Price £3.00

National Osprey Class Association



Magazine

July 1997

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Front Cover

Roger Edwardson at the Hayling Island National Championships 1996.
Photo Courtesy of 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 under way

Terry's Tarradiddle

Its been a disastrous season so far for my crew & I, we hope yours has been much better. We started out well, buying new sails for the season, then Andrew discovered he was to be duty engineer one week in three. This means that the unkind weather always occurs on his non-duty weekends .... !

Even more disastrous is that Andrew cannot attend the Nationals this year and despite many efforts to get a suitable crew, nine attempts later I have given up! I had promised Poole I would sail the Nationals this year ... well guys I am sorry, I really did mean to.

You will notice some differences to the look of the magazine this edition, this is due to the fact that I am using a different package to produce the magazine from. I have taken this opportunity to make a few changes.

Once again Robert has had to ring round to get reports and copy for the magazine, only one person, a new member at that, had bothered to send anything in by the copy deadline. I am sorry to say that, had it not been for Roberts efforts we would have had no magazine at all this July! I know its difficult to remember, because we are all so busy. I know many of you enjoy and appreciate the magazine but in the final analysis "No Copy = No Magazine"! If the magazine is late you will know why, incidentally thanks Hayling Island for sending in your Open Report the same week as it occurred, I can start the next mag now!

It is Roberts last few weeks in office as Chairman, I feel that he has had a big impact on the Association. He has by his enthusiasm improved the turn out at Opens and has also contributed greatly to the amount of new boats that have been built. I have enjoyed working with Robert on the committee and I know that his enthusiasm will be sorely missed. Thank you Rob from us all.

Chairmans Cantillations



We have just returned from the Scottish & Northern Championships at the Royal Tay YC, which had a turnout of sixteen boats and the hospitality was fantastic, thank you Tay.

Whilst getting ready to leave we suffered a severe setback, lost my rear windscreen, which was eventually fitted by 3 a.m. Saturday morning. Without much sleep we set out in good time, breakfast in Edinburgh, then a puncture on the trailer. "No Problem" we have two new spares, that's fine if you can get the nuts off! This took nearly an hour because we sheared the first stud off. HAVE YOU TRIED YOUR NUTS LATELY!

With the season well under way I would like to thank my crew for obtaining a boat for us to sail, ... that's enough grovelling for now.

Congratulations must go to regular Osprey sailors DJ Edwards and Adam Bowers on winning the Fireball Worlds this year. A fantastic achievement of which they can be justly proud and one which we can all be proud of as well since they are both Osprey Sailors.

This years Nationals appear to be going well with pre-entry up on this time last year, Poole are also extremely well organised with social and other activities so don't miss it. They also have the largest active fleet of Ospreys and are hoping for 30 home boats entering, that combined with a large travelling fleet should give us our largest turnout for many years.

My first Osprey Open this year was Thames Estuary YC, which is trying to get a fleet going, they gave us some great sailing and an excellent Barbecue. Next was British Steel (S.Wales) with fickle winds but with an excellent evening at the Twelve Nights.

Due to all the Mirror Areas and Nationals in May I was sadly unable to make Osprey Opens during that month. *(Ed: But what Robert would not say is that he did get a 5th in the Nationals, so well done Robert & Anthony. I'm sure we all wish them well in the Worlds to be held in Canada in August.)*

It is good to see more MKIIA boats at events and being brought up to racing spec. Terry's new templates seem to be paying off!
Hoping to see you all at the Nationals

Regards



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Poole Nationals 97- The Pre-Event Report

Saturday 26th July - Friday 1st August

The Osprey sailors from Poole have been very busy on your behalf and arrangements are almost complete for our annual get-together. We felt that a glass of sherry may not be exactly the sort of welcome Osprey sailors like best, so, we've put together a Real Ale Day for you. There will be a selection of at least ten different real ales from all over the country. Your welcome pack includes Free Vouchers for the first four pints, but after that we will be charging an exorbitant £1.25 per pint. This price is in line with the ethos adopted by us for the whole event.

We are not aiming to make a profit out of you, we just want you to come and have a good time. More than half the cost of your entry will come back to you in terms of social events, memorabilia etc. The rest is destined for prizes, safety cover, fuel and some sort of mark of esteem, for those who will have given up their entire week, to make sure that your time on the water is safe and well organised, in other words - quality racing. We will have a fully qualified emergency nurse on the committee boat at all times and the Poole Fleet includes four doctors and one dentist - so you can choose your problem!!!

The reception day will have a pay as you eat " Bar-B-Q", again running at a break even sort of cost. The bar will be open from 11.00 am until 11.00 pm to serve drinks and "post sailing food", as it will every day of the event with the exception of Friday afternoon, when preparations will be under way for the prize giving dinner in the evening. We have made arrangements to have a supply of sandwiches and "tinnies" available for when you come off the water on Friday afternoon. We don't want you to starve while packing up your boat! There is also a fully stocked cold drinks machine outside the rear of the club house which is in service 24 hours a day. The whole week has been designated a "family" event, which means that your wife and children will be welcome in the club house at all times. As well as tickets for social functions, each entrant, helm and crew will receive a free engraved glass tankard as a memento of the event.

We had intended to make the final dinner a free event also, but, we have been unable to attract a main sponsor and so we have been forced to charge £10 per ticket. However, in order to make some sort of retribution there will be an amount of free wine for each diner. There are only 200 places available, those who buy their tickets early will be included in the table plan - those who don't - won't. We were plagued with over 20 gatecrashers last time it disadvantaged those honest people who had paid and we shall be doing our best to ensure that this time, only those people who pay get to eat.

We still need some help with memorabilia for the 40 years celebration on Monday evening. I know that our Archivist has been busy, but any contributions will be very welcome. Incidentally Dave Metcalf will be doing his thing during this evening as well, so that will make it really special.

Well what else can I say about Poole to tempt you to come ?

I don't know what the weather gods have in store for us but, in terms of value for money I honestly don't believe you could do better.

In terms of facilities I honestly don't believe you could do better.

In terms of a scenic sail out to "The Battle Ground" I honestly don't believe you could do better.

In terms of race organisation I honestly don't

Continued on Page 6

Open Meeting Reports

Hornsea Sailing Club May 17th - 18th

Starting his three year term as Commodore, Jeff Robinson welcomed visitors from Kielder, Sunderland, West riding and Burnham, those he could see that is, we had a bit of fog. With visibility down to 25 yards, Race Officer, Phill Allen was faced with a postponement before he gave his briefing. Fortunately the fog cleared and a short course was possible.

Race One
Was held in light winds with many place changes throughout the fleet. Andy Reed and Mike Smith, 1275, just holding of Dave Metcalf & Elaine Cleminshaw, 1284, third place went to 1178, John Lang and Malcolm Clack.

Race 2
Again the wind was light and Mike Taylor and John Willey, 1284, took the lead from the start and held it to the finish, far too far in front to go into detail! Metcalf was second with 1281, Mike Mooney third.

The end of day one sent Osprey helms and crews off to the Rose & Crown for supper and a pint or six. Following last years Open Rob Shaw flew the "Yellow Flag" and went Mirror sailing. This left the rest of the visitors a sporting chance of getting to the bar. Step forward John "Dances with Handbags" Lang, yes we were all entertained by the man with the "Cowboy Hat" as he danced around various pubs and the like. By the end of the night he once again looked the worse for wear!

And so to Sunday with a few thick heads!

Race Three
Places changed throughout the race, with Mike Mooney, Steve Sharpe, Roger Edwardson, John Lang, Dave Metcalf and Andy Reed all leading at some point. On the final sausage leg Reed & Smith went hard right, away from the rest of the fleet to gain a 30 metre lead at the leeward mark. Holding off Lang up the beat they managed to take the line, leaving Steve Sharpe and Paul Cox to take third place.

Race Four
Metcalf and Mooney left the rest of the fleet too fight for third place as they had their own battle for first and second. Metcalf finally won through to take first, leaving Mooney in second, third place being taken by Lang.

Race Five
With the wind dropping all the time yet another postponement, with final abandonment 45 mins later.

Results

1st Dave Metcalf & Elaine Cleminshaw HSC
2nd John Lang & Malcolm Clack WRSC
3rd Andy Reed & Mike Smith HSC
4th Mike Mooney & Pip Warner HSC
5th Mike Taylor & John Willey Burnham?
6th Steve Sharpe & Paul Cox HSC

All the best, don't let John near your handbags

From the sharp end of 1275

Mike Smith

Poole Nationals Cont

believe you could do better and as far as a welcome goes I honestly don't believe you could do better.

This event has been organised by Osprey sailors for Osprey sailors - Please come and enjoy yourselves.

Simon Bridges

Over The Hill

A story *by Alec Mamwell*

Once upon a time in the west or more prosaically the dinghy park at British Steel a young(ish) Scorpion sailor was packing up his boat. He was feeling quite smug because the poor results of the previous light weather day had been rescued by the full conditions which he had just enjoyed. Indeed the wind still blew hard and a solitary Osprey was being put through its paces on a now empty reservoir.

He was impressed.

Another time, another place a fat(ish) ex-Scorpion sailor sat on a ledge halfway up a climb on Tol Pedn Penwith or Chair Ladder - the fishermans' Lands' End. He was under the spell that sea cliff climbing in Cornwall creates. The Granite hereabouts was the colour of Robertsons' best with the Feldspar crystals like flecks of peel straight from Seville.

The November sun was warm enough to feel comfortable and the Atlantic a colour that belied tales of pollution. Scorpions were almost twenty years ago with the Highlands, the Alps, the Pyrenees, the Andes and Himalayas in between. As he sat on his ledge a small cruiser was heading East towards Penzance or Mounts Bay. Perhaps this sparked an idea as the fat(ish) ex-Scorpion sailors' climbing partner swung on to the stance.

He asked his partner whether he had ever done any sailing and followed up the negative response with a proposition. "Why aye man" or other such Geordie dribble came the answer as the pair hurried off to do another climb. The day was closing fast as they raced the night up the cliff before a pint in the "Old Success" and a return to deepest darkest Northumberland.

Back in the North the too fat (almost) ex-Scorpion sailor squeezed (just) into his loft and rummaged through some old boxes of books to emerge sometime later with a pile of old sailing material. Armed with the results of a quick scan, he set off to meet his climbing partner in the back parlour of the Sun Inn and surrounded by tales of fear on the cliffs and mountains of Europe, they talked their new found sailing plans. The older and fat(ish) ex-Scorpion sailor had, by this time, remembered the Osprey and, inconsequentially, the enjoyment of climbing on the Belling - a fine crag before it had been sunk under Kielder Water a decade and a half earlier.

Putting these disparate ideas together the pair agreed that next weekend they would pay a visit to Kielder. On the day of what turned out to be a solo recce, the mist hung so low on the water that it was difficult to tell if there were boats sailing or not. The (trying to get thinner) ex - Scorpion sailor had brought his mountain bike and rode around the lake in dreich conditions.

The mist was full of moisture and before long he was drenched and dispirited. After suffering he arrived at Tower Knowe and over a brew in the cafe saw the mist rise temporarily to reveal the Sailing Club tucked in behind. A quick slurp was in order before he waddled round the dinghy park and recognised several Ospreys. The cogs whirred and crunched to see a plan emerge full blown and certainly more clear than the view over the lake. Join Kielder, buy an Osprey and then sail it.

Simple!

The (well rounded) ex-Scorpion should have known that nothing is ever simple. Even joining Kielder was not straightforward. The problem was not with the Sailing Club, far from it, but penetrating the wifes' financial defences. Even determined virgins could learn a trick or two from a businesswoman who thinks that money is for saving or investment. Experience told the ex-Scorpion sailor that her purse, even if entered, had a tendency to bite more danger-

ously than Arkwrights' till. She also thought that sailing was a brilliant idea only on the day she stopped!

Nevertheless the ex-Scorpion sailor had, in the intervening years, learnt the perseverance necessary to climb up interminable 35 degree slopes of drifting powder snow or navigate knee deep slush in the heat of an Alpine afternoon. Snug in the back parlour of the Sun Inn with his climbing partner they began to focus on the tactics required to unlock the purse. Many beers later they hit on the fail-safe North East ploy "Its for the bairn." Armed with this new approach "The bairn needs a hobby." Paid for membership at Kielder. I need to spend some quality time with the bairn." Effectively sidestepped the wifes' "No time for climbing" defence. All they needed now was money for a boat when it suddenly dawned on the (Christmas filled) ex-Scorpion sailor - Ospreys were originally designed for three! "You, me and the bairn could sail together." Full house - the money was there. ..... Simple!

Not on your bloody life! We couldn't find an Osprey at the (cheap) price we wished to pay. After several false leads however we managed to contact Mr. Shaw - a veritable Arthur Daley of the Osprey world we discovered. Despite another abortive lead which left a guy in Hayle a two hundred pound jump ahead in his ambition to buy a bakery we eventually arrived back in Sunderland.

"Stress Relief" was the name and on a dark January night complete with freezing rain a (bloated) ex-Scorpion sailor found himself rolling around under an Osprey in bandit country. A deal was duly struck and the boat was delivered to Kielder next Sunday. The partners, helped by Vic, took delivery promptly forgetting where all the bits of string went and almost as quickly forgetting the boat as they disappeared for a walk up Deadwater Fell. Sitting by the summit in the clag eating their bait the partners planned the next few months.

Osprey sailing was, despite remaining in the back of their minds, shelved for a short while. The next few months saw the boys out on their mountain bikes experiencing hair-raising descents in the Cheviot; rock climbing with the seals at Reiff; Munro bagging in the Northern Highlands; being reported to the police as causes for concern on the hill; rescuing old climbing friends whose Cavalier SRI had argued with a "Royal" whilst doing the "ton"; snow and ice climbing on Great End, Helvellyn and, of all places, Ben Alligin; drinking Guinness courtesy of Brenda in the Dundonnel and skiing the "Tiger" in six inches of fresh powder snow. What a winter!

As the sun came out and the snow melted there was no time to reminisce - it was time to go sailing.

by

Alec Mannell

1159 Stress Relief

Ed: Alec has promised more, we look forward to it! Are there any more budding authors out there? Don't be shy let Tel have it!!!!



Open Meeting Reports Continued

Ospreys at Coniston - 24th - 26th May

Ospreys from as far away as Poole and Kielder Water converged on Coniston Sailing Club for the 3 day Coniston Water Festival held over the long Bank Holiday weekend.

Although the weather was bright and sunny for the first day's sailing the flukey wind conditions caused some problems for the visitors and it was left to the local boat, s/n 1114 sailed by Wally Gardiner and Ian Shaw, to set the pace in the first race. However before the end of the first lap they had managed to find a hole in the wind and eventually had to settle for 6th place. The second race was dominated by Osprey 1272 sailed by Alan Laing and Bob Isles from Poole S.C.

Sunday brought similar conditions to Saturday and by now the sailors from Poole had mastered the wind conditions and ran out easy winners of the day's sailing.

Monday brought winds of force 3-4 and the race officer set some fine 3 sail reaches to the delight of the fleet. Gardiner sailed into 2nd place with V Goode in 3rd but there was no beating Laing and Isles in 1272 in these conditions either as they gained another 1st to take the series overall.

Overall Results

Alan Laing-Bob Isles	Poole S.C. 1272	1st
Wally Gardiner-Ian Shaw	Coniston S.C.1114	2nd
Vic Goode-Sarah Goode	Keilder S.C 1287	3rd

Report by

D. Flannery

Ribble C.C.

Mount's Bay Sailing Club - 3rd - 4th May

This year saw the initial running of an open meeting for Ospreys at Mount's Bay at the beginning of the season. This was in addition to the club's Panmorra Cup event held in mid-September.

A total of 19 Ospreys took to the water over the two days of this event under the watchful eye of race officer James Curnow. The racing started on the Saturday in a light South Easterly breeze with the course being set to the south west of St Michael's Mount with a committee boat start. The first race was got under way after a general re-call due to 'a bucketful' of boats being over the line. The winner of this race was Martin Lewis with Gavin Rose second and Alan Laing third.

Due to the finish of the first race being at the leeward end of the course the second race of the day was got under way promptly after the end of the first. The start line was laid with a greater bias on which allowed the start to proceed without the problems of the first race of the day. After some interesting tussling throughout the fleet this race was won by Andy Barker with Colin Rainback second and Gavin Rose in third place. Racing was then adjourned to the bar.

The second day's racing was held in a strong South Westerly breeze. Because of conditions it was decided that the race committee would be on the end of the Mount's pier but that the race would be started from one of the safety boats in order to ensure clean winds. The wind increased during this race to force 7-8 with the very convincing win of approximately one leg by Andy Barker with Colin Rainback in second place and Martin Lewis in third position, only eleven boats finished this race!

The fourth race was abandoned due to the conditions and the fleet sent back to the beach

The prizegiving was held in the clubhouse later

in the afternoon with prizes being presented by John Matthews who was National Champion in the class over a great many years. The overall winner was 1234 Andy Barker, with 1207 Martin Lewis in second place and 1277 Colin Rainback in 3rd position

It is hoped that all twelve visiting boats had a worthwhile and enjoyable trip down to Mount's Bay and that they and others will continue to travel 'down west' for good sailing, good beer and a very warm welcome!

Results:

1st:	1234	A Barker, V Townend
2nd:	1207	M Lewis, D Gorringe
3rd:	1277	C Rainback, P Angrave
4th:	1203	G Rose, T Greene
5th:	1272	A Laing, B Iles
6th:	1194	S Maunder, S Birch
7th:	1280	D Menear, P Grieg
8th:	1285	-
9th:	1024	G Wallen, S Brown
10th:	1116	C Stephens, M Uren
11th:	1226	D Gorringe,
12th:	1153	A Hosking, M Summers
13th:	1111	S George, D Hewett
14th:	425	W Odling, G Odling
15th:	1260	
16th:	1258	A Ellery, P Harvey
17th:	1251	J Marks, M Skewes
18th:	805	R Baker, S Atkinson
19th:	760	P O'Neil, P Reed

Report by

John Marks

Southend - Thames Estuary Yacht Club
7th and 8th June

Boats arrived from all over the country to take part in Southend's first Osprey Open Meeting. Saturday morning got off to a bad start, when one of the Thames Estuary Yacht Club's rescue boats, was vandalised during the night, leaving it with severe mechanical problems. An alternative rescue boat was arranged.

With bright sunshine and a south westerly 3-4, the first race got off to a good start, with 1st and 2nd place clear, the battle was on for the remaining places, with M Taylor in 'Out of the blue' (1284) and J Semour in 'Buff & Chunder' (1259) fighting for 3rd place. The 2nd race in the ideal sailing conditions, started well with all the boats staying together, fighting hard to hold their places.

Sunday brought a southerly 4-5 and a choppy sea, making the race much more interesting.

The fight for 3rd place was still being battled, with the 1st and 2nd round changing the placings, it was an exciting race which saw two boats capsize, and 4 boats retire. One of which, was the Thames Estuary Yacht Club's resident Osprey, 'A bit of an animal' (640) helmed by N Barnard. After the club rescue boat got caught on a wave when assisting them, it put a hole in the starboard side. Race officer, Derek Howlett and his team on the committee boat did a good job, keeping all races on schedule, and setting challenging Olympic courses.

The final places went to:

1st	R Shaw and S Watson	'Able 2' (1175)	Sunderland
2nd	J Gorringe and D Gorringe	'Black Jack' (1226)	Poole
3rd	J and C Seymour	'Buff & Chunder' (1259)	Shoreham

Report by

Clare Woollard

Southend - Thames Estuary Yacht Club

STEVE GOACHER SAILS

OSPREY

'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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Scottish & Northerns Royal Tay 21st & 22nd June

For the first time in 20 years the Osprey fleet returned to the Royal Tay for a championship. Conditions over the weekend reminded many of why the class had once had a strong hold on the estuary. The northerly wind was always fresh to strong and the Centenary course sailed on the Saturday afternoon proved a real test of boats and crews. It also demonstrated the potential of the boat in such conditions; Had the Osprey's been sailing in the same fleet as the other club boats, they would have taken the first few places on handicap. This in the competitive classes of Unicorn, Hurricane, Tornado, Laser 4000, Kestrel, Contender, Squib and assorted keel boats etc.

Fifteen boats travelled to the event from as far afield as Bedfordshire, joining the two remaining Ospreys in the home club. One of which sailed by Ian Steven had sailed this event the first time it had been held, in 1964. It was really to Ian's credit that the event had come back to Scotland and he ensured that the visitors were made to feel very welcome.

Race One set the pattern for the weekend. The wind was from the North, the worst possible direction on the Tay. It was blowing hard with gusts of over 25 knots. There was far less wind inshore where the tide too was less ferocious - a tricky judgement call. Stewart and David Murdoch got a good start but were out-pointed by Rob Shaw and Steve Watson who led from the first mark and never looked back. Alan and Alaistair Smith were second after a close race with Andy Reed and Mike Smith.

Race two followed the club fleet up river, through the Road Bridge to the race area favoured by the Ultra 30's on their visit to the Tay. Two triangles were sailed there before the long beat back to the RTYC finish line. Shaw, Reed and Murdoch had stayed together on the run up river and went into the first triangle together, closely followed by the Smith's who

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Rob Shaw& Steve Watson

Welsh & Midlands Area Championships Winners
Oscar Chess & Nick Daley Hunt

Southend Open Meeting Winners
Rob Shaw & Steve Watson

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pulled through to third. There was some superb full-on reaching and a fair bit of swimming. On the last reach Roger Edwardson found himself swimming with a rudder which jumped its retaining clip, leaving David Llayi to discover just how quickly an Osprey can Tack! ..... Despite the excitement there was no serious boat damage.

Ian had also arranged the sponsorship for the free drinks reception on Saturday evening. The rest, as they say, "is a blur"!

Day two started with two back to back races in the mouth of the estuary off Broughty Ferry Castle, both were won by Shaw and Watson in convincing style, with Reed and Smith equally consistent, confirming their second place overall in the championships.

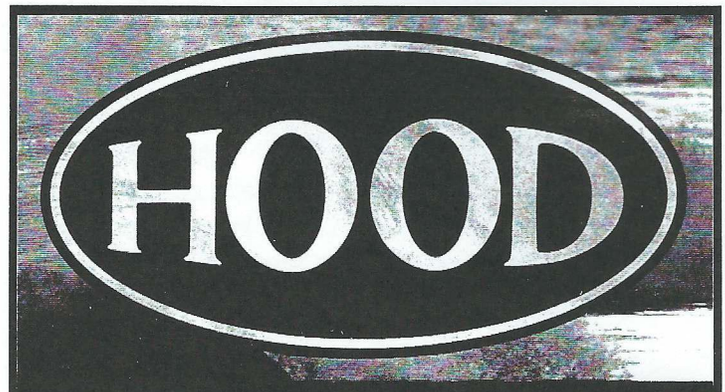
The event sewn up, Shaw stayed ashore for the last race, which was sailed in slightly less wind, and proved to be a much closer affair. Local crew Stewart and David Murdoch confirmed their third overall by winning this race. As the fleet came to the leeward mark for the last time any one of 5 boats could have taken second, but it was William Crichton followed by Roger Edwardson who judged the tide best to finish second and third.

Results

Abel II	1175	R..Shaw & S.Watson	S'land YC	
		1 1 1 1 DNC		4 Pts
Public Enemy	1275	A.Reed & M.Smith	Hornsea SC	
		3 2 2 2 5		9 Pts
Sprey	942	S & D Murdoch	Royal Tay YC	
		4 4 4 4 1		13 Pts
Riff Raff	230	R Edwardson & D.Llayi	Keilder Water SC	
		7 9 6 3 3 1		9 Pts
Girlfriend	1288	S Sharp & P.Cox	Royal Yorkshire YC	
		5 6 3 6 DNC		20 Pts

Report by

Rob Shaw



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HOOD

Club News

Hornsea News

Hi from the sharp end of 1275

On the local scene things have been going well for the Osprey fleet, once again we've had the best turn outs with fleets of eight's, nines and one ten. It is really nice to see so many well turned out Ospreys in one fleet.

On the speed front things have not been easy for any one, we've had some really close racing with first places hard to gain. Mark Robinson in his first full season in Ospreys is showing his Mirror speed in the lighter stuff but still seeks that elusive first win, keep it up Mark.

Steve Clay now sailing Hokey Cokey keeps coming on in leaps and bounds, if Richard Cleminshaw gives him the instruction book we're in real trouble!!! Steve Sharp has a new very white Porter Potty though he doesn't take it out very often as his wife might see it. He told her it was a bargain at £4000, but forget about the fittings, sails etc., minor points like that. I hope that "her that must be obeyed" doesn't read this Steve.

At present Alan & Allister Smith lead the Sunday Spring Series with Andy Reed & Yours Truly 2nd, Mike Mooney & Pip Warner 3rd, Dave Metcalfe & Elaine Cleminshaw 4th, Steve Sharp & Paul Cox 5th with Steve Clay 6th. (At the time of putting pen to paper not all competitors had enough results to count).

Wednesday nights have got off to a steady start, with turn outs of sixes and sevens with an eight up to now. John Raynor continues to be an inspiration to us all with his long trek from the West Riding just to sail and have a pint and sandwich before going home. Ospreys also have by far the best turn out at the Rose and Crown. On the water Mike Mooney shares first place with Dave Metcalfe, with Steve Sharp in third.

The word in the Rose last Wednesday night was a possible six Hornsea Ospreys are going to Poole. We are all looking forward to some good old southern hospitality and funny beer. Hope the weather holds and the winds are as good as last time.

See you all on the water
From the sharp end of Public Enemy

Mike Smith

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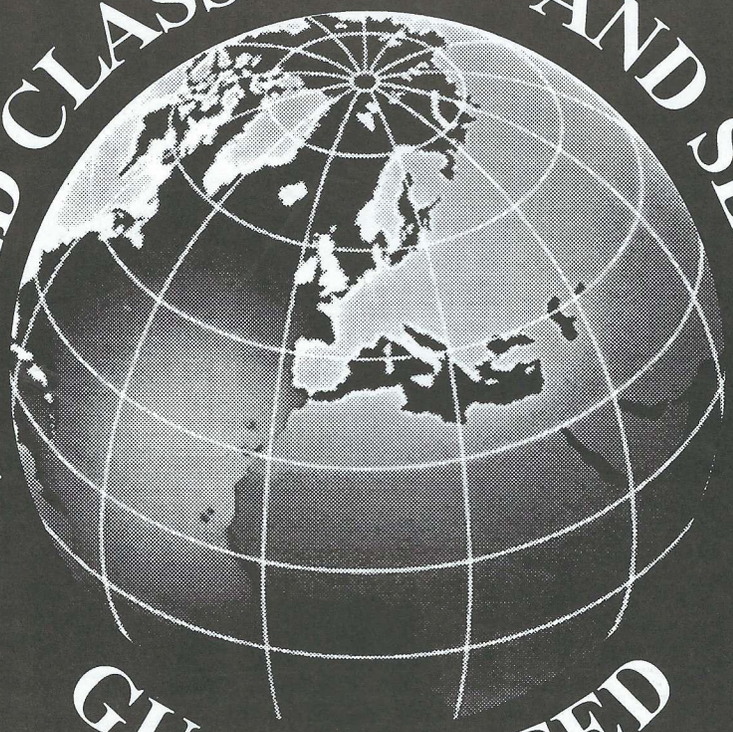
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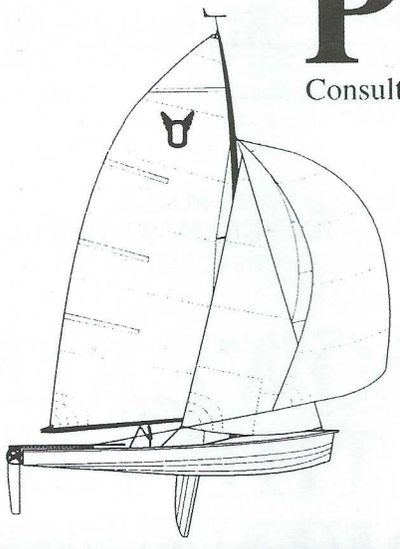
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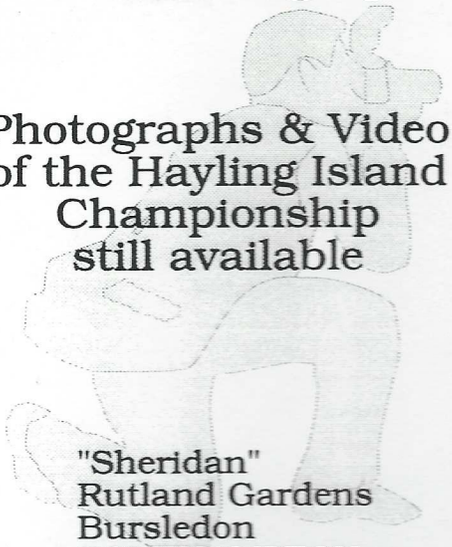
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Terry McDonald	Birchington, Kent	01843-841497

The above are class members, there are RYA Measurers in other parts of the country, details can be obtained from any of the above

The National Osprey Class Association try to ensure that

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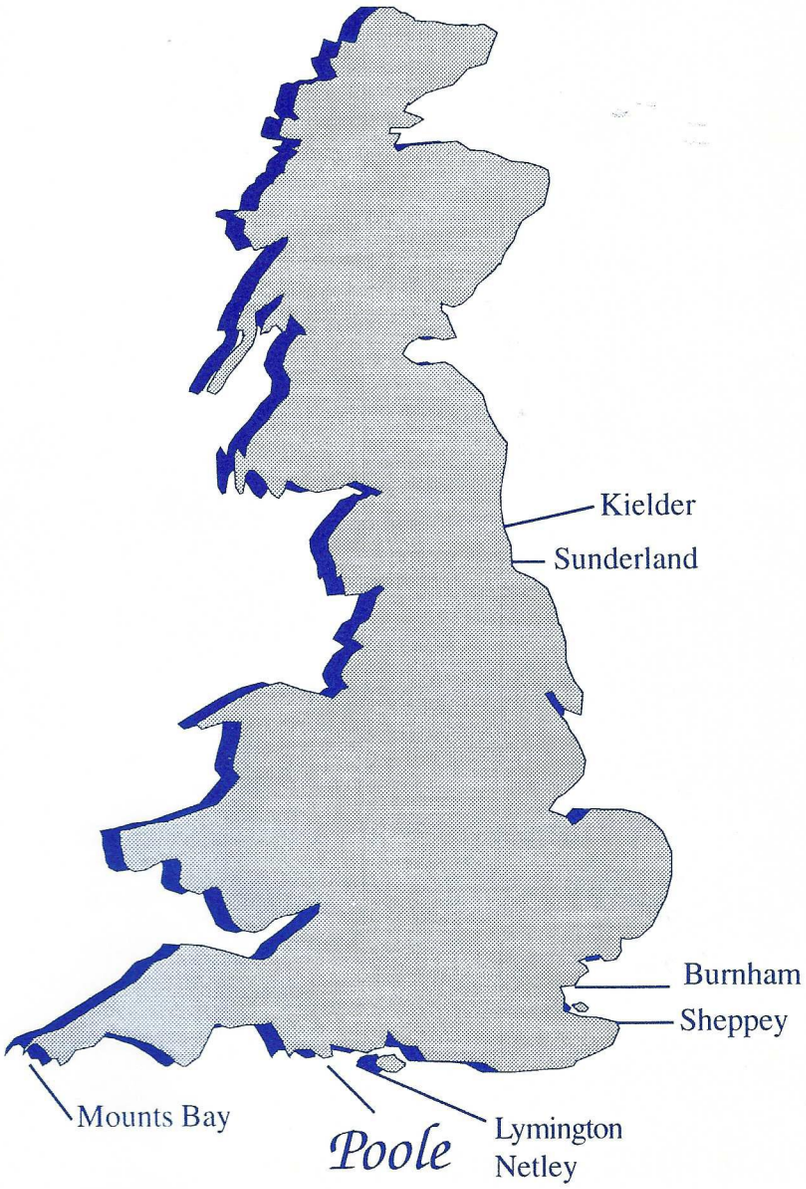
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Osprey Open Meetings & Events

July 26th - Aug 2nd	National Championships	Poole
Aug 23rd - 25th	Burnham Regatta	
Aug 30th - 31st	Sunderland Roka Regatta	
Sept 7th	*Sheppey Round the Island	
Sept 13th - 14th	Kielder Open	
Sept 13th - 14th	Mounts Bay Panmorra Cup	
Sept 27th - 28th	Lymington Town Open	
Oct 4th - 5th	Southern Championships - Netley	

* Denotes Special Events



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

Notice of Rule Change

Due to circumstances beyond the control of the committee this notification is late, however the change is one which has been sought for some time and memebers are asked to accept the notice albeit late.

Proposed Membership Rule Changes - AGM 1997

Introduction

For some time now there has been dialogue regarding the constricting terms of the current rules, these rules have caused a number of difficulties in the past particularly when various people not owning an Osprey have wanted to sail at National Championships. Also there has been a certain amount of comment with regard to crews not being able to join.

Also there is always a need for ways of improving income for the Association, opening up the opportunity, particularly to regular crews, to join the association is another reason for theses proposals. The proposed changes also attempt to simplify a number of area's, for example the difficulties of policing Club and Full Membership.

The introduction of Student versions of the three types of membership prescribed in the proposals allows youngsters to take a fuller interest in the Association and the boat at a more affordable rate. It also offers the opportunity to allow Full Time Students, no matter what age, to take advantage of the reduced rates until they become wage earners again. This is a matter of increasing importance as people are being forced into retraining at an ever increasing rate.

The overall intention is to provide simple non restrictive, yet fully definitive membership rules

Full Member Rule a (i)

This rule incorporates the former Full and Club Membership, because Open Meetings and Championships are now financed by those taking part means there is no longer an arguement that those not travelling are financing those that do. It also allows joint owners to both have a vote which has been a bone of contention for some time, it should be made clear that the rule only allows for two joint owners and not a greater number. At least one joint owner must be a full member, the other may choose to opt for another grade of membership or non at all as previously prescribed.

Member Rule a (ii)

This rule has been introduced to allow anyone not owning an Osprey to join the association, it is anticipated that this will allow, particularly, crews to join and take a full part in the association, which it is hoped they will want to do.

Associate Member Rule a (iii)

This rule effectively replaces the former Support Membership rule, it has been renamed to avoid any historical hangover from the previous rule which had prescriptions to allow non members to helm the Osprey at Championships and elsewhere due to the restrictive nature of those previously entitled to become members. This no longer being the case Associate Members would not be entitled to helm an Osprey.

Honorary Member Rule a (iv)

This section of the rules remains unchanged.

Student Member Rule a (v)

This rule replaces the former Junior Member, it is unfair that someone who is under 21, yet gainfully employed, should pay less than someone over 21. The Student grade allows anyone who is under full time education, and not earning a wage the ability to take advantage of the reduction in membership fees. It is felt that this membership type is fairer and takes better account of the modern times than the previous Junior Membership.

Proposed Rates are Full Member £20, Member £15, Associate £12 and Student 60% of other rates

MEMBERSHIP AND VOTING RIGHTS

(a) The following categories of membership shall be recognised :-

(i) **Full Members** - shall, upon payment of the prescribed annual subscription, be open to any *Owner* of a National Osprey, or in the case of joint owners to both (Two Only) of them (both names must appear on the boats registration log). In the case of a corporation or association membership rights shall be vested in a nominated representative of that organisation (One Only).

Full Members are eligible to helm or crew an Osprey in any race, attend and vote at AGM's, EGM's and become an Officer or Committee Member.

A member or corporation owning, or having part ownership, in more than one National Osprey shall not cast more than one vote; but this shall not prevent a joint owner from voting, provided that not more than two vote's per boat are cast.

(ii) **Members** - shall, upon payment of the prescribed annual subscription, be open to *anyone except owners of an Osprey*, total membership of this type shall not exceed the total number of Full Members.

Members are eligible to Helm or Crew an Osprey in any race, but may only do so if the boat belongs to a Full Member. He may attend and vote at AGM's, EGM's and become a Committee Member or an Officer of the Committee, providing that they form no more than 40% of the committee.

(iii) **Associate Members** - shall, upon payment of the prescribed annual subscription, be open to *anyone* who does not own an Osprey or to the second joint owner of an Osprey who has elected not to take up Full Membership. Additionally this class of membership is open to individuals or clubs interested in *The National Association*. Associate Members may attend and vote at AGM's, EGM's but may not vote on any matter which affects *Financial Matters or The Measurement Rules* and shall not become members of *The Committee*.

(iv) **Honorary Members** - shall be open to any person having an interest in *The National Association*, who is :-
- proposed by a *Full Member* or *Member* of *The National Association*
- seconded by one member of *The Committee*
- elected at an AGM or EGM.

(v) **Student Members** - shall, upon payment of an agreed % reduction (Set by the Association from time to time) of the prescribed annual subscription of any other classification of membership with the exception of *Honorary Membership* (e.g. *Student Full Member, Student Member*, etc.), be open to anyone engaged in full time education at the time of annual renewal of membership (e.g. 31st January). The same rules shall apply to a student membership as the appropriate "*Normal Membership Category*" with the exception that Students under 18 shall have no voting rights nor shall they be eligible to stand on the Committee nor become an Officer. Student Union Number or other proof shall be required for those over the age of 18.

(b) *All Classes of Membership* shall be bound by *The National Association Rules*.

(c) *Full Members & Members* acting as helmsmen or entering a National Osprey in races which consist of, or include, *The Class* shall be bound by *The Measurement Rules*.

(d) *All Classes of Membership* shall receive a copy of any publication which the association may from time to time release. (e.g. Magazine)

-END