence (right) is comiserating with your Secretary, whose results included an enforced retirement after colliding with the gate launch.

CLASS ASSOCIATION SUBSCRIPTION

By a very large majority vote at the Class A.G.M. in August it was decided to increase Class Subscription in January, 1975. This decision was taken after careful consideration and with some reluctance.

The Treasurer, Paul Hosking, John Rayner and I had examined every possible way of cutting expenditure but found the only way would be to reduce either the Yearbook or the Newsletter, and thus the effective contact within the Class.

The A.G.M. was adamant that the standard of service and presentation of the Class should not be reduced, and so it was decided to increase the subscriptions.

As from 1st January, 1975, these will therefore be:

Full Member (over 21)	£5.00 Per Annum
Full Member (under 21 on Jan 1st)	£2.50 Per Annum
Associate Member	£2.50 Per Annum

Members are asked to continue to give the Class its full support. Membership stands at an all time high of 388 and continuous steps are being taken with the aid of Fleet Captains to increase this. Only numbers can keep the Class strong and enable me to do my work for you.

R.Y.A. CLASS MEASURERS

The R.Y.A. has for some time now been investigating ways and means of introducing a better system of boat measuring and organisation.

Your Class Committee has approved in principle the suggestions made for R.Y.A. Class Measurers and has drawn up a list of approved Measures. These would have to be paid for their services and would deal mainly with new, or converted boats.

Until such time as the R.Y.A. Scheme comes into operation, the present system of using Club Measurers of R.Y.A. Affiliated Clubs will continue. And even after the new Scheme comes into operation, the Class Association is retaining its right to approve Club Measures for the purpose of measuring sails, testing buoyancy and measuring boat repairs.

So meanwhile the present system continues, and any queries of any sort on measuring should be sent to me. If you need approval of a local Measurer - let me know.

A TRIP TO LAGOS

Still only in the planning stage - Martin Forster has written on behalf of the Lagos Yacht Club in Nigeria to see if about 10 of the top Helms would be interested in a part sponsored trip to Lagos to race against an Osprey Team there.

Lagos has 30 Ospreys. They will supply the boats and crews, and accommodate the visitors as their guests.

I have already spoken to a few of our leading Helmsmen and they seem keen.

If the idea can be progressed the Class Committee will obviously make the final selection. Meantime, anyone who considers himself a leading helm and could spare the time and money, please let me know. The numbers could possibly be increased.

Late September/early October 1975?

I welcome an immediate reaction from you.

LIZ MACKAY

Liz Mackay was elected Assistant Secretary at the Class A.G.M. in August last and I am delighted to have her help.

Her main function will be to act as Representative for myself and the Class Association at Open Meetings which I cannot attend. As most of you know, Liz and Alistair go at many Open Meetings all over the country (Boat 1015 "A Taste of Honey").

If any Member has any queries, suggestions or even criticisms of the Class, The Association, the administration Rules, etc. ask Liz. She will not necessarily know the answers to all your problems but will be able to find out the answers for you.



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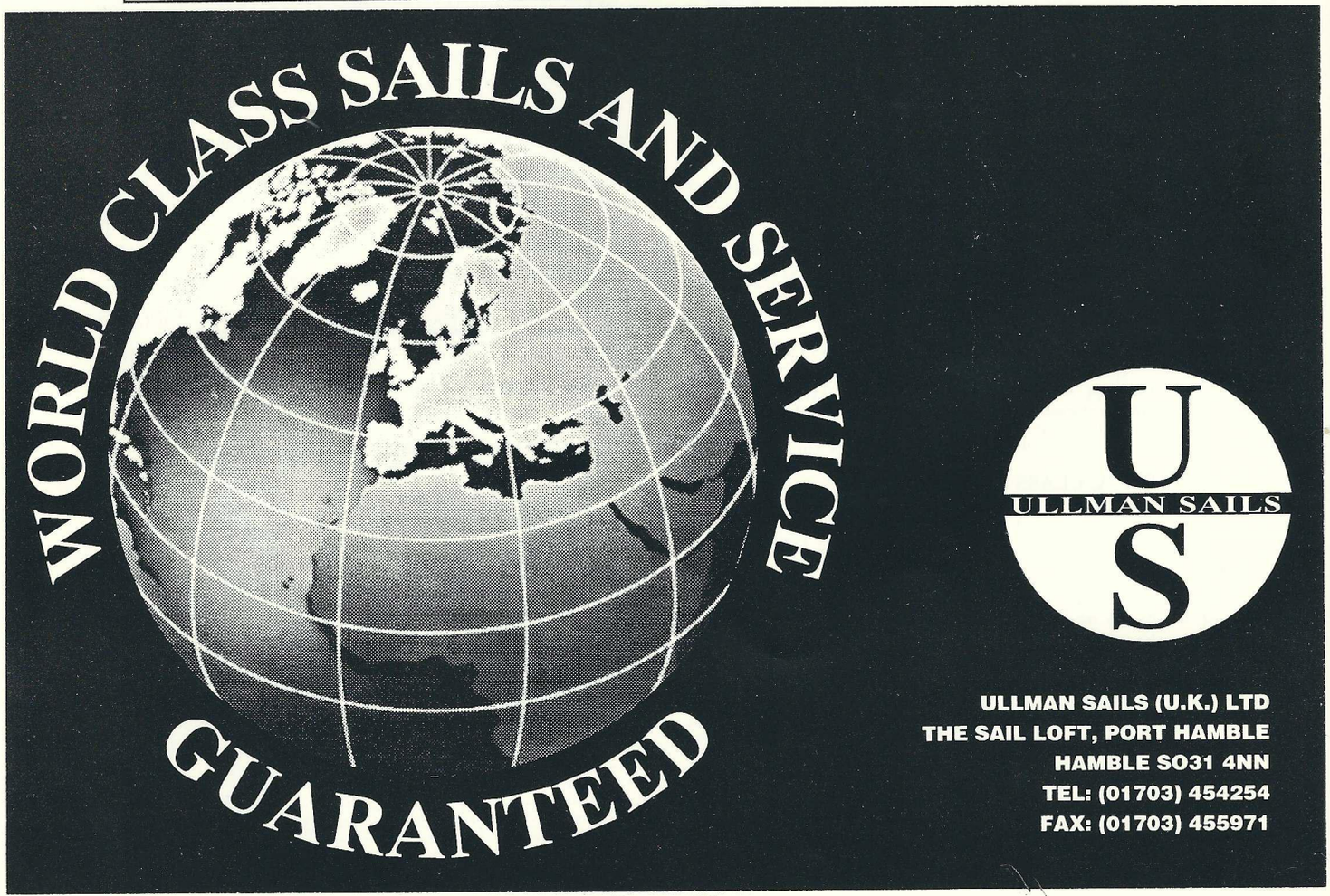
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Full - All Activities

Oscar Chess	Swansea and South Wales	01792-367837
D Chivers	Chichester, Sussex	01243-782958
C Currey	Chichester, Sussex	01243-573174
Huw Pearce	Crowthorne,Berks	01344-771047
V Provoost	Warsash, Hants	01489-579207
Rob Shaw	Washington, Northumberland	0191-417-3572
Ian Williams	North Cornelly, Mid Glamorgan	01656-746726
Nick Willis	Greatham, Hants	01420-538319

Maintainence - Sails & Bouyancy Only

Peter Frith	Broadstone, Poole	01202-69845
Martin Lewis	Wimborne, Dorset	01202-842672
Terry McDonald	Birchington, Kent	01843-841497

Ospreys & Other Items for Sale

242 Lady Ann - Wooden MkIII Conversion, 3rd 93 Nationals, Winner 94 Welsh & Midlands & Inlands 93. In need of some attention, can include most fittings, rig & sails.

£500 ono Nick Willis 01420-538319 Hants

Wanted

There are no items wanted for this issue.

"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!

The National Osprey 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 NOCA will not publish anything which it knows to be incorrect

Osprey Open Meetings & Events

July	**6th-7th**	**Lord Birkett, Royal Soveriegn**	**Special Events**
		Poole	Open Meeting
	13th-14th	**Blithfield**	**Welsh & Midland Area Champ's**
	28th-2nd Aug	**Hayling Island**	**National Championships**
August	**24th-26th**	**Sunderland**	**Scottish & Northern Area Champ's**
Sept	14th -15th	Panmorra Cup & Kielder	Regatta's
	28th-29th	**Lymington**	**Open Meeting**
Oct	**5th-6th**	**Netley**	**Open Meeting**



Wilkinson Sword - Trophy to be presented at 1996 Nationals for competition period August 95 to July 1996. One special event + four best Opens (Not Nationals) to qualify.

Special Events - Lord Birkett, Royal Soveriegn, Eskimo (Blackpool & Fleetwod) and Bloody Mary.