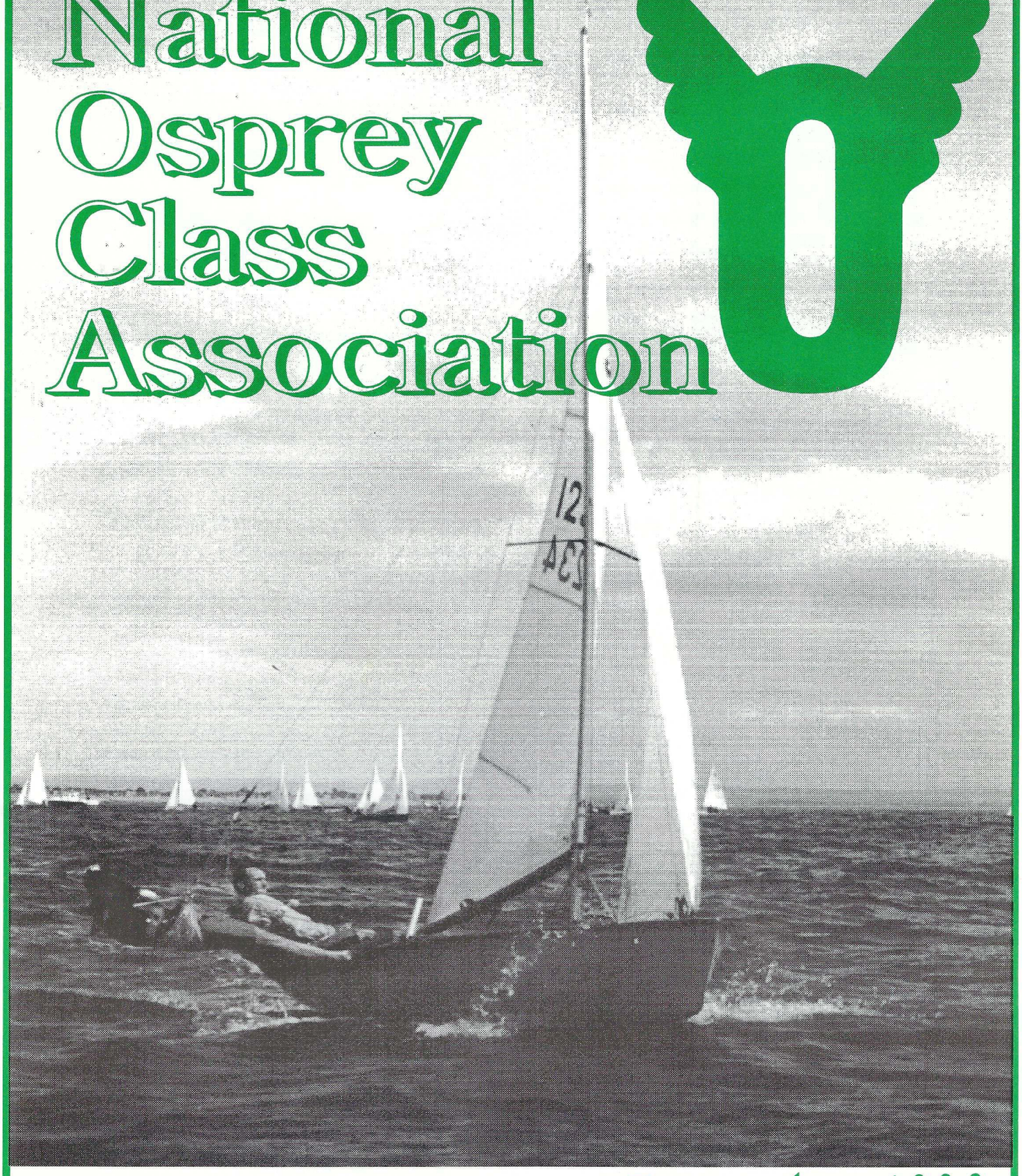
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National Osprey Class Association



Magazine December 1996

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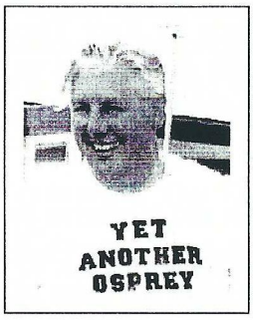
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Front Cover

Andy Barker & Vyv Townend
National Champions a third consecutive time
Photo Courtesy **Eddie Mays**



The Editor

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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!
The next magazine is already underway

Terry's Tarradiddle

Yet another superb Championships, our thanks to Hayling Island and especially to my special Osprey Girl, Jayne Willis, who did so much work every day ensuring we were happy. Jayne was my first ever real contact with the Association when she was Secretary, she is very much prettier Secretary than "Thin Boy" I'm sure you will all agree.

Nonetheless Steve will bring his own brand of humour and expertise to the job and I'm sure we all welcome Steve to his job as Association Secretary. Did you know you get to have your own column or page Steve? assuming you have something to say ..... that is other than just how good Tenby is !!!!!!!! I've missed his articles!

You will notice that there have been one or two changes to the committee and contacts, I would like to thank those retiring for their support and help and bid a welcome to those new members. I look forward to working with you. Thanks also to all the contributors of this issue.

My Nationals were great fun, but not good from a competitive point of view, a poison toe and a complete show of indifference to competition, by both crew members of 695 saw to it that we did really well in the points gathering arena. But we did manage to beat Ian & Paul Madeley on Friday ... we had been telling them to slow down all week and on the last day they did. Ah well there's always another year!

There were one or two new faces at the Nationals this year, I hope that they enjoyed it and will want to come again. Not every venue has a Bar to negotiate (The sand variety not the Lager one) and it was certainly an experience coming back in during the earlier part of the week. Fortunately there was the other kind as well!

Finally a very Happy Christmas to everyone and a Prosperous New Year

Chairman's Cantillations



Well another National Championship has successfully passed with thanks to lots of hard work from Hayling Island Sailing Club who gave us a very enjoyable week. Special thanks must go to Nick & Jane Willis who did a tremendous amount of work to ensure it ran smoothly. Also to Peter Glaisby and his team for giving us excellant Race Management and lots of moved marks in difficult conditions.

For those who did not know, the front cover shot of the 1996 July Issue was taken at Poole Nationals. The Race Officer reckoned 15 knots - more like 35!! The bald patch belongs to Bob Farqueson crewing 167 and yours truly steering.

I am now into my last year in the chair and will hopefully get more time to work on my business. The AGM was held at Hayling Island Sailing Club and thanks for all the help and support from the Committee and Members.

Our latest sailing number is 1278 with four more new boats rumoured. It would be good to crack the 1300 barrier - so save up and support our builders. Another important part of our Class is our Magazine, but it requires contributions from all Fleet Captains and Members of the Committee to give Terry a chance to give you what you are reading. I know he is happy to have any contributions from anyone on any subject, it all adds to the interest.

The phrase Terry printed "Now lets see anyone stop me getting to the next Open" Well it was Poole and yes they did it! I missed Race One as my new Volvo of two weeks was a total write off after a car drove across the carriageway of the M25 and took me into the barriers at high speed. A special thank you to Poole for collecting my boat and to my crew Steve, who got me back in time for Race Two although a bit ?*!-?! but worth every effort as racing was demanding with an excellent barbecue and social.

The next event was the Scottish and Northerns at my home club with very light flukey winds. Then on to Lymington with howling gales and some of the most spectacular capsizes of the season - myself in a borrowed boat and first time out with transom sheeting. This season had two new venues. Netley being the first on the weekend after Lymington and worked extremely well, save towing the boats back North. It was well attended and a live band in the evening. The next event was at Felixstowe Ferry where everyone was accommodated at the "Hotel Carroll" - many thanks for your generosity. This was a superb venue with excellent sailing and it was a shame more boats did not turn up to support the event.

For the dinghy show, I hope I can get a GRP and a wood boat as last year with the latest possible sail numbers. We need as many helpers as possible on the stand at this the most prestigious dinghy event of the year where we gain more new members. So please, please come and enjoy the show and give us an hour or two of your time, it will be very welcome and worthwhile.

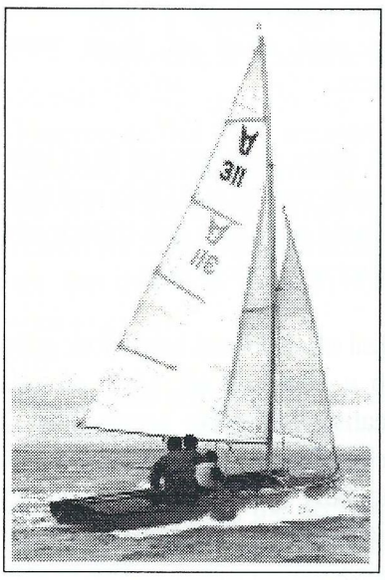
Robert



Blast From The Past

This issues "Blast" comes appropriately from Hayling Island, courtesy of Mrs Jill Dunston who features in the photographs. The text comes from the Times of 1963 the last time the Nationals were held at Hayling Island. The item was entitled "RED FACES IN THE SUNSHINE", and was attributed to "Our Yachting Correspondent.

"W.A.Claydon, in Frederica, so christened at the last moment after it had been suggested that Fred would be unsuitable, convincingly won the second race of the National Osprey Championships at Hayling Island yesterday, crossing the finishing line more than three minutes ahead of T.Needham in Bandicoot. Third was J.C.Mulville in Frantic, another minute and a half astern.



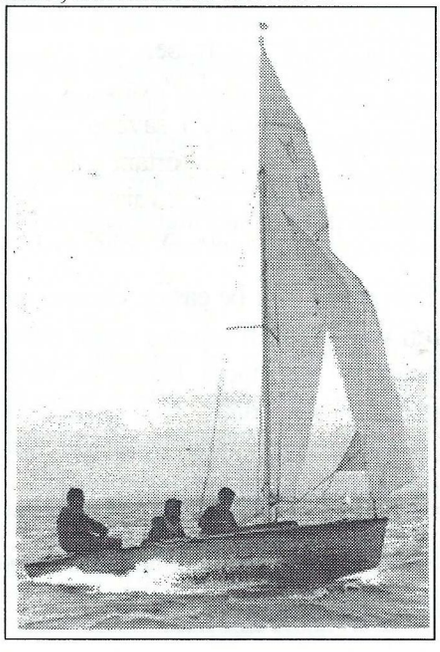
It was another day of scorching sun, but there were red faces, as well as scarlet backs and shoulders, when it was thought necessary after the race to measure the sails of the first six to finish. Two of them were found to have overlarge spinnakers, but it was decided not to disqualify them on condition the sails were altered in time for the race today.

A more serious objection was made to Frederica, and also to Indecision, sailed by W.Hudson who finished fourth, on the ground that the boats themselves did not conform to class rules. Their status is thus in question, and discussions were going on last night as to what action should be taken.

In a breeze that was still light, but had more weight than on Monday, the 48 strong fleet split into two groups at the start, crossing at opposite ends of the line. Sailing fast in the conditions, Frederica was first at the weather mark, but those following in her wake found that they had not fared as well as Frantic, Vikki (E.F.Radford), and Bandicoot, who had all stood out to sea.
From this point on Frederica never seemed likely to be caught, as she steadily increased her lead over the four rounds of the triangular course. Although the wind was constantly varying in strength and direction, there was little change in position among the leaders. Vikki slipped back to fourth place at the end of the second round, fifth at the end of the third, and seventh at the finish.

Results:-
Frederica 1: Bandicoot 2: Frantic 3: Indecision 4: Ramrod (J.R.Hall) 5: Fabulous (I.Proctor) 6.

Sue notes that Mike Mountifield crewed Frederica and also made the sails, whilst Sue herself was given honorary membership of the Osprey Association being the only female to finish in force seven winds, she came third overall.



Editors Comments: Thank you Sue, we appreciate the loan of the material.

RYA Rejoinders

SAILBOAT '97 AND THE BIG PARTY

It's going to be the biggest party of the year and you are all invited. So make a note in your diary now for Sailboat '97 over the weekend of 1st /2nd March at Alexandra Palace with the big party on the evening of the Saturday; the show closing later than usual at 7.30 PM.

Sailboat is the great annual extravaganza for dinghy sailors and windsurfers probably the biggest and most friendly gathering of dinghy sailors and windsurfers in the world. You can see boats from almost every class from the beautiful Norfolk Punts, first built in the 1930's to the very latest asymmetric flyers and the very latest in boards. You can watch stunning videos and join clinics run by top Olympic Sailors and Coaches.

Apart from being fun, Sailboat can also be the year's big shopping spree, indeed where better to choose that new wet suit or check out trailers, masts, sails or just the latest fittings, with many of the nation's suppliers and chandlers in one venue. You couldn't have a better opportunity to make the best choice or pick up the biggest bargain.

And the big party will be a first for Sailboat - whatever your club or class, whether you are the class champion or a beginner you will all be very welcome, so come along and enjoy the music, reduced price drinks and special events!

Travel too will be easier, cheaper and a lot more fun with a coach scheme **from clubs** everywhere direct to Alexandra Palace at very competitive prices. Full details will appear in Yachts & Yachting and will also be sent to clubs **throughout** England and Wales.

So watch for further details of Sailboat '97 and the Big Party.

Donald Forbes - Show Manager

Opinions

This new section is to enable you the reader to have your opinion offered to the whole of the Membership of NOCA. No offering will be edited unless it is offensive or libellous 'though no one will want to be that, so it's up to you ..... lets hear from you. Any subject and not just sailing!

Nationals Venues

Having been responsible for the recent survey on the subject of National's venues and having watched my good friend Ian Madeley work hard to ensure that we do get a place to go to and get a lot of chat, I feel its time something was said.

Firstly everyone had an opportunity to make their views known, only twenty out of a membership of approximately 170 bothered to complete and return the survey and most of those were Committee Members.

Why is it then that many members see fit to wax lyrical about Nationals venues at AGM's and take the opportunity to bend poor Ian's ears collectively (and others) until they are black & blue.

There is a great deal of effort and hard work goes into getting us to a venue at all. Most of you probably don't realise that every venue that is suggested is checked out, usually by a personal visit. It's amazing how many of the suggested venues are not interested in hosting us or are incapable of doing so.

It might be a good idea to check it out yourself before making the suggestion to Ian/the Committee/the Chairman. At least that way you will not be seen as another "venue talk junkie" and you will have not wasted a great deal of Ian's time and Association funds in having the venue checked out.

You might also like to consider that we have to book years in advance to ensure that we get the venues we want, Mounts Bay, arguably one of the

more popular venues, for example has to be booked some five years ahead.

Having listened to some of the conversations that have occurred you might like to consider my conclusions to this whole issue, they are

- There is not one venue to suit everyone.
- No matter what venue you choose there is a number who will not attend. (they are different people for each venue).
- There are a variety of reasons **for not** attending any given venue.
- There are a variety of reasons **for** attending those same venues.
- Where one particular venue scores another doesn't for you.
- At the end of the day it is a National Sailing Championship, therefore the most important criteria is the sailing. A liquid bar (not a sand one) afterwards is also important, as is suitable accommodation.

I appreciate that there are many more reasons for choosing a venue depending on who you talk to, but for example the family holiday isn't a good reason for choosing a particular venue. Neither is the fact that local pubs do not like single young men in groups.

OK I would not go to Poole because I felt I could not cope with the long sail out to the course area, but at least I took the trouble to go to Poole in advance of making the decision not to go, to see the situation for myself, I do not get irate that we are going to Poole however and suggest that its choice will result in a lack of attendance.

Add this to my pet hate of Race Officers who prevaricate about starting a race, whatever the reason. . I remember one race where we were out on the water for 5 hours, then didn't race because the wind died completely after that time. Add this problem to the long haul out at Poole maybe you will understand my rational for not attending. Sorry Phil, Chris, Dave, Martin and others from Poole.
Incidentally 100 out of 10 for Peter Glaiseby at Hayling this year, he started each race on time. Sure he moved buoys during the race, but it worked out right and I heard no complaints.

In conclusion we must all appreciate that there are a whole range of people out there, all with their own agenda for a Nationals Venue. Also we must appreciate that we need the majority of them to attend in order to make it viable to hold each Championship.

Ian in particular and the Committee do a very good job in organising your National Championships, lets leave them in peace at the Championships so that they can enjoy them also. If you do have some suggestions to make please check out the venue first to make sure that they would have us and then give Ian the contact details (Name & Telephone Number etc.) in writing.

Finally I appreciate that everyone who has done some ear bending does have the best interests of the Championships at heart and thanks for reading my views!

Tony McDonald

IMPORTANT IMPORTANT IMPORTANT

Membership Renewals For 1997

Inserted in this issue you will find a Membership Renewal Form, **All Members** are asked to complete their personal details and check to ensure that their Standing Orders are correct. Anyone still with a standing order for Western Trust should cancel that order and renew it for the current Association Bankers shown on the Form.

Everyone should therefore be completing their form and returning it so we can make sure that the Association Records are correct.

Please return your completed form to:-

Mr Ian M Madeley
Brookside, 283 Abbeydale Road South
Dore
Sheffield
West Yorks S17 3LB

Hints & Tips

Fixing Cleats to Boat Hulls - Hints No2 from Camcleats

Looking good... going faster.... that's what we all want. Fitting your cleats properly and in the right place can make all the difference. So, double check before you drill that first hole!



Time and care taken at the start to ensure cleats are positioned correctly, with good rope alignment, will help systems to work at their best.

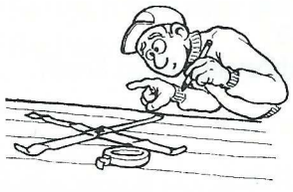
All fittings are subject to loads and must be fixed to a reinforced area, or the load spread with a backing plate. Clamcleat alloy cleats which can be subject to high loads, should be fixed with nuts and bolts, with a decent backing plate. Nylon cleats can usually be fixed with wood or self-tapping screws, because of their lower loads.



Before cutting a bolt to length, thread on the nut and then cut off the surplus. Unthreading the nut will remove roughness from the end and ensure the nut will go back on.

As well as the obvious tools, a roll of masking tape will be useful. Putting masking tape on the hull makes it easy to mark hole positions and protects the surface from unwanted damage if a drill bit should slip. Double sided tape can also be used to hold a fitting in place temporarily to check rope alignment.

Drilling pilot holes for the fastenings, whether bolts or screws is important as it helps prevent cracks in fibreglass and splits in wood. When you are happy that the pilot hole is in the right place, it can be enlarged as necessary. If you do make a mistake, it is much easier to fill a small pilot hole.



On a wood hull or deck, first mark the hole centres on a piece of masking and then stick the tape in place. This will prevent unwanted marks on the varnish or paint.

To stop sand, salt and muck collecting in the gaps, all fittings should be bedded on a marine sealant or bedding compound. While they look similar, they do different jobs. Use a bedding compound or universal sealant where adhesion is not wanted but you need to fill or seal gaps. Some are non-setting so fittings can be removed easily. Where high strength is, required for security and durability, then use a marine adhesive or sealant.



Be warned - it may be impossible to remove a fitting To maintain the integrity of buoyancy tanks do use bedding compound round the fastenings. Masking round the fitting and the surface to which it is being fixed before applying the sealant will give a nice clean edge when the tape is removed. Smooth the surface of exposed sealant with a wooden spatula or by running a wet finger round it.

Every hole that is drilled into a piece of wood should have a little varnish or epoxy dropped into it. This stops water getting into the wood and discolouring it. This is even more important where you cut a slot for something like a sheavebox. Here the whole of the exposed wood must be waterproofed.



When putting fittings on a part of the hull where access is only through a small inspection hatch, do check that you can get a nut onto the bolt. If the bolt is beyond arm's reach, try sticking the nut onto the end of a sail batten with tape or BLU-TACK.

When you have finished, all your new fittings will be just where you want them, doing what you want and looking good.



Our Thanks to Camcleats!

Osprey Leisurewear

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 Talgarth, Teal Farm, Washington Tyne & Wear NE38 8TL Tel 0191-417-3572 (evenings). Photocopy this page to save your magazine.

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

OSPREY LEISUREWEAR ORDER FORM

Name .....

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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 Caps) .....

The National Championships Results & Report

This year we are lucky to have two reports and I would like to thank both reporters. I cajoled Ken to write a report since he had just returned to the fleet, not knowing that Alison was also writing a report. I make no apology for including both since they are written from two quite different perspectives. I hope you enjoy both .... Ed

From the Competitors Point of View

Hayling Island gave us sunshine and varied conditions and 56 Ospreys took full advantage of this excellent venue, all races were sailed according to the programme

On the 28 July the practice and first points races were held in force 2 to 3 conditions. The practice race saw the usual practice of the front runners dropping out as the race progressed obviously happy with their boat speed and practice starts. The race was eventually won by Martin Lewis 1207.

Race 1 - The wind increased to a constant force 3 and places changed frequently throughout with the eventual winners being Porter and Willis. Barker made it clear he was in the running with a 2nd and a very creditable 3rd for Rainback and Angrave.

Race 2 - Dave Edwards and Adam Bowers sailing a new wood boat showed their skill to win. Fresh from the Fireball Nationals the pair were in good form. Martin Lewis and Oscar Chess finished 2nd and 3rd respectively in the force 3 conditions.

Race 3 - was perhaps the hardest race of the week for some, on the 2nd reach of the 2nd triangle a large raft of boats at the gybe mark allowed the boats behind to see the trouble ahead. Recovering from a bad start Rainback and Angrave and the others sailed a leeward loop to pass the raft and sail back into contention. The race was won by Barker with Gavin Rose 1203 in 2nd position.

Race 4 - and the winds increased to 4 to 5, Ian Porter took command and led from start to finish, Martin Lewis was 2nd and Oscar 3rd. With the wind increasing in strength it was an exhilarating sail back to the Club negotiating the "boiling" water over the sand bars.

Race 5 - was sailed in perfect Osprey conditions, force 4 and sunshine, Rainback and Angrave showed superb skill leading at the windward mark and blasting off down the first reach to open the gap required to win the race.

Rob Shaw and Steve Watson powered up to 2nd place - a good result after a not too good a start to the week. Oscar, never far off the pace, was a consistent 3rd. Barker and Townsend applied all their lightweight skills in this race and did enough to virtually ensure overall victory with a 4th. Edwards and Bowers after a bad start finished 5th.

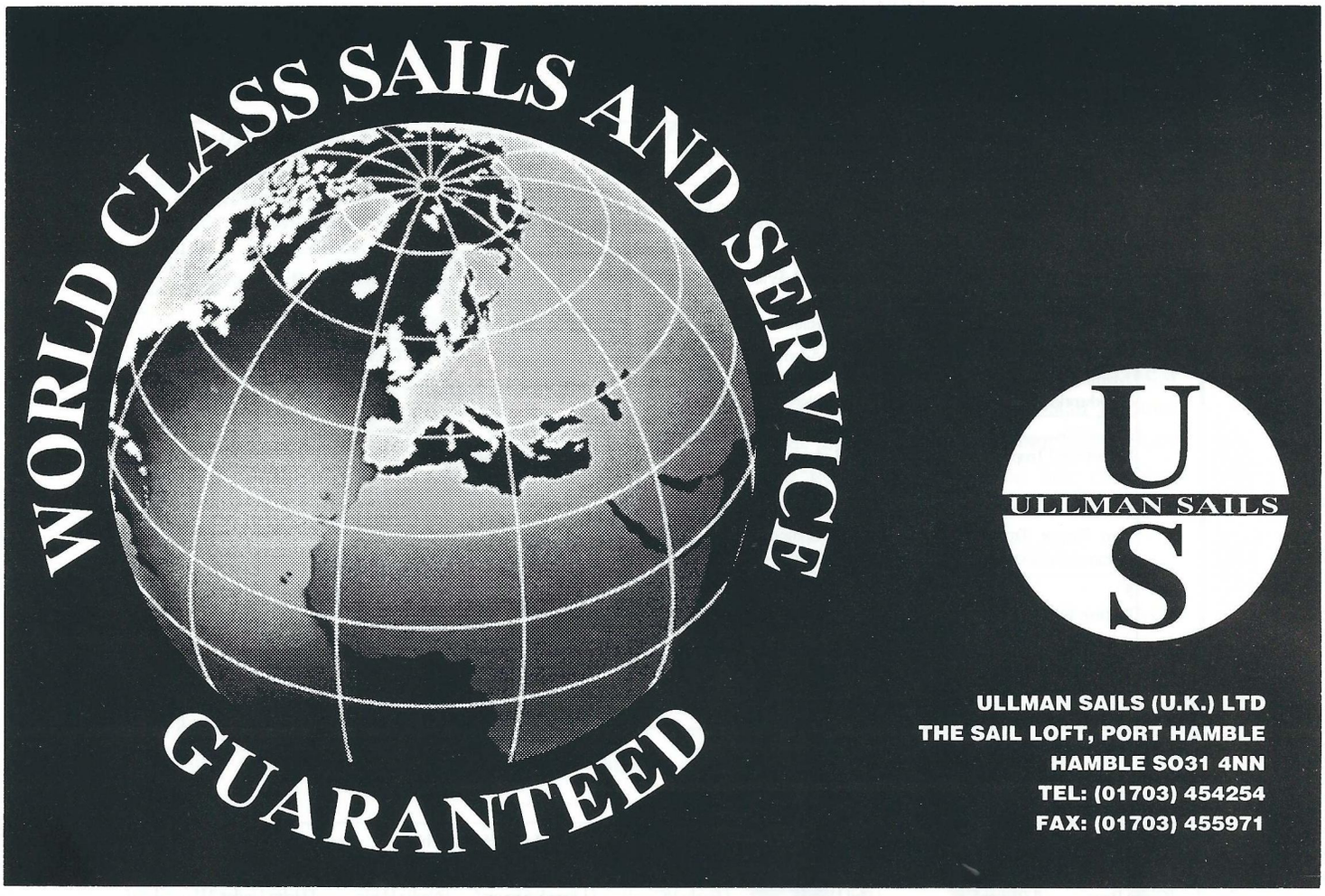
Race 6 - the last race was the flukiest race of the week, force 2 in which either side of the beat had it's losers and winners. Positions changed frequently with Oscar and Des Menear battling out to the line with Chess coming out ahead. Mr (Consistency) Barker was 3rd giving him the overall Championship victory. Oscars 7th early in the week cost him dearly, Dave Edwards couple of 5ths let him down and despite 2 wins Porter and Willis had to be content with 4th overall.

It turned out to be a good week socially as well, the Bar coped well enough and the balcony table was well used for apre's sail food and beer. The restaurant food was of high quality and reasonably priced and the "Fast Food" part downstairs was open when you needed it !

There was a Commodores Reception on Sunday evening, a barbecue midweek with a great Dinner Dance and Prizegiving in Portsmouth on Friday evening.

A very good week was enjoyed by all

Ken Carrdl.



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RACE RESULTS	1 st		2 nd		3 rd	
	Helm	Crew	Helm	Crew	Helm	Crew
PRACTICE Plycraft Trophy	Martin Lewis 1207 Poole	Peter Frith Schiaffino YC	Colin Rainback 1198 Poole	Phil Angrave Blue Moon YC	Oscar Chess 1085 British	Nik Daly-Hunt Toothpick Steel SC
1 Mounts Bay Trophy	Ian Porter 1278 Hayling	Nick Willis Compute This Island SC	Andy Barker 1234 Rock	Vyv Townend Jurassic Barker SC	Colin Rainback 1198 Poole	Phil Angrave Blue Moon YC
2 Martini Trophy / Bell Woodworking Trophy	DJ Edwards 1282 British	Adam Bowers Bron-Yr-Awr Steel SC	Martin Lewis 1207 Poole	Peter Frith Schiaffino YC	Oscar Chess 1085 British	Nik Daly-Hunt Toothpick Steel SC
3 British Steel Trophy	Andy Barker 1234 Rock	Vyv Townend Jurassic Barker SC	Gavin Rose 1203 Poole	Terry Greene One Step Beyond YC	Oscar Chess 1085 British	Nik Daly-Hunt Toothpick Steel SC
4 Ian Proctor Trophy & Commemoration Stand	Ian Porter 1278 Hayling	Nick Willis Compute This Island SC	Martin Lewis 1207 Poole	Peter Frith Schiaffino YC	Robert Shaw 1277 Sunderland	Steve Watson Roker Rat SC
5 Marlow Ropes Trophy	Colin Rainback 1198 Poole	Phil Angrave Blue Moon YC	Robert Shaw 1277 Sunderland	Steve Watson Roker Rat SC	Oscar Chess 1085 British	Nik Daly-Hunt Toothpick Steel SC
6 Saundersfoot Trophy	Oscar Chess 1085 British	Nik Daly-Hunt Toothpick Steel SC	Des Menear 1280 Mounts	Peter Ogg Obsession Bay SC	Andy Barker 1234 Rock	Vyv Townend Jurassic Barker SC

OTHER TROPHIES

Filey Novice	Stubley/Evergreen	Creeksea	Offer Team	First Lady Helm	First Lady Crew	Junior Trophy
Gavin Rose 1203 (7th) One Step Beyond Poole YC	Richard & Jeff Cooper 420 (33rd) The Fast Lady Blithfield SC	Phil Holt & Malcolm Shakesby 888 (42nd) Pieces of Eight Poole YC	Poole YC 1198 (5th) 1207 (6th) 1203 (7th)	Jane Seymour 1259 (30th) Buff & Chundra Stone SC	Nadia Hosie 1233 (14th) Blind Faith Poole YC	Helm Under 21 Edward Whipp 1146 (44th) One Jump Ahead Manx SC

Junior Trophy	Masters	Tenby Tankard	Stubbs	Tubbs	Endeavour Trophy	Crews Race
Crew under 21 Peter Greg 1280 (12th) Obsession Mounts Bay SC	Andy Barker 1234 (1st) Jurassic Barker Rock SC	Nick Willis 1278 Compute This Hayling Island SC	Gavin Rose Terry Greene 1203 by 0.1 of a point One Step Beyond Poole YC	Des Menear 1280 Obsession Mounts Bay SC	Chris Mant 1112 Hot Stuff Oxford SC	Ken Carroll 1175 Abel 2 Felixstowe

Want to know what equipment to use?

Want to use what the top people use ?

Want to get down to the best weight?

Want to buy a new boat but you are not sure who to get to build it?

Look no further!!!!!

Position	1st	2nd	3rd	4th	5th	6th
Boat	1234	1085	1282	1278	1198	1207
Boat Name	Jurassic Barker	Toothpick	Bron-yr-awr	Compute This	Blue Moon II	Schiafino
Helm	Andy Barker	Oscar Chess	DJ Edwards	Ian Porter	Colin Rainback	Martin Lewis
Crew	Vyv Townend	Nick D-Hunt	Adam Bowers	Nick Willis	Phil Angrave	Peter Frith
Helm Weight	10 $^{3}/_{4}$ St	12 St 7lbs	9 $^{1}/_{2}$ St	14 St	12 St	11 $^{1}/_{4}$ St
Crew Weight	12 St	13 $^{1}/_{4}$ St	14 St	14 St 7 lbs	14 St	13 St
Hull Make	Hewitt	McCutcheon	T.Greaves	Porter	Creasey	Claridge
Mast Type	Etched Epsilon	Soveriegn	Superspar M2	Sleeved Superspar M2	Superspar M2	Neddlespar
Rudder	Milanes	Milanes Fixed	Milanes	Porter	Milanes	Bloodaxe
Centreboard	Milanes	Graham Vick	T.Greaves	Porter	Milanes	Bloodaxe
Main	Ullman	Relling	Relling	Pinnal & Bax	Ullman	Hood
Genoa	Ullman	Relling	Relling	Pinnal & Bax	Ullman	Hood
Spinnaker	Ullman	Relling Special	Relling	Diamond Pinnal & Bax	Ullman	Hood

From the Lady in the Race Team

The six race series was sponsored by Fast Tack Chandlery, Relling One Design, JR Hawker Engineers and Sundale Computing Ltd. The event was won by Andy Barker and Vyv Townend in 1234 Jurassic Barker in a close finish.

A total of 56 boats competed, coming from as far afield as Sunderland, the Isle of Man and Mounts Bay. Racing took place in Hayling Bay in ideal sailing conditions. Principal Race Officer Peter Glaisby started the fleet on time every day and set good Olympic courses, always moving the marks to compensate for wind shifts. Winds were mainly moderate south-westerly, which got most of the fleet off the beach and out sailing each day. There were mixed fortunes for the top boats, with only one boat winning two races and the pathfinder generally having to pull back from a rather mediocre start.

A short practice race took place on the first day immediately before Race 1. In Race 1 the westbound tide favoured those going out to sea on the beat. Ian Porter and Nick Willis in 1278 'Compute This' led from the start, with Colin Rainback and Phil Angrave in 1198 'Blue Moon' and Barker/Townend in pursuit. Barker/Townend tacked a boat length down at the finish to squeeze Rainback/Angrave into third place on the line.

The Race Officer was extremely generous to the competitors by allowing the gate start to run for four minutes, but tightened up the start to the minimum two minutes for the second race. Martin Lewis and Peter Frith in 1207 'Schiaffino' took a big lead for the majority of the race but eventually finished second to D J Edwards and Adam Bowers in 1282. Oscar Chess and Nick Daily-Hunt in 1085 'Toothpick' finished third. Once again the tide favoured those going out to sea. A port/starboard incident on the first beat led to the only protest and disqualification of the whole week - I don't think Rob Shaw will allow Des Menear out to play Ospreys again!

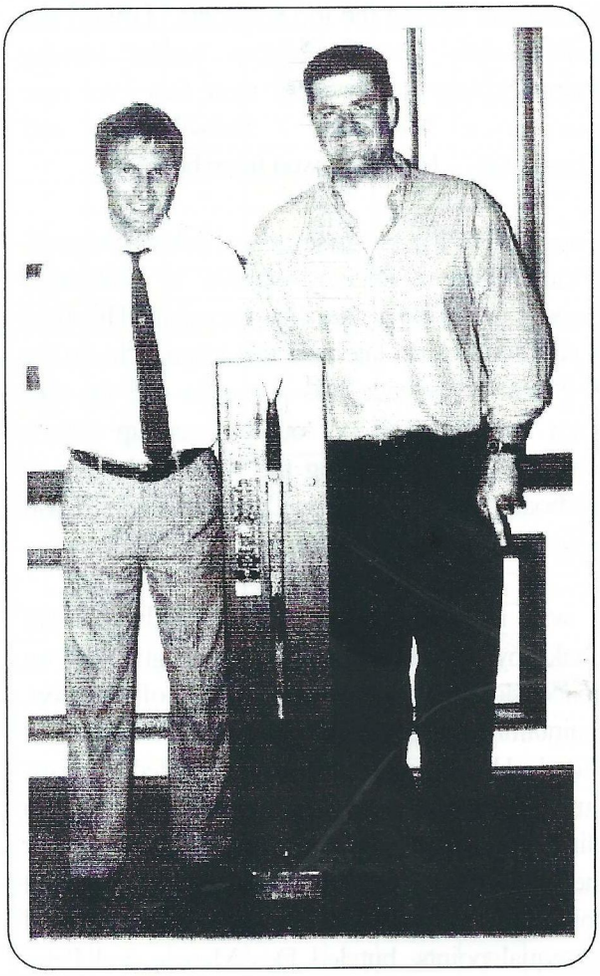
The third race was sailed in the most trying wind conditions of the week. The new wind never quite

Congratulations

We all send our Congratulations and Best Wishes to Lisa and Oscar Chess who now have a Daughter Niamh born on the 19th June.

Just too late for last Julys Magazine, just like a woman (real scoop this mag!). Oscar assures us that that is now it, Family complete, does this mean he is giving up the title of "Sex Muppet" we wonder. Will all this contentment make Oscar slower round the course?

Being serious, Lisa and Oscar we all wish you many happy years with each other and your now completed family.



Wilkinson Sword Winners Rob Shaw and Steve Watson who attended every Open Meeting but one which was a double ..... Well Done Lads

reached the course area, which led to many boats parking in a hole at the wing mark on the second triangle. Chess/Daily - Hunt lost their big lead and finished third to Barker/Townend and Gavin Rose and Terry Greene in 1203.

The Crew's Race was sailed before the fourth race. With ten entries and a windward/leeward course some very competent helming was demonstrated, with all the boats being right on the line at the start. Perhaps you crews could teach your helms a thing or two! The fourth race was once again led from the start by Porter/Willis and was shortened to three rounds as the wind was increasing and crossing Hayling Bar was becoming more challenging by the minute. Lewis/Frith and Class Chairman Rob Shaw with Steve Watson in 1277 finished second and third respectively.

Race 5 featured a great deal of place changing throughout among the top ten boats. Lewis/Frith retired early with a broken rudder leaving Rainback/Angrave to score their first ever race win in a Nationals. Shaw/Watson and Chess/Daily - Hunt followed them home.

Coming into the last race either Barker/Townend, Porter/Willis, Rainback/Angrave or Edwards/ Bowers could clinch the championship. This time it paid to go for a late gate and to go right on the first beat. The race was 4 rounds and the race team had its work cut out to keep up with a wandering wind, shifting the windward mark to starboard before the second beat and back to port before the fifth beat.

It was nice to see Philip Holt and Malcolm Shakesby in 888 'Pieces of Eight' in an unaccustomed position at the front of the fleet, maintaining seventh place until the end of the first round. However, true form soon started to show, but this performance was enough for them to clinch the prize of a new Relling spinnaker for their efforts during the week. Chess/Daily - Hunt could only hope to finish as high as second overall on equal points, but led Des Menear and Peter Greg in 1280 round from start to finish. Barker/Townend finished third to take the championship by 3 points from Chess/Daily - Hunt.

The social side of the week was also a great success. Families found that there was plenty to do in and around Portsmouth, and for sandy beaches you just couldn't beat the one at the Club (the site of the Club is not called Sandy Point for nothing!) There were several organised events such as the Commodore's Reception and the BBQ and Disco, and also some free evenings which allowed the Crews to get away for their traditional Lager and Lard night. This of course was counteracted by a rather civilised meal at a local hostelry for the Helms. The Games Night was won by a team from Poole YC.

The grand finale of the week was the Prizegiving Dinner at the Forte Posthouse Hotel in Portsmouth. Coaches were laid on from the Club and the event was packed with people celebrating the end of a very enjoyable week. The usual wide range of Osprey silverware was supplemented by prizes generously donated by the sponsors, particularly Fast Tack Chandlery. The coaches eventually delivered back to the Club an exuberant crowd who had decided that the headrest covers made rather fetching hats and were compulsory wear on the return journey! The braver souls tried a bit of skinny dipping in the sea at 2am but others just drifted off to start the recovery process.

The whole week proved once again that Hayling Island Sailing Club is a first class championship venue. It was all summed up by Roger Edwardson (1230) who said that in 30 years of competing in national championships it was the best one he had ever been to! Now beat that, Poole!

Alison Staindy

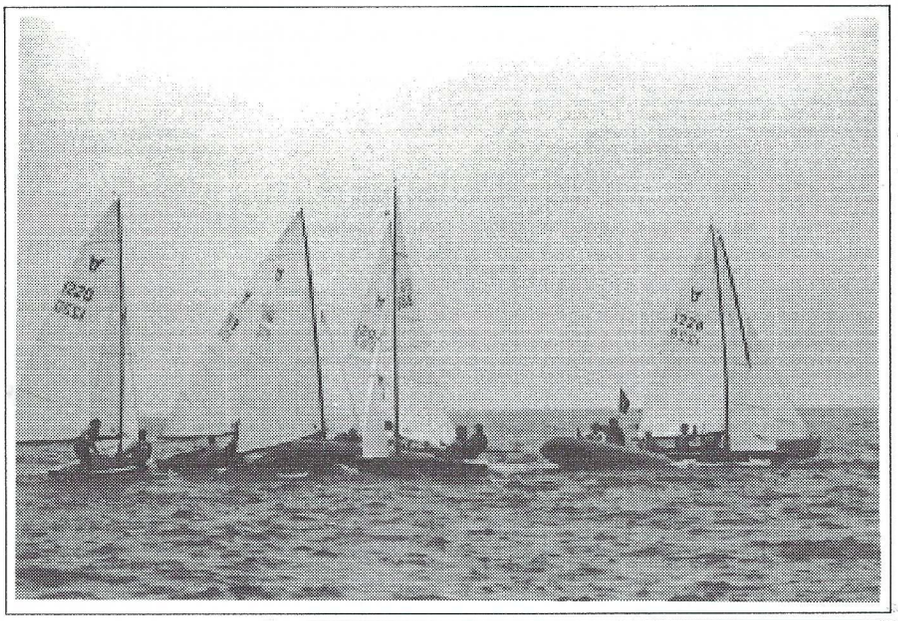
(Martin's other half or Mrs Splashy) with acknowledgement to *Jane Pillis* for the bits I forgot.

9th October 1996

HELM	CREW	Sail No.	Sun	Mon	Tues	Wed	Thur	Fri	Pos	Tot Pts	Dis	Net Pts
ANDY BARKER	VYV TOWNEND	1234	2	4	0.75	-6	4	3	1	19.75	6	13.75
OSCAR CHESS	NIK DALEY HUNT	1085	7	3	3	-9	3	0.75	2	25.75	9	16.75
DAVID EDWARDS	ADAM BOWERS	1282	-5	0.75	4	4	5	4	3	22. 75	5	17.75
IAN PORTER	NICK WILLIS	1278	0.75	7	6	0.75	6	-7	4	27.5	7	20.5
COLIN RAINBACK	PHIL ANGRAVE	1198	3	5	-11	5	0.75	9	5	33.75	11	22.75
MARTIN LEWIS	PETER FRITH	1207	6	2	8	2	-57	5	6	80	57	23
GAVIN ROSE	TERRY GREENE	1203	16	-19	2	7	7	6	7	57	19	38
ROBERT SHAW	STEVE WATSON	1277	4	-58	21	3	2	13	8	101	58	43
ALAN LAING	BOB ILES	1272	8	9	-14	13	10	8	9	62	14	48
MARTIN STAINSBY	WAYNE ROGERS	1254	17	6	12	8	-20	10	10	73	20	53
DAVID CARROLL	KEN CARROLL	1175	11	13	-15	10	8	11	11	68	15	53
DES MENEAR	PETER GREG	1280	9	24	5	-25	14	2	12	79	25	54
DAVE GORRINGE	JON GORRINGE	1226	13	11	9	14	11	-18	13	76	18	58
CHRIS GORRINGE	NADIA HOSIE	1223	10	12	-18	12	9	16	14	77	18	59
MARK TAYLOR	STEAVE BROWN	1024	-18	15	7	18	12	12	15	82	18	64
RICHARD MARSHALL	TONY HARPER	1195	14	8	-22	11	15	17	16	87	22	65
ROGER KENT	JAMES ANDERSON	665	15	10	10	15	-18	15	17	83	18	65
TIM WHITE	CHRIS WHITE	1231	20	14	16	-23	17	14	18	104	23	81
ADRIAN SUMMERS	PAUL WALKER	1285	12	17	19	-20	16	19	19	103	20	83
TIM MITCHELL	ROB GILLESPIE	1140	25	16	13	17	23	-26	20	120	26	94
STEWART MAUNDER	STEPHEN BIRLIS	1194	19	21	17	-24	22	21	21	124	24	100
MIKE TAYLOR	JONATHON WILLEY	1284	22	18	20	19	21	-29	22	129	29	100
DAVE CHALKLEY	IAIN WILLIAMS	1116	24	22	-30	22	13	24	23	135	30	105
JOHN LANG	MALCOM CLACK	1178	-31	20	24	21	24	22	24	142	31	111
ANDY REED	MIKE SMITH	1275	23	26	29	16	19	-35	25	148	35	113
DAVID CHARLES	MARTIN STEPHENS	1142	21	23	-26	26	26	20	26	142	26	116
PETER JONES	SIMON JONES	1188	28	-33	28	29	27	30	27	175	33	142
DAVID MILNE	JOHN JARVIS	1171	26	28	-44	30	29	31	28	188	44	144
ROGER EDWARDSON	DAVID LYALL	1230	29	27	37	27	25	39	29	184	39	145
JANE SEYMOUR	CHRIS SEYMOUR	1259	-42	36	23	35	36	25	30	197	42	155
MIKE GUY	ANDREW GUY	1201	34	29	25	-38	35	33	31	194	38	156
PETER REEVES	LUKE REEVES	1228	30	34	31	-59	31	32	32	217	59	158
RICHARD COOPER	JEFF COOPER	420	32	25	-52	28	30	49	33	216	52	164
KAY ROBINSON	BILL MUNNERY	1261	-46	32	33	31	39	38	34	219	46	173
RICHARD HATTERSLEY	SUE HATTERSLEY	1216	41	-59	27	34	33	44	35	238	59	179
MARK KETLEY	GRAEME OLIVER	1220	36	39	41	36	32	-43	36	227	43	184
ROBERT THOMAS	PAUL TAYLOR	1273	40	-59	34	47	44	23	37	247	59	188
COLIN PUGH	SALLY PUGH	1250	-57	41	36	46	43	28	38	251	57	194
RICHARD HEWITT	PAUL JAMESON	1276	39	-59	42	43	28	42	39	253	59	194
TED GADD	CHRIS WILDE	660	33	38	40	-57	47	37	40	252	57	195
NICK JONES	BRIAN QUAYLE	1233	44	31	48	37	-59	36	41	255	59	196
PHILIP HOLT	MALCOLM SHAKESBY	888	48	44	38	-59	41	27	42	257	59	198
JOHN SHENTON	TOM HENDERSON	919	38	42	49	33	37	-50	43	249	50	199
EDWARD WHIPP	WILLIAM T-FERRAND	1146	27	30	57	32	-59	54	44	259	59	200
DAVID ATKINS	TOM MACMORRAN	1219	47	-59	46	39	34	40	45	265	59	206
IAN MADELEY	PAUL MADELEY	905	37	37	45	41	46	-51	46	257	51	206
ROB KEMP	PHILLIP COXHILL	1069	50	40	32	48	-59	41	47	270	59	211
CHRISTOPHER MANT	GRAHAM MANT	1112	-52	45	39	40	42	47	48	213	52	213
HUW MORGAN	JON LLOYD	1164	45	43	43	-59	38	46	49	274	59	215
MICHAEL RICHARDSON	DAVID BOURNE	1269	35	35	57	45	-59	45	50	276	59	217
KEITH GIBBONS	JOHNATHAN GIBBONS	1205	57	-59	35	42	59	34	51	286	59	227
STEPHEN OFFER	MARK SEAGER	1031	49	-59	50	49	40	52	52	299	59	240
TERRY McDONALD	ANDREW McDONALD	695	43	-59	47	44	59	48	53	300	59	241
ROGER BAKER	SCOTT ATKINSON	805	-59	59	51	50	48	53	54	320	59	261
IAIN SUTHERLAND	SUZANNE SUTHERLAND	1224	51	59	59	59	45	-59	55	332	59	273
STEPHEN SHARP	PAUL COX	1245	59	59	59	59	59	-59	56	354	59	295

Discard = -Points Did Not Finish =57 Disqual =58 Did Not Start = 59

The Nationals '96



They are off, Roger Kent and James Anderson doing their stint as Pathfinder.

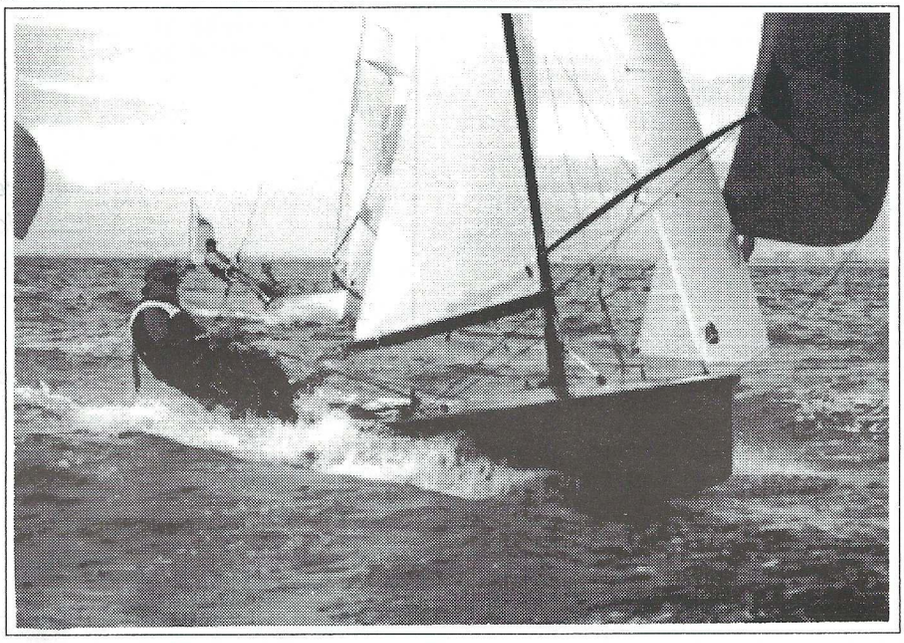
Bit scarey this Roger look at all those boats heading towards us.

Its OK James we've got two rubber boats to protect us ..... I hope!!

1116 Dave Chalkley & Iain Williams flying.

More speed Iain I want to beat that Watson !!!!!!

No chance Chalkers this is not Tenby !!!





Where have all the others gone, Mike Taylor and Jonothan Willey

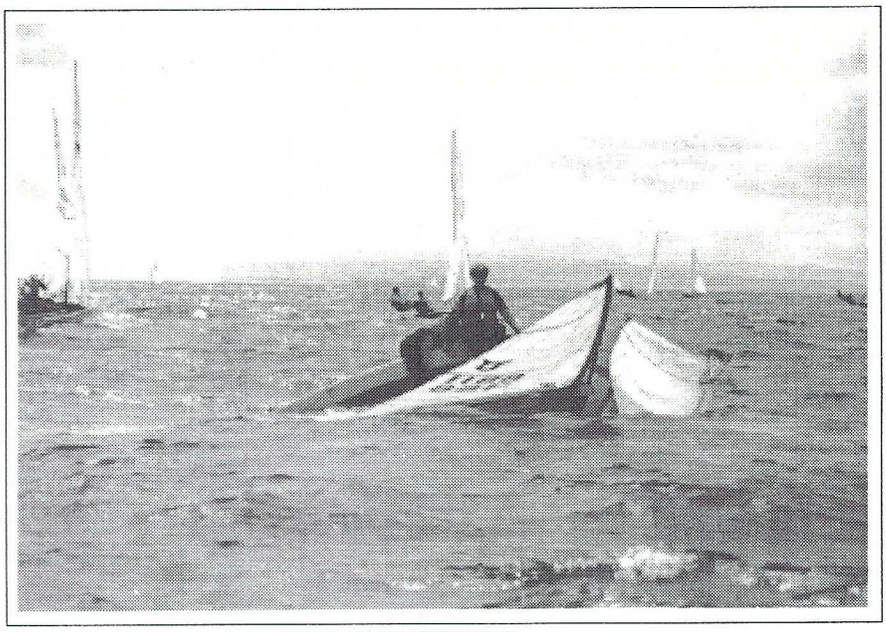
Can't see anyone Jon

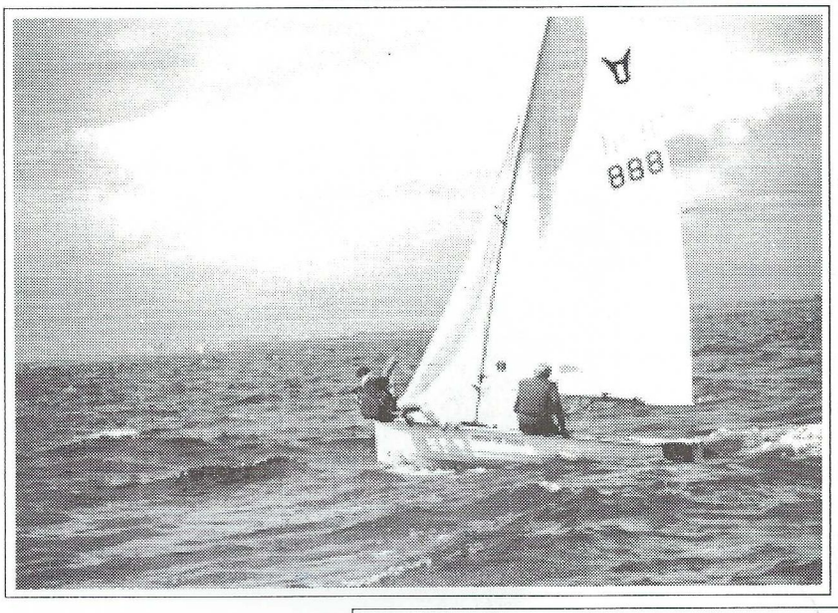
Bet they are all in the Bar Mike!

1188 Peter & Simon Jones pushing it just that bit too far.

Ooohps! What did you let go this time Peter?

Never mind about that Simon just get your **se over the side and on this plate!!





Pieces of Eight Phil Holt and Malcolm Shakesby

Winners of the MKII Trophy

Malcolm you just get up front and watch out for weed!!

695 Terry & Andy McDonald Just Bowling Along

ANDY WATCH THAT KITE !!!

Hang on a minute Dad, theres a Photographer in that Boat. I want to Pose



All photographs courtesy of Eddie Mays

The Ten Commandments - The Sutherland Version

We did our first Osprey Nationals at Hayling Island and our inexperience told, so we have some advice for other newcomers to make the most of the experience.

Ten things you need to know about the Osprey Nationals.

1. It is not necessary to take along a complete boat. Take any part of an Osprey, a keelband would be a good start, and willing helpers will lend you bits, tools, advice and labour to build a new one overnight. It can be measured and on the water for the practice race.
2. Two years notice is not enough. Very few boats will be anywhere near ready for the Nationals and that is why the dinghy park looks and sounds like a major industrial enterprise on a Saturday night.
3. The Sailing Instructions are actually straightforward (?) but are big enough to be on a CD-ROM and should certainly be published on the Internet.
4. Gate starts can be tricky, if, like us you have not done them before, be thankful for Alan Sheldrick's Training Weekend which gave an idea of what to expect.
5. Starting quite near the current National Champion does not mean you will finish near, or even see him after the first two tacks. It certainly doesn't mean you have started at the right end. If he's made a mistake he will rectify it. You probably won't even know about the mistake.
6. Starting near the guys and girls you usually end up with does not mean you will ever get rid of them and end up in "better" company. Wherever you start, you will end up with them, sometimes in front, sometimes behind.
7. The Osprey Fleet comprises sensible people, some of mature years, who can be extremely silly in public for a week, often when they are not sailing.
8. Racing is relatively easy. Getting to and from the course can be life threatening. At Hayling, they were testing a new ride for EuroDisney but it was considered too hairy.
9. Getting to and from the course is not as life threatening as getting to and from bed after the socialising.
10. Sign up for next year, Plan boat maintenance to allow for major works on Saturday, July 27th, 1997.

Ian and Sue Sutherland
1224 Hagar the Horrible



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'96 Results

Inlands	**1st**
Scottish/Northerns	**1st**
Welsh & Midlands	**2nd**
Southerns	**3rd**
British Steel	**1st**
Hornsea	**1st**
Lymington	**1st**
Netley	**1st, 2nd**
Felixstowe	**1st**

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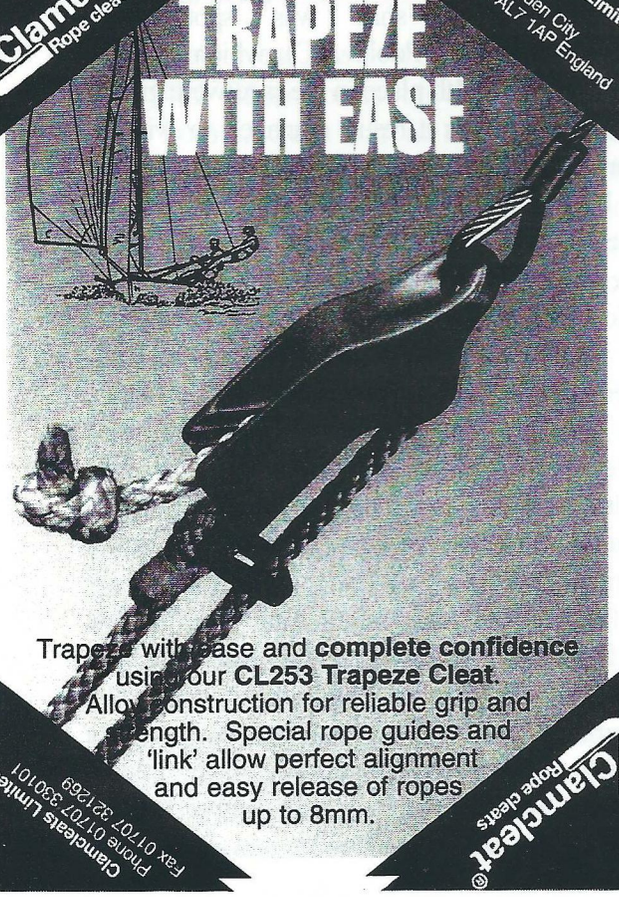
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Area Championships

Scottish & Northerns - Rat Cleans Up

This years event was hosted by Sunderland Yacht Club and we were privileged to have the presence of Peter Cotgrove, Chairman of the RYA, who came to watch the Ospreys competing.

Saturday saw light fluky winds with large rollers giving rather difficult racing conditions. Race 1 was convincingly won by John Lang (WRSC) from start to finish with Robert Shaw second (SYC) and Roger Edwardson (KWSC) third. Sunday morning Race 2 started with a nice breeze which increased during the race. Robert Shaw came first, second John Lang with Dave Carroll (FSSC) in third. Race 3 was held in a 2-3 increasing to 4-5 giving exciting racing for all. Robert Shaw held first place from start to finish with Dave Carroll second and John Lang third.

Monday morning started as a Race Officers nightmare - no wind at all. Deciding to hold the Ospreys on the beach was a wise decision and allowed wind to fill in, race 4 commenced an hour later. After jostling positions with Dave Carroll, Robert Shaw finished first with Nick Jones (SSC) following close second and John Lang third. Because of the morning delay, race 5 was started as soon as the new course was set due to a major windshift. Race 5 saw an exciting and challenging race with Robert Shaw in first just managing to hold off John Lang in second and John Abraham (RCS) in third, all boats finished within five minutes of each other. Overall positions in these very varying conditions were

Pos	Pts	Boat	Name	Helm/Crew	Club
1	3	1277	Roker Rat	R Shaw/S Watson	Sunderland
2	7.75	1178	Psycho	J Lang/M Clack	West Riding
3	13	1178	Abel 2	D & K Carroll	Felixstowe Ferry
4	22	1233		N Jones/B Quayle	Stewartby
5	23	1230	Rif Raf	R Edwardson/ D Lyall	Kielder
6	24	1281		M Mooney/P Warner	Hornsea

Report by
Richard Hewitt

Southerns - A Poole 1-2

This years Southerns were held at Mounts Bay on 4th & 5th May, four races were scheduled to take place to decide the Champion.

A fleet of 25 Ospreys competed coming from as far afield as Sunderland in the North West and Hornsea on the East Coast, as well as a strong contingent from Poole in Dorset.

Racing began in an easterly force 4, increasing during the race to a force 5. An easterly wind in Mounts Bay produces some challenging conditions, even for such powerful dinghies as the Osprey. The Race Officer, James Curnow, set the course south west of St Michael's Mount and the competition at the front of the fleet was between the current National Champions, Barker/Townend (Rock SC) who finished 2nd, with Lewis/Frith (Poole YC) finishing first and Shaw/Watson (Sunderland SC) coming in third.

A major wind shift was spotted by Rainback/Angrave (Poole YC) which enabled them to climb to 4th place in the race were greatly encouraged and as a result managed to win the second race with ease. Highest placed Mounts Bay boat was Des Menear and Peter Greig who gained 6th and 7th in the first two races.
Race three was on Sunday morning in much kinder conditions with a flatter sea and slightly less wind. Rose/Greene (Poole YC) won Race Three followed by Menear/Greig and Lewis/Frith, with Rainback/Angrave attaining 4th place. The "Title" was wide open with some consistent results and it all depended on the final race. Early on in the race MBSC Osprey Fleet Captain Barrie Reynolds and crew Paul Badcock led the race for the first round having sailed a very skilful first windward leg, but the race was won by Lewis/Frith followed by Rainback/Angrave and a determined Menear/Greig coming third. Martin Lewis and Peter Frith therefore won the title of Southern Area Champions. The highest placed Mounts Bay duo was Menear and Greig who

achieved 4th overall, a fine result against some of the best Osprey sailors in the country.

The prizes were presented to the first five crews by the Mayor of Marazion, Mrs Betty Barnard, at the end of a very successful weekend for competitors and the host club alike.

Overall Results

Pos	Crew	No	Club
1	Martin Lewis/Peter Frith	1207	Poole
2	Colin Rainback/Phil Angrave	1198	Poole
3	Robert Shaw/Steve Watson	1277	Sunderland
4	Des Menear/Peter Greig	1280	Mounts Bay
5	Andy Barker/Vyv Townend	1234	Rock

report by

Jim Tucker

Publicity Officer MBSC
with thanks to John Marks for ensuring this report reached the Editor.

Welsh & Midlands - Chess Casts a Firm Check to Win.

This years event was held by Blithfield on July 13th/14th, fifteen boats travelled hundreds of miles from 13 clubs from all over the country to compete. One each from Mounts Bay, Burnham, Hornsea, Sunderland, RYA, West Riding, Felixstowe, Shoreham, Stewartby, Netley, M & H and Ribble, and three from British Steel to join the five home boats for the last Open Event prior to the Nationals.

The Saturday was a warm day with strong winds force 5 and gusting throughout the sailing day. The race team and rescue teams arrived well in advance of the scheduled start time to move marks and limit bouys. Even a replacement mark number TWO (the previous one had sunk) had conveniently arrived at the club the day before.

Galley and Bar crews were also on hand to provide refreshments to our visitors as they arrived. The eighteen starters for the first race got away cleanly on schedule at 2pm in the testing but exciting conditions. There were a few capsizes but all were able to rejoin the race. Oscar Chess & Nick Daily-Hunt soon moved to the front followed by David & Ken Carroll, Des Menear & Peter Greig and John Lang & Malcolm Clack. Positions changed frequently during the race except for Chess who led throughout. At the finish Chess was followed by Carroll, Menear, Robert Shaw & Steve Watson, Micheal Taylor and Jon Willey with Lang 6th.

The second race started at 4.30pm with the conditions very similar to those for race 1. DJ Edwards & Adam Bowers who had spent their time since arriving at the club and throughout Race 1 fitting out their boat, joined the fleet for the race. Chess again led from Carroll, Shaw, Andy Reed & Mike Smith, David Charles & Martin Stevens and Potter. Positions again changed frequently and Reed was very unfortunate when after rounding the last mark before the finish his main halyard parted when in fourth place. The only consolation being that the mark was No 1 and not far to sail home. Chess won comfortably from Shaw, Menear, Carroll, Charles and Lang who pulled up six places after lap one. The situation after two races was that Chess was in the lead but the next three places each had six points.

After the racing a meal was served in the clubhouse all the diners enjoying a fine repast prepared by the Ladies of the Club. .... And so to home or digs to bed, car to sleep or maybe tent or if none of these the floor of the clubhouse. Sunday arrived and as expected a hungry group awakened and descended on the clubhouse for their breakfast. A replacement Chef had been hastily appointed and served a fine menu to an appreciative group.

Sunday was a glorious day with sunshine and a good 3-4 wind. At the 10.30 am start the fleet, now twenty boats were called back with a general recall. The race finally got away at 10.50am and the binoculars were trained on the first mark No6 to see if Chess had again taken the lead. However Keith and Jonathon Gibbons who tacked off soon after the start found the quickest path to the first mark to lead the fleet followed by Edwards, Lang,

Carroll. Menear. Ian & Paul Madeley. Richard & Geoff Cooper. Edwards managed to pass the two local heroes but they maintained second place for two laps. Positions were closely fought and as Edwards retired the finishing order was Lang. Chess. Carroll. Menear. Taylor and Shaw. Chess had climbed from 9th place after the first lap to a second place to win the meeting.

The conditions remained perfect for race four. which got underway at 1.30pm after another general recall. Edwards led from Shaw. Menear. Carroll. Guy and Taylor. Edwards again retired leaving Taylor the winner from Shaw. Menear. Carroll. Lang & Guy. The last race finalised positions 2 to 4 in the series.

The Final Top Ten Positions were

Boat	Name	Crew	Club	Pts
1085	Toothpick	O.Chess/N Daly-Hunt	British Steel	3.5
1277	Roker Rat	R.Shaw/S.Watson	Sunderland	8
1280	Obsession	D.Menear/P.Grieg	Mounts Bay	9
1275	Abel 2	D & K.Carroll	Felixstowe	9
1284	Out of the Blue	M.Taylor/J.Willey	Burnham	10.75
1178	Psycho	J.Lang/M.Clack	W'Riding	11.75
1275	Public Enemy	A.Reed/M.Smith	Hornsea	22
1142	Jack Attack	D.Charles/M.Stevens	British Steel	22
1201	Up-A-Class	M & A Guy	Blithfield	24
1259	Buff & Chunder	J & C Seymouir	Shoreham	29

Report by

Chris Guy

In Memorium

It is with great sadness that through this magazine I have to tell you about the tragic death on the 30th June 1996 of **Mike Gilbody**, who for many years sailed Osprey's at Hornsea. Mike sailed many different Osprey's over the years. Starting in 1974 with 162 followed by 904. 590. 1140 and finally 1217.

This he sold in 1988 when he left the Osprey Fleet to sail his Flying Fifteen at Brough on the river Humber. It was here that Mike and his sailing companion Eric Ridsdal died following a capsize in freak weather conditions. Mike leaves a widow Joyce and two grown up children.

You may recall Mike worked for many years as a representative for Jack Holt. a job he gained a lot of pleasure from and was always happy to see familiar faces at the boat show. Mike will be sadly missed by all who knew him.

Mike Smith
Commodore Hornsea Sailing Club

Trophy Secretaries Plea

Now the sailing season is over and you are probably sitting in your lounge with the heating on and a beer at your side. Can I ask you to cast your eyes around the room you are sitting in and see what Pots & Shields you have (No I'm not interested in the Andrex).

Now having done that you know that piece of paper you saw and then chucked in the bin. well go and get it back. Now could you spare me a few seconds and fill in all the Osprey Trophies that you have got and then mail it to me (The paper).

I am trying to complete a full register of trophies. which will then enable the full presentation of trophies at next years Open Meetings and Championships. The committee has tried to achieve this on a number of occasion's and now the job has fallen to me to complete. I would greatly appreciate your help.

The trophies of the class association are its heritage and I hope that you will all help me with this issue.

Nick Jones

Ladies Lyricism's

OSPREY NATIONALS 1996 - A VIEW FROM THE COMMITTEE BOAT or Miscellaneous musings from one of the Race Team.

It is such a good start to our day when that cheery man and his friend come and circle round the Committee boat to wish us good morning - every day too! Thank you, whoever you are.

Why have all the boats parked up on the corner on their way out of the harbour? There is plenty of wind out here. You don't believe me, do you? I do recognise the spinnakers and that is Hayling boats one and two round the first mark. (Ian Porter / Nick Willis and Martin Stainsby / Wayne Rogers).

It is interesting being at the leeward mark. I haven't heard half these words before - well certainly not since I stopped sailing with Mr Splashy. (Martin Stainsby) Don't worry about all the noise coming from that boat. It's only a husband and wife tiff. (Chris and Nadia)

I discovered a new exercise this week - it is called 'Stainsby Stamping'. All you have to do is jump up and down in the boat when you don't like what has happened at the leeward mark. It tests the structural rigidity of the boat and is such good entertainment for the race team.

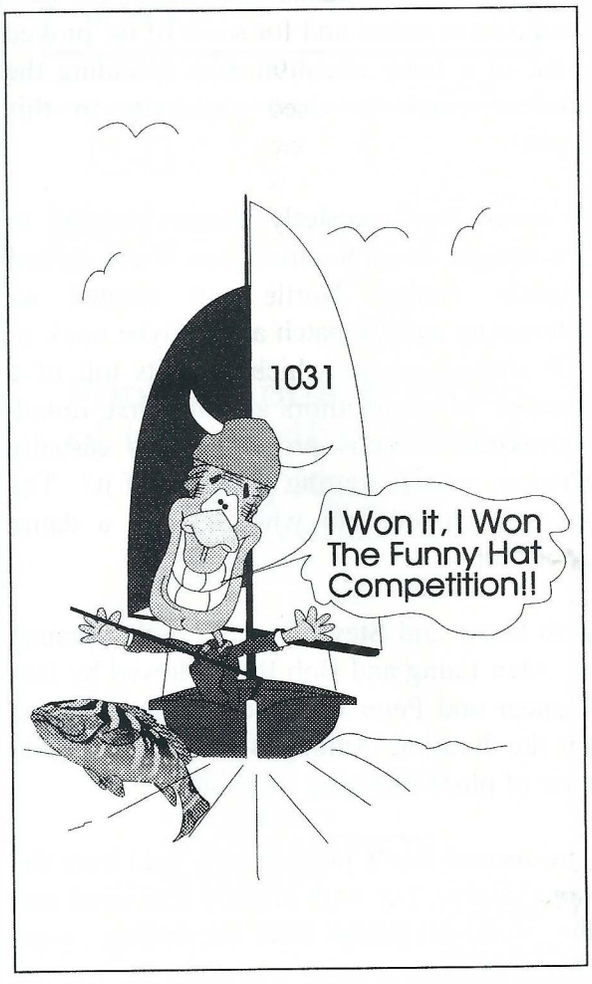
Right, moving the windward mark accomplished. I am sure none of the sailors have seen that green flag up there and they probably don't even know what it means. And as for all this effort we are putting into 'sound signals to draw the attention of competitors to a change of course', I bet they can't hear us and my thumb is going numb using the hooter like mad for twenty minutes.

One unexpected bonus of being on the Committee Boat is that I know when to lie low when 'the boys' came ashore. I usually put my foot in it - and the race position that day doesn't necessarily give any indication. Some of the results on 'good' days were worse than on the bad ones!

There must have been a 'best hat' contest going on during the week. I don't know whether to award it to Oscar's with all those flaps and things to protect his delicate skin or to the man from the Viking longboat. And didn't we all wear our Smurf hats on the bus on the way back from the prizegiving, just like Mr Gorringe told us to.

It really was worth giving up a week of my precious holiday and getting up at 7.30am each day - first time I had helped to run any Championship and I really enjoyed myself.

Alison Stainsby



Open Meeting Reports

Netley 5th - 6th October

THE NETLEY OSPREY HAPPENING

Seventeen Entries signed up for Netley's first ever Osprey open event. Due to a rather unfortunate, almost embarrassing injury sustained by one boat's Trapeze Artiste, they never made the start of the first of the four race series and the event carried on with a sixteen boat fleet.

The Saturday seemed beset by a number of crew injuries and or failed bits of apparel such as Harnesses! A delay caused by the disappearance of the distance mark before the first race start (it sank like a stone!) helped to provide interest, as did the Final of the BT Match Racing series held on an adjacent part of the water! Though we could not very well complain, it did have the effect of reducing the distance over which the fleet would have sailed and for some of us, proved a bit of a hairy situation after rounding the weather mark in close proximity to this event!

A smart North-westerly breeze blowing to 5/6 straight down Southampton Water shifted slightly further North and created an interesting squally patch at the Gybe mark of a P shaped course which took its toll of a number of competitors on the first round. Subsequent rounds proved not as casualty stricken, people getting the hang of it? The race developed into what became a damn good sail.

Rob Shaw and Steve Watson, hotly pursued by Alan Laing and Bob Iles followed by Des Menear and Peter Greg held these positions for the duration. Amongst the rest of us quite a bit of place changing went on.

The second race's proceedings, held over the same course, but with slightly less wind and the weather going tide decreasing, were somewhat more civilised. This time Alan and Bob took the honours with Rob and Steve following up after getting through Mike Taylor and John Willey who took the third place.

All then adjourned to the shore where a fairly lively evening developed after a quick aperitif or two, a Curry and a couple of glasses of varying refreshments to wash it down. Apologies are offered for the early demise of the rather good Real Ale stocked for the occasion! Rumour has it that the Club's duty officer for the day, himself a wounded Osprey Crewman, was, during the course of the afternoon, testing the medicinal properties of the brew, (a suspected slipped disc ain't no fun). Or maybe he was just checking it out in company with various visitors ready for the evenings celebrations.

These, supported by a loud and lively Band, centred to quite a degree around the demise of two of the club's Osprey Crew's Bachelor days. We are pleased to report their survival and attendance at the Alter since. The Brides have even given them permission to sail again!

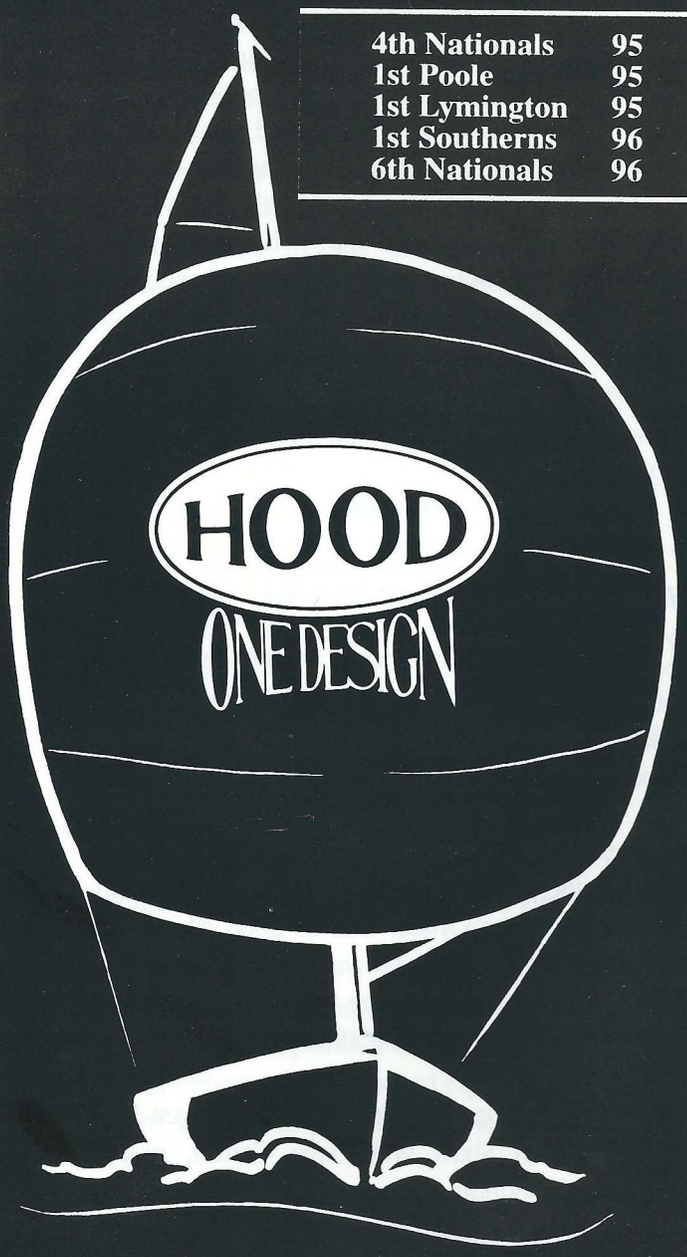
Day two dawned a bit on the damp and chilly side but soon warmed into one of those beautiful still Autumn days. That was the problem - Still! At least it was until 1200 when a light Westerly breeze filled in. The mornings flat calm did give competitors time to nurse sore heads or the chance to have a good yarn whilst watching the efforts of the famous Match Racers in between plenty of Coffee drinking.

Race three commenced very promptly after the arrival of enough breeze to lay a short Olympic course, so promptly in fact that one or two competitors were a bit slow off the

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4th Nationals	95
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Peter Northen Sails For OSPREY's

1995 Results

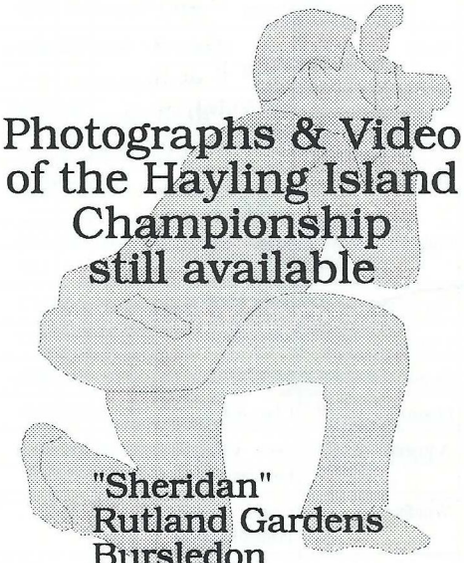
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mark in getting afloat and sailing the short distance to the start area. - Oh dear!

The third race was characterised by close racing through most of its duration, the tail enders finishing not long after the leading boats. It was won by Des Menear and Peter Greig followed by Stewart Maunder and Peter Birch with Will and George Odling sailing for only the second or third time this year in their very nicely restored Mk11 No 425 'Bluebird'.

The final race, necessarily short, over the same course, was marked by an adventurous start on Des's part, practising mooring up techniques with the distance mark! The rest of us sailed on to later find Des taking a very creditable fourth place after cruising through the rest of the fleet.

Final Results

Boat	Name	Crew	Club	Pos
1272	Yabba Dabba Doo	Alan Laing & Bob Iles	Poole	1
1220	Chicken Giblets	Rob Shaw & Steve Watson	Sunderland	2
1280	Obsession	Des Menear & Peter Greg	Mounts Bay	3
1194	Lettice	Stewart Maunder & Stephen Birch	Poole	4
1024	Bank Robber	Graham Wallen & Steve Brown	Poole	5
1175	Abel 2	Keith Byers & Ken Carroll	Felixstowe	6
1259	Buff & Chunder	Jane & Chris Seymour	Shoreham	7
425	Bluebird	Will & George Odling	ASA	8
1273	Frustration	Bob Thomas & Paul Taylor	Netley	9
1284	Out of the Blue	Mike Taylor & John Willey	Burnham	10
847	The Heavy	Andy Coull & Pete Lloyd	Netley	11
1182	Creole Lullaby	Mike Stroud & Tom Guy	Netley	12
1233	Quatlepanqui	Nick Jones & Ian Parker	Stewartby	13
1212	Hotstuff	Chris & Graham Mant	Oxford	14
814	Aquarius	Dave Garrard & Mark Langhorn	Netley	15
332	Windhover	Gareth Hunter & Sara Postlethwaite	Netley	16
1020	Sugar Plum Pig	Bob Smith & Nev Perrett	Netley	DNS

Bob & Nev deserved more than this, but a mortally stricken crew on the way to the start of the first race and illness of the helmsman the following morning made their weekend race- less!

Alan and Bob took first place and the series overall with Stewart and Stephan again second. Next were Rob and Steve making the big come back, but not enough to clinch it. Netley SC members have expressed their pleasure in having this event and rumour has it that we would like to do it again. Many thanks to those who supported the show and to those who came to visit when unable to sail. Thanks also to those who telephoned their apologies and wished us well.

report by
Bob Thomas
1273



Felixstowe 19th & 20th October

Outstanding conditions, excellent race organisation and a quality entry all made for a successful Nuclear Electric sponsored Osprey Open Meeting at Felixstowe Ferry S.C.

Entries from Cornwall, Sunderland & Yorkshire braved the long drive to the east coast. Tim O'Leary as Race Officer was as good as ever at setting square lines and varying the course to make the, most of the force 3 to 4 conditions on Saturday and force 4 on Sunday.

Race One saw tactical close racing between Des Menear, Rob Shaw and Dave Carroll, places changed throughout the race especially on the long powerful three sail reaches. Finishing on a downwind leg, Shaw followed by Menear and with Carroll in third. No one competitor really dominated this race. For Race Two the wind built to force four and the Race Officer switched the triangular course from Port to Starboard taking the fleet closer inshore and to flatter water. The mile long beat saw Carroll take the advantage at the windward mark followed by Shaw and John Lang. The long tight reach with spinnakers drawing set up plumes of white water everywhere. On the second triangle both Lang and Menear

went swimming, Carroll led from start to finish with Shaw second and Mike Taylor third. Sundays Race Three was sailed in a force four and a large course to port was set, Shaw rounded the windward mark first with Taylor second and Carroll third. Des Menear sailed a perfect three sail reach and was second by the wing mark. Shaw eventually won with Taylor back to second and Menear in third. Race Four and the Race Officer again switched from Port to Starboard, early leader was Carroll with Shaw and Menear in close pursuit, Menear overtook Carroll on the wing mark. Taylor took advantage of Carroll's involuntary tack as the tiller jumped out of his hand. Unfortunately Menear sailed to the wrong mark and decided to retire, Shaw won, Taylor second and Carroll third.

Final Results

Pos	Crew	Club
1	Rob Shaw / Steve Watson	Sunderland
2	Dave & Ken Carroll	Felixstowe FSC
3	Mike Taylor / Jonathan Willey	Burnham SC

Report by
Ken Carroll

Panmorra Cup - Mounts Bay 1996

A total of nineteen Ospreys entered for the 1996 Panmorra Cup event held at MBSC on the 14th/15th of September this year. This was made up of eleven local boats and eight visitors coming from Poole, Rock, British Steel and Felixstowe Ferry.

Saturday afternoon brought beautiful weather with calm seas and a gentle E/NE breeze. This allowed Race Officer and well known Osprey Sailor James Curnow *(Ed - perhaps this should be modified to well known Race Officer in view of the two reports in this issue.)* to lay an Olympic Course with a down-wind finish. The first race was won by Martin Lewis / Peter Frith with Andy Barker / Vyv Townend second, Gavin Rose / Terry Greene taking third position. The second race of the day was started quickly afterwards and was sailed in similar conditions. This race was won by David Edwards / Adam Bowers with Lewis/Frith in second place with Barker/Towned this time in third place.

Sunday morning again brought glorious weather with an easterly 3/4 which made for more exciting sailing conditions. This was won by Barker/Townend with Lewis/Frith in a very close second, Colin Rainback / Phil Angrave taking third place. The final race was won by Edwards/Bowers, Rainback/Angrave making better showing to take second with the Poole pair of Dave Gorringe / Bob Iles getting a third.

The Prizegiving was held later in the Clubhouse with the prizes being presented by the well known ex-Osprey Sailor "Neville Noye". The final results put Andy Barker and Vyv Townend in third place, Dave Edwards and Adam Bowers second, the winners of the 1996 Panmorra Cup were Martin Lewis and Peter Frith of Poole YC.

Results

Pos	Boat	Crew	Club	Pts
1	1207	M.Lewis/P.Frith	Poole	4.75
2	1282	D.Edwards/A.Bowers	British Steel	5.5
3	1234	A.Barker/V.Towend	Rock	5.75
4	1198	C.Rainback/P.Angrave	Poole	11
5	1203	G.Rose/T.Greene	Poole	13
6	1280	D.Menear/P.Greig	Mounts Bay	16
7	481	C.Frith/A.S-Smith	Mounts Bay	17
8	1272	D.Gorringe/B.Isles	Poole	21
9	1175	D.Carroll/K.Carroll	Felixstowe	21
10	1151	C.Stevens/M.Uren	Mounts Bay	32
11	1258	A.Ellery/.A.N.Other	Mounts Bay	32
12	1251	J.Marks/M.Skewes	Mounts Bay	35
13	1111	S.George/D.Hewitt	Mounts Bay	36
14	1211	Pippa.Baker/J.Bodinaar	Mounts Bay	38
15	1269	M.Richardson/D.Bourne	Mounts Bay	41
16	760	P.O'Neil/P.Reid	Mounts Bay	45
17	1018	B.Reynolds/P.Badcock	Mounts Bay	45
18	1153	A.Hosking/M.Somers	Mounts Bay	53
19	680	S.Ellis/R.Curnow	Mounts Bay	68

report by

John Marks

Club News

Blithfield - October 1996

Albert Mottram who had been rushed into Hospital a week before the Welsh & Midlands in July has now recovered and is back at the club. However he has decided to retire from sailing for the present and his boat has been bought by another club member, Pat Copoke.

The strength of the fleet has now risen to seven boats as a certain Nick Daly-Hunt has recently invested in an Osprey from Poole.

Iris Ivy

We all wish Albert well and hope that he is fit enough to sail again very soon!

Lymington

More Boats appear and more people are thinking about Ospreying. David Milne turned up with 1282, a superb looking bit of wood in Porche red. Unfortunately he hasn't been able to test its speed properly yet. His existing boat Aurora (1171) is up for sale and David can be contacted on 01962-881777. We have some hopes of keeping her in the club as several Wayfarer sailors are expressing an interest in the class and at least one has sold the boat and is looking for the right Osprey.

Vic & Sue Knights (still struggling to join the association and get the relevant bits of paper) have by dint of persistence and good sailing been our leading Osprey sailors in club racing and have been whopping the rest of the fast handicap fleet on a fairly frequent basis.

The Lymington Open was disappointing for the amount of wind which combined with a wicked sea which made only one race possible. We hope people enjoyed the hospitality and the skittles. Beer at £1 a pint on the Friday found favour and we hope to offer a cheaper catering package next year.

Iain Sutherland

Minnis Bay

We have had fun this season, that is Peter Farrow and I, we have been having close tussles all season. Peter managing to stop Andy & I from retaining the Galleon Trophy for the third year running by a short capsize. Peter managed to pick up from our one mile lead as a result of a hole half a mile from the finish, which was suddenly filled in by 180^{O} wind change after he had caught up. We were caught with the wind on starboard sending us off towards Margate. Peter on the other hand was lucky and was caught on Port tack heading directly to the finish line.

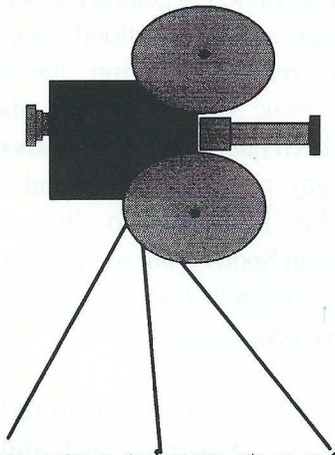
The Galleon Race is a race around the sands offshore, so is set at low water. The finish mark was left in water so shallow, by the race team, that it was impossible to have either the rudder or plate down. Imagine the scene then Bus coming to the buoy from seaward, Antares coming along the shore line both beating. We were in shallow water Bus was sailing into shallower water so had his foils down for longer.

In the end the Race Box on shore was unable to separate us on time but Bus was in front by a short nose and capsized with its stern just over the line. Picture the scene, two jubilant Ospreys sailors sat in knee deep water with their boat on its side, the other two well p.....d off and dejected having sailed a cracking race only to be ..... well done Peter & Alastair it was a good seasons racing against you.

What we need now is the remaining 6 Ospreys to join with us which we are working on. We are also hoping to pursuade the Sheppey Boys to come and join us as well as those who have already left Sheppey to join Wilsonian on the Medway. It really makes no sense for Ospreys to be in ones and two's yet be so close together geographically. So come and join us and have fun with us, we can guarantee you good sailing at Minnis.

Tony McDonald

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Poles Apart

At the Nationals this year there was some discussion with regard to the legality of Spinnaker Poles being made from exotic materials. That is to you and I ..... Carbon Fibre.

A decision was made at the Nationals that it was in fact legal, however the Committee decided to ratify its decision with the RYA who administer the class. The RYA Technical Committee ruled as recorded in its minute repeated below

3(ii) (d) 196/26 National Osprey Class - Request for Rule Interpretation - Carbon Fibre Spinnaker Poles - "National Osprey Class Rule 13.4 included no restriction as to materials from which Osprey Spinnaker Poles could be manufactured. Accordingly, it was confirmed that under the present class rule, spinnaker poles manufactured from carbon-fibre or any other material were permitted." ..... Now we know!!!

Relling One Design
Christmas Caption Competition

Win a Relling Holdall (worth £40) by submitting your thoughts on DJ and Adam's in flight banter....
The funniest reply will be printed in the next edition of Osprey News.
The Judges decision is final.*

Closing Date 20th December 1996

*Adam and Richard will be the Judges. Any bribes should be sent with your entry. (Cash is good but, Steve Watson, please do not send alcohol through the post!)

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Photograph Courtesy of Eddie Mays

40th Anniversary Osprey Nationals at Poole Yacht Club

Saturday 26th July to 2nd August 1997

Progress Report

At this time of year it seems premature to be talking of Nationals 1997, but it will not surprise anyone who has previously been involved in organising a National Championship that preparations are now gaining pace. For many host clubs it is the club itself which organises the event, however at Poole it is the Osprey Fleet who are tasked with making all the necessary arrangements, in conjunction with the club and the flag officers.

In January 1996 virtually all PYC Osprey helms and crews gathered at the club and divided into groups to cover the key areas of organisation viz 1/. Race management. 2/. Shore support. 3/.Social Committee and 5/. Publicity and Finance under the overall co-ordination of Simon Bridges our Fleet Captain.

By now most Association members should have received either at '96 Nationals, or at Lymington and Netley Opens, an initial advertising flyer together with a Poole '96/97 Tourist Brochure. It is wise to remember that Poole is a major tourist destination and that despite the wealth of accommodation demand is also high, so it will pay to take out an early option. Like in '92 it is hoped to have the use of the adjacent school field for camping.

As a taster for the social programme it is hoped to open the week with a real ale festival, which is an annual club event where around 30 ales are available for your delectation. During the week a disco boat cruise is planned and a beer and shout evening with BBQ and local pub entertainer (not to be missed). The social committee are still looking at the final prize-giving dinner, taking soundings of venue, menu and cost. The week will provide ample "off water activity" for families as well as those helms and crews still with energy to burn.

On the water, race start times have been carefully considered in relation to getting the fleet out on the ebb and back in with the flood. Key personnel have been recruited to run the racing and necessary rescue services, and the shore support team have been busy to ensure the smooth running of the dinghy park, launching, and shore-based facilities. We have yet to line up a main Championship Sponsor but so far individual races have been covered and various promises of support have been received.

It is a great honour for the club to be hosting this Anniversary Championship and you may rest assured that the Osprey fleet, Club Officers and members will strive to make it an enjoyable week for all sailors and visitors.

Rob Gillespie

Further Information

At the November Committee Meeting the possibility of Dinghy Parking nearer the sailing water was discussed at some length. The Tally System which proved so invaluable (and desirable) to peoples safety the last time we were at Poole would prove difficult with two centres. Simon Bridges felt that it would not be possible for Poole to use the facilities nearer the harbour entrance despite their availability because of this. Also the difficulty of reaching these places by car in the morning, some two hours would be necessary.

The Committee suggested that Poole look into the possibility of providing a water taxi service from the club to the outer Dinghy Park thus solving both problems. Simon agreed to look into this, so it may still be possible to achieve the outer dinghy park yet. Our thanks to Poole for their efforts on our behalf. **Well Done Poole**!

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*Huw Pearce	Crowthorne, Berks	01344-771047
V Provoost	Warsash, Hants	01489-579207
*Rob Shaw	Washington, Northumberland	0191-417-3572
*Iain Williams	North Conelly, Mid Glamorgan	01656-746726
*Nick Willis	Greatham, Hants	01420-538319

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*Peter Frith	Broadstone, Poole, Dorset	01202-69845
*Martin Lewis	Wimborne, Dorset	01202-842672
*Terry McDonald	Birchington, Kent	01843-841497
* Nick Jones	Flitwick, Beds	01525-751712

Measurers denoted * are Osprey Association Members, please try and use them in preference to non Association members.

The National Osprey Class Association urge its members to use the services of our advertisers whenever possible, in preference to other suppliers. Members are advised that advertising income helps to defray the cost of producing your Magazine. Advertisers will only continue to support us if we support them.

Osprey's & Items For Sale

1270 **Contact via**	MK3 GRP Porter, with carbon reinforcement around crew area - A fast boat that has been off the circuit for 2 years. Adjustable rig, Harken fittings throughout. Spare epsilon rig, rudder and centreboard. 5 genoas & mains, 7 spinnys. All that you need to go racing. Boat is at Hayling Nick Jones 01525-751712
1252 **£2500**	Sunlight MK3 Composite. 3 Suits (Banks, Goacher & Leaders), new rig, combi and cover. Steve Stubbs 01834-842187 (South Wales)
1234 **Offers**	Jurassic Barker, 94-96 Nationals Winner. Professionally built hull, Epsilon Mast, Ullman Sails (95), Milanese Foils, galvanised combi. Phone 01736-256686 (Cornwall)
1220 **£2000 ono**	MK3 GRP Porter Contact Graham Oliver 0191-548-4522 (North East)
1211 **£1395 ono**	Poupouri Porter GRP Proctor Spars, Rod Rigging, Ullman Sails, Trolley and New Cover John Marks 01736-788913 (Mounts Bay)
1175 **£4250 ono**	Creasey Wood MKIII Minimum Weight, All Gear: Recently Varnished. Immaculate Ready To Go. Under/Over Covers. New Hoods '96. Combi. Prepared to negotiate if without Combi. Ken Carroll 01473-610147 (Suffolk)
1119 **£1650**	MK3 Westerly Contact Jon Roderick 01656-652633
1020	Sugar Plum Pig contact Iain Williams 01656-746726
633 **£400 ono**	Westerly MK2A Conversion Proctor Spars, 1 suit sails, road trailer. Good club record. Contact Richard Purdy 0191-528-2528
632 **£900**	Sugar Puss MK3 conversion. All good gear Contact Rob Shaw 0191-417-3572 evenings (Sunderland)
242 **Offers**	Lady Anne, Wood Mk3 conversion, 3rd at 93Nationals, Winner 94 Welsh & Midlands, in need of some attention. Can include most fittings, rig and sails. Nick Willis 01420-538319 (Hants)
141 **Offers**	MKII Completely refurbished. Proctor Mast. Full set Leader Sails. Road Trailor and Launch Trolley Michelle Spraggen 0191 5670476 after 6pm (Sunderland)
95 **£1000**	MK3 conversion, 3 suits sails Gerry Chappell 0850-876798
MAST **Offers**	1960's Proctor E Mast Complete with Standing and Running Rigging. Contact Will Odling 0121-7050059

For further details regarding boat sales contact Nick Jones on 01525-751712

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.

VISIONALPROVISIONAL - Osprey Open Meetings & Events - PROVISIONALPROVISIO

Jan 5th	Bloody Mary*
19th ??	Pompey Perisher (pre-booked places only)
March 1st 2nd	Sailboat '97 Alexandra Palace
May 3rd - 5th	Mounts Bay *(May Day Holiday)*
10th 11th	Swanage
17th 18th	Hornsea
24th-26th	Coniston *(Bank Holiday)*
June 28th 29th	Hayling Island
7th 8th	Southend
21st 22nd	**Royal Tay - Scottish & Northerns**
July 5th 6th	Lord Birkett*
12th 13th	**Blithfield - Inland Championships**
July 26th Aug 2nd	**National Championships - Poole** *(NB Confirmed)*
Aug 23rd-25th	Burnham (Open)
30th 31st	Sunderland
Sept 7th	Sheppey Round Island*
13th 14th	Kielder
27th 28th	Lymington Town
Oct 4th 5th	**Netley - Southern Area Championships**

Other Event Dates To Be Advised

Felixstowe
Highcliff
British Steel

To Be Allocated

Welsh & Midlands



Wilkinson Sword - Trophy to be presented at 1997 Nationals for the competition period August 96 to July 1997. One special event + four best Opens (Not Nationals to Qualify).

Special Events - Bloody Mary, Lord Birkett, Sheppey. (Others may be allocated)