Osprey Association Broadsheet

March 2000

Chairmans Cantillations

Well Christmas and the New Year have passed and we move towards what again I hope will be another great season of sailing.

The first event on the calendar is the Sailboat exhibition at Alexandra Palace, I am sure we will make some new friends and renew old acquaintances. Please, please, please come and give us a hand on the stand - it's good fun (and it is also a very long day if you do not get a break)

The Southerns this year are to be held at Highcliffe, our venue for the 2001 Nationals so please come along and give it a try. I am sure that it will make an excellent venue so it is a good opportunity to look at the venue for accommodation, pubs, clubs and anything else you may wish to see.

The Nationals are to be held at Sunderland, a venue that has changed considerably since our last visit. Richard and Rob are doing an excellent double act on planning this and we are very impressed with their work so far.

Those of you with access to the web will have seen our page (http://osprey.mariner.co.uk) - this site has undergone a great deal of development since the early days. Thanks to Tony and Huw for the immense amount of work they have put into this. Everyone is encouraged to visit it and make constructive comments on how it can be improved further - the net is a major marketing tool these days, and you only have to look at our competitor's websites to see just how important this is.

The 'Gossip' section is open to all - if you don't have access to it yourself but still have views to put forward, contact Tony, Huw or myself and we will arrange to put the information on the site on your behalf. Looking forward to meeting up with you at Sailboat and on the circuit



In Cognito

Terry's Tarradiddle

Here we are safely into the next century, no Ospreys fell out of the sky, nor for that matter did any aeroplanes. My Video's, Washing Machines, Televisions and even my Computers continue to work successfully. Tis true my fax blew up just before 2000 so no early Christmas Morning Faxes from Mike S this festive season .... did I hear a quiet "thank goodness" from some sleepy head not far away from me as I type?

The start to this season boat wise is going to be very easy for me since we really have nothing to do .... well thats not quite true. We do need to rejig the jib sheeting arrangements since my erstwhile crew is having trouble with the high friction levels we currently have. Tracks with no blocks on do tend to be rather hard to pull in especially in a blow and I do want to keep my excellant crew!

Having been banned from sailing from September last year I am really looking forward to the start of this season. I hope that you too are starting to get excited.

The Nationals at Sunderland last time was excellant and I hope that everyone will seriously think of making the journey to the North. Had we been on the South Coast last time we were there we would not have had a Nationals, because there was no wind in the South!

We certainly recieved a really good welcome and they went out of their way to give us a really good time. DO PLAN TO GO ITS REALLY WORTH IT, Richard Hewitt and Rob Shaw work really hard to make it great and with the new Clubhouse and the area having been re-vamped its bound to be even better still ... can you afford to miss it?



WHERE HAVE ALL THE OTHERS GONE
or
Dwelling in nostalgia

I was in the company of Don Flannery of Ribble Cruising Club the other evening, and having been presented with National Class Magazine, as my heading would imply, for some time I was truly dwelling in nostalgia.

It was late in life that I started to sail. That would be in the early 60's, and my first visit to a championships was to Scarborough, but as an onlooker; the distance from home giving rise to a day trip. For the record, there were 26 entries; rather a 'poor do' , but much improved the next year at Plymouth (my first venture) but Mounts Bay the year after, a record entry of 114. There can be little doubt, that to this day Mounts Bay became the favourite venue.

I had joined Ribble Cruising Club with an Enterprise, when the Club adopted the Osprey as the Class boat, so I bought my first Osprey No 175 from a Yorkshireman by the name of Rex Thornton. The next was a new venture; a GRP production (perhaps not wisely) the number, 565, which I believe to be the first GRP into the Osprey Class, Though I had seen the prototype previously shown by Paul Wright; I never knew if it was in the National Class. I called it 'Medusa', but I sold it to a stranger, and who I believe bought it to take, or send, abroad. Apparently GRP were more popular at his venue than wood, or so he said. I never saw it at any subsequent event.

This was followed by 790. The story behind that boat's name was that I was getting "Long in the tooth" by that time and my wife caustically observed that it should be "Swansong". The name of the next boat was also prompted by events. I met Ian Proctor at the boat Show, who was surprised that I was 'still at it' asked, What was I going to call this one?" My reply was that I should be "Still Singing".

In retrospect, and being retired generally, now 84, I am really surprised at the scattered friends or acquaintances that I had, and one can not help but wonder Where have all the others gone".

Some of the names and numbers (acquired from the younger memory of my son Geoff, who sailed with me for most of that time are 406 Mark Peek Skua from Chasewater; 420 Ken Robertson (The Fast Lady) Rock, Wadebridge; 489 M. Allot. (Nutcracker), Subsequently sold to my friend, Gerald Iddon, who had a great deal of success with it. 507, Frank Peacock (Caractacus); John & Joan Wade, (Stone S.C); Sid Brown; Nick Smith, (Champion 1965); James Curnow (Still Involved, I note from the Mag.) Bill Williams (Odins Pleasure) Chase Sailing Club.

Not to forget our own Wally Gardner with 'Ogo Pogo'; Gerald Iddon, now in Cruisers, is sailing the second home built cruiser in the Med accompanied by Wally Gardner, I think, from the weather charts that they must be having a very rough time, and also the Filey boys, David Poole, John Gilpin, the Plowrights (Past Your Eyes) The Littlewoods.

From the south, Stanley Gale, who we refer to as 'God help you'. At the time, I had told him that my crew was my daughter, very able but nowhere near the ideal 12 stone. His caustic reply was "God help you". From Scotland, Alex Flett, with Bougheroff I remember a race office lady saying that she would not say it if he should win. And lastly I must not forget the Class Chairman, Gordon Cooper and his wife, Iris.

This magazine with Alfie Hawksworth featuring the front page has really prompted these reminiscences. I gave up Osprey Sailing in 1976 to sail cruisers. I had a good 10 years of extended sailing, with four Clyde Spring Series under my belt, but I never enjoyed the recreation and the associations, that I experienced with the National Osprey Class.

Vernon May.

Ed's Note
We are grateful to Don Flannery for pursuading Vernon to put pen to paper. We are always glad to hear from Old Ospreyites. Many thanks Vernon

JOHN LITTLEWOOD

It is with great sadness that the Association has learned of the sudden death, on 15 January from a heart attack, of John Littlewood, aged fifty-three.

John started sailing Ospreys at Filey at the age of eleven, first crewing with his father Doug in 318 Beezneez; later taking the helm with his brother Richard on the wire. This partnership flourished for nearly twenty years - first in 318 then in a new Ray Green boat: 651 She's a Bee. The Littlewoods were consistent winners in the Club points series and open events at a time when over thirty Ospreys, including a number of well-known helms, were based at Filey. They had similar sucesses in the Scottish and Northern Championships and at open meetings at Hornsea, Glasson Dock and Morecambe.

John later purchased 892 Bettabee and continued to sail at intervals, with his wife Victoria and son William, until his death. His association with the Class, and Filey Sailing Club, spanned an unbroken forty-two years, which must surely be a unique achievement.

John's support and enthusiasm for the Class was legendary, and his many anecdotes about Osprey sailors always made for a good evening in the bar. Some of the most memorable occasions were at the half-way meal stop at Slaidburn on the return journey from West Coast Meetings.

John worked and played hard. He ran the family hairdressing business in Leeds for over thirty years, and was increasingly active in local drama and light opera.

Osprey sailors past and present were prominent among the many at his funeral to say farewell, and to support Victoria, William and the rest of the family.

John Rayner

The Association wishes to express its sincere condolances to John Littlewoods Family.

The Kielder Letter

Dear Terry,

Greetings from one of the few places in England where you can still walk into a pub and the locals look at you as though you'd just arrived from Mars. New millennium my arse! As these characters shuffle their webbed feet and scratch their faces with a full six pack of digits you are quickly aware that the spirit of "Northumberland Grim" stalks the land and maybe, just maybe has entered the 20th century.

Mind you, even this is better than mingling with the "dog-stranglers" who inhabit the many pubs of the "toon". Nevertheless I pray that you had a good time at the change of the millennium and hope that Father Christmas, who incidentally has a base in the forest near Kielder, brought you one of the Mark 4 Ospreys that Mr. Shaw is busy canvassing around the North. Having just changed from 2 to 3 another short jump would be no problem for a man like you.

At Kielder the enlightened are waiting eagerly to see whether rumours that there might be two new Ospreys sailing at the club next season are true. David Eynon, erstwhile Osprey sailor and presently defector (should this be defective?) to Flying Fifteens is threatening to recommission 1162, Ad Captandum Vulgus, and join us with his daughter Gale as crew. You will recognise Gale from the extremely silly hat she wears. Despite such a devastating handicap she should still bring a little more glamour to the fleet at Kielder and "please the rabble". The other boat is 811, Acid Test, which Roger has "given" to a couple provided they join Kielder and sail it. I suspect they might have a long hard winter.

Speaking of Roger and Davey (Quelle Surprise!), we need on this occasion to adopt a more sober tone. the reason for this was a very windy Sunday before Rutland. We could see the Ospreys were having problems because even the fat boys were being overpowered. Roger and Davey conspired to capsize the boat at the penultimate mark and the wind god twanged Davey onto the forestay. Ouch (and the rest)! Davey broke his shoulder and dislocated it to boot. Not much
"torque" from that boy as he was carted off to the

hospital to be mended. No doubt as he went he was hoping that the Doctors would be a little less cavalier than building site operatives in their approach to work.

Speaking of misfortune we have also heard that Richard from Sunderland has had recent problems with his ticker. The latest reports suggest that he is well on the way to recovery and is currently pondering whether his new boat should be renamed "Bionic Men in Black". Whether Paul fits the description either literally or metaphorically is open to some doubt.

What is certain however, is that next season there will be a great moral pressure on him to do all the hard work on the boat rather than swanning around pint and fag in hand, leaving Richard to do all the graft as was the case for a number of years. Even though there is such a long way to go growing up can be very painful!

Apparently Richard was worrying the other week that the new bits and pieces inside him made a noise. We think that this will be useful for other Osprey sailors because like Captain Hook and the crocodile they will be able to hear him coming. No doubt Paul will benefit equally from this phenomena. When he hears the ticking as he buys his pint he'll be able to put his wallet back in his pocket very quickly.

Whatever you once thought of Davey and Richard it is now possible to say that one is "'armless" and the other has his heart in the right place. Let's hope sincerely that their place is back in Ospreys as soon as possible. We're missing you already!

The Kielder Correspondent

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

Nationals 2000 Update from SUNDERLAND

This year the nationals' start on Sunday 30 July and finish on Friday 4 August. What more do you need to know ? ! Please call me and I will advise you on any and every query you may wish to raise.

Sunderland Yacht Club (SYC) are proud to host the Osprey nationals and SYC regard the successful running of this event as a matter of pride and reputation. SYC have been heavily backed by the Sunderland City Council in sponsorship of prestigious circuit events such as the 18 foot Skiffs and the Ultra 30's. Last year we also ran the Mirror National Championships and the Osprey Scottish & Northerns.

For those of you who have not been to SYC yet you will be pleased to know that we have a relatively short sail outside the harbour to the race area. We launch from a sloping beach that is mostly firm (No mud !) and has a concrete ramp. It's as easy as most of the venues I've visited. We have a lovely new club building with a great view of the harbour and sea. With a decent pair of binoculars your friends and family can see you race from inside the club lounge / bar area!

Naturally all of the new club facilities are very nice (And clean!) and we have a full time galley manager who has quality cooking facilities to hand. The area around the club now consists of a brand new Marina type 'up market' housing development and, as I've said before, the whole locality will be unrecognizable to those who came in '95 but have not been back since.

We at SYC are currently preparing the usual entry forms and notice of race which we expect to send to all Osprey Association members within a week or two. We will include a Sunderland tourist brochure which has some information on local tourist attractions and Council approved accommodation. An additional list of potential accommodation prepared by SYC will also be enclosed in this little package. I have a more widely based 'Northumbria' tourist brochure which I can send on request but note that your fleet captain may already have a supply. Tent & Caravan space at Clubhouse but

please reserve with Richard, first come first served. Naturally we will be arranging a schedule of social events and outings although it is too early yet to provide you with any detail. Our aim is too maintain the Northern reputation for hospitality so you can expect good food and entertainment and, of course, good company ! It will be an extra special delight for me personally to see you all at this year's nationals and, in fact, just to be there at all !

Richard Hewitt.

Tel: 01912 131386 home
01912 203319 office
E-mail: rahewitt@jfhewitt.freeserve.co.uk

Rule Observance

The reason for the title of this article is the rumours that are reaching me about rule observance by members of the class. Sailing is based on the premise of self-regulation, i.e. the individuals partaking in the sport abide by the rules. The sport relies on the honesty of the individuals.

Rule Compliance

In respect of Ospreys built from wood I would like to draw your attention to the following class rules and wording from the plans. Why? There are rumours suggesting that boats are being built with components, detailed on the plans missing, e.g. transom knee, and timbers of significantly lighter weight being used.

I have highlighted in bold italics the words that are relevant to the rumours, that I am hearing, relating to the construction of Ospreys in wood. I have written to all the builders of wood Ospreys, I know, to bring to their attention these points.

1.1 The Osprey is a 'one design' class. The intention of these rules is to ensure that the boats are similar in hull form, weight, general arrangement and sail plan.

Any interpretation shall be made by the RYA. In the event of discrepancy, the matter shall be referred to the RYA

1.4 All boats shall be built in accordance with the plans, Class Rules and specification as detailed by the RYA. Each boat shall comply with the official drawings for its specific mark. Variance using assorted features from different marks is not permitted.

8.1 The cockpit, which for the purposes of this rule is defined as being the plan area bounded by the aft face of the forward bulkhead, the inner faces of the side buoyancy tanks and the transom in Mk. III versions (or forward face of aft bulkhead in Mk. I and Mk. II versions), shall include all the structural components in the positions as shown on the official plans and listed in the official specification. Additional components, whether wood, metal or plastic shall be permitted provided that the effective deck area is not increased nor the draining characteristics of the cockpit materially altered.

Note on Plans

In all cases where the drawings or the above list of materials show or specify plywood, resin-bonded marine plywood must be used. For other components solid timber is to be used, but laminating or building up to size with timber of generally similar strength and specific gravity is permitted, providing the grain of the timber in the lamination runs in generally the same direction, except in the case of the transom, where plywood may be used.

Where particular species of timber are mentioned, these species are not compulsory, but in all cases timbers of generally similar strength and specific gravity to those mentioned must be used. The timber dimensions given are compulsory within reasonably close limits, some of which are laid down in the rules. Scantlings shown are compulsory, within the limitations of Rule 1 and any other rules in which they are specifically mentioned.

There are other rumours not just relevant to wood Ospreys, but all Ospreys. The following are those that have reached myself, you may know of others: -

* of correctors being removed and the boat not being re-weighed
* centreboards protruding too far below the hull
* correctors being lightened
* mast step too far aft
* mast tip weight below class limit

MEMBERSHIP SUBSCRIPTIONS

Membership Subscriptions are now Overdue
Have You Paid Your Subs Yet

Lost your Renewal Form?
A new one can be obtained from the Web Site or from Ian Madeley.

Don't leave it until the Nationals it only costs us money in lost interest at the Bank if you do.

You will also not get another magazine after this if you forget to pay.

It's so easy to pay by Standing Order why not complete a mandate now and you can forget about having to remember when its time to pay.

Most people now pay by this method its so much easier for everyone.

A CRITIC AT RUTLAND

A Commentary on the Rutland Open

I had pencilled in the Rutland Open on 16/17 October early in the year. A new venue fairly near to home, the prospect of a good turnout and sailing with Flying Dutchmen were all attractions. Rob came over on Friday night and we left the next morning at 0830, arriving some two hours later in good time, or so I thought, for the 1230 start. The man on the gate was not optimistic. "Full up mate - you will just have to double park your car and squeeze in somewhere". Everyone seemed to have allowed more time than us. The visitors' dinghy park was a mass of cars, boats, bodies and trailers with no semblance of order anywhere. Clearly a case for a Beachmaster or his inland equivalent.

At 11.00 the boat was still on the trailer. I gave the briefing a miss and relied on Phil Angrave for a summary, "Back to back, one minute rule and only five minutes to the start". We left the slip and with the light breeze made the start just in time. The number of boats was impressive - 24 Ospreys, 15 FDs and over 60 Contenders. The classes started at three minute intervals.

We moved quickly into position once the FDs were away, made a good start a third of the way along the line and stayed on starboard. The FDs had done this and then laid the windward on a long port tack. The wind hovered around Force 2 and we went onto port about the same time as the Contenders started. We were last at the windward but held our own on the next two reaches, just making the leeward before the leading Contender arrived.

From this point on it became a real struggle to find any clear wind amidst endless shouts of 'Starboard'. To make matters worse, the transom flaps were not closing properly: in spite of Rob's bailing, the boat seemed permanently full of water. We eventually finished and headed across to Ian Madeley for some sympathy. Mars Bars and a drink were offered and we quickly revived.

The next race was a repeat of the first in similar conditions: a good start followed by promising reaches until engulfed by the Contenders. It was good to see Peter Northen, representing my old club Filey, well placed in this race. We finished about 1630, changed and headed into Oakham. Rob had contacted the local tourist office and armed with a folder of addresses we quickly found an excellent B & B, We had missed the ticket deadline for the clubhouse dinner but enjoyed a first-class meal in the town and a real luxury - an early night.

Sunday's weather was perfect. Cool, clear, sunny and a fresh breeze. a real bonus for late October. We were better organised and made the start in good time. The FDs looked impressive as they sped away and we quickly took up position for another good start. This time we made the windward with a third of the fleet behind us. The reach was fast and one or two had gone over at the gybe including Captain Hewitt who was having a few sharp words with his crew. We played safe and dropped the kite.

We tried hard but the boats behind gradually began to overtake. The leading Contenders caught us on the first run and as they fanned out, about twelve boats abreast, they formed a near solid wind break. One boat came alongside and in less time than it takes to blink, threw over his boom and shouted 'starboard'.

The fresh wind required a quick response and from this point on we spent most of our time avoiding Contenders. It was difficult to see the next Osprey ahead and with black buoys on black water it was sometimes hard to judge which way to go. We approached the windward mark for the second time on the lay-line with a mass of boats tacking in on port. We rounded to be faced with an FD heading for us like a torpedo. "If you are not racing Osprey we are going to ram you" boomed the crew. This was the leading FD (and probably World Champion) and it seemed best to get out of his way. One's knowledge of the rules is not often put to the test at the back of the fleet.

We finished in 11/2 hours and drifted back to the start area which was only about 10 minutes from the shore A couple of beers and a sandwich would have gone down well in the bar, especially as we had to wait over a hour for the start.

The final race was held in superb conditions and the starts must have made a fine sight from the committee boat. If anything the wind had increased to Force 4/5 making the downwind leg a test on ei-

ther tack. We fell a long way behind, in part due an enforced tack at the windward to keep clear of Contenders. By the time we started our final loop, other boats were finishing and we had clear run, with two Ospreys in the distance and no other boats in sight. At the leeward mark boats 695 and 1167 suddenly appeared, presumably recovering from capsizes, and the three of us set off in close formation up the final beat. We headed for the shore and the shower although I'm not sure the latter was much use as the floor was covered in mud.

We looked at the trophies to see what we had missed. The FD cups were magnificent, in some cases perhaps worth more than the boats. For the presentations it was really a case of the long and the short and the tall receiving the prizes. FD crews seemed at least 6'6" tall, Contender helms about 5'6" and the Ospreys in between. Oscar gave an appropriate thank you and the meeting was over. For the record, 24 Ospreys from sixteen clubs entered, locations ranging from Kielder to Penzance. Newest boat was 1293 Richard Hewitt, oldest 425 Will Odling.

Packing up the boat gave us the opportunity to look at some of the FD trailers. Clearly, a standard combi is not available. Most trailers were of the home-made 'A' frame variety with a large box over the wheels to serve as keel support, tool box and mud-guards. A real gem was spotted on the ramp. It was about 20' long and constructed in three layers using welded steel angle The top deck housed spars and the middle deck the hull. An assortment of large white painted sections of timber filled the bottom layer which we took to be spare centreboards and rudders, even if they were over 3m long and looked like bedheads. It would definitely need a Shogun or a Trooper to move this up the ramp.

And so we headed up the A1, reflecting on an enjoyable weekend but with disappointing results, As my old Headmaster used to often write 'He could do better'

by
John Raynor

Results:

1	1085	Oscar Chess/Nick Daly-Hunt	British Steel
2	1207	Martin Lewis/Jon Gorringe	Poole
3	1285	Adrian Summers/Phil Angrave	Poole
4	1290	Nigel Scudder/Peter Frith	Poole
5	1292	Rob Shaw/Steve Watson	Sunderland
6	425	Will Odling/George Odling	RYA

Race Observance Engineer

* no 'black' bands on mast and boom
* no 'black' band on the hog

These issues are likely, I would suggest, to occur after fundamental/initial measurement. At last years Nationals 5 boats were found to be underweight when measured. It is planned to weigh all boats on arrival at the Nationals in Sunderland.

The following are from the latest version of the class rules for your information

10 HULL WEIGHT

10.1 The weight of the hull in dry condition shall not be less than 133.9kg. The hull shall include keelband, permanently fixed fittings, protective finish, non skid finishes and buoyancy apparatus, but shall exclude centreboard, rudder, tiller, spars, sails, rigging and other loose equipment.

10.2 If the hull weight is less than the minimum permitted, corrector weights, total weight not more than 7kg shall be fastened to the underside of the main thwart. The weight of the correctors shall be recorded on the certificate.

10.3 If any essential fixed fittings or correctors are removed or altered, the boat shall be re-weighed by an RYA Approved National Osprey Class Measurer and a new certificate issued.

13 RIG

13.1 Mast

13.1.1 The mast shall be of wood or aluminium alloy.

13.1.2 Three distinctively coloured bands of not less than 12mm in width shall be permanently fixed on the mast as follows:-

Band No 1 - The upper edge of band No 1 shall be not more than 1168mm above the extreme lower end of the mast. If a mast jack is fitted this measurement shall be taken from the base of the jack in its fully extended position. With the mast stepped the upper edge of band No 1 shall be not more than 1178mm above the spur.

Band No 2 - The lower edge of band No 2 shall be not more than 4190mm above the upper edge of band No 1.

Band No 3 - The lower edge of band No 3 shall be not more than 6096mm above the upper edge of band No 1.

13.1.3 The mast may have one set of spreaders and one pair of jumper struts.

13.1.4 The tip weight of the mast, taken at band No 3 shall be not less than 4.8kg when the mast is supported at its extreme lower end (or base of mast jack in fully extended position). This weight shall be taken with the mast approximately horizontal and complete with normal fixed fittings (including spreaders and jumper struts) and rigging and trapeze wires, handles and clips secured along the mast. Halyards shall be in the sailing position. Any rigging extending below the extreme lower end of the mast shall be supported and not weighed with the mast. Trapeze belts shall not be included.

13.1.5 Permanently bent or rotating masts are prohibited.

13.1.6 Spinnaker boom fitting(s) attached to the mast shall not project more than 50mm from the mast.

13.1.7 If no forestay is fitted, the mast shall be pinned or bolted to the mast step and the mast shall be supported in all directions in the horizontal plane at approximately deck level.

13.1.8 A distinctive coloured line, not less than 10mm in width, shall be permanently attached to the mast step spur so that the forward edge of the line shall be not less than 3480mm forward of the aft edge of the transom. The projected line of the aft edge of the mast track, in the stepped position, shall not be aft of the fore edge of the line.

13.2 Boom

13.2.1 The boom shall be of wood or aluminium alloy.

13.2.2 The boom, excluding fittings, shall be able to pass through a 102mm diameter circle.

13.2.3 A distinctive coloured band shall be permanently attached to the boom so that its inner edge is not more than 3048mm from the foreside of the mainsail track or groove when the boom is at right angles to the mast.

13.3 Standing and Running Rigging

13.3.1 The centre of the pin hole in the shroud plates shall be not more than 3200mm forward of the aft face of the transom and not less than 685mm from the hull centreline.

13.3.2 The extension of the line of the luff of the headsail shall intersect the mast below the lower edge of band No 2.

13.3.3 The extension of the line of the top of the spinnaker halyards, when held taut at right angles to the mast, shall intersect the foreside of the mast not more than 102mm above the lower edge of band No 2. If led through an eye or block, no part of such eye or block shall extend more than 100mm from the foreside of the mast.

13.3.4 The type and material of the running rigging is optional.

13.4 Spinnaker Boom

13.4.1 The spinnaker boom material of construction is unrestricted.

13.4.2 The overall length of the spinnaker boom, including fittings, shall be not more than 2516mm.

If you have any questions or require further clarification I am only to willing to be of assistance.

Huw Pearce

Technical Officer

Apologies to Huw and all those with reading difficulties for the size of print on this article, but we just ran out of space and had to reduce the print size to cope.

Racing Calender 2000

April		
8th - 9th	**Southern Championships**	
	Highcliffe	Simon Bridges
May		
6th - 7th	Hornsea	Mike Smith
6th - 7th	Poole	Phil Angrave
27th - 29th	Coniston	Don Flannery
June		
10th - 12th	Kielder Dam to Dam	Alec Mamwell
24th - 25th	**Welsh & Midlands**	
	Mumbles	Jeff Hughes
July		
1st - 2nd	Lord Birkett	
	Ullswater	Don Flannery
8th- 9th	Blithfield	Nick Daly-Hunt
15th-16th	Southend	Mel Day 01702 585677
29th July - 4th Aug	National Championships	
	Sunderland	Richard Hewitt
August		
3rd	Committee Meeting	Simon Bridges
26th - 28th	Sunderland	Richard Hewitt
September		
2nd - 3rd	Panmora Cup	Mark Somers
	Mounts Bay	01736 711698
9th -10th	Penzance	Des Menear
16th - 17th	**Scottish & Northerns**	
	Kielder	Alec Mamwell
30th - 1st Oct	Netley	Bob Thomas
October		
14th -15th	**Inland Championships**	
	Rutland	Nick Jones

Wilkinson Sword

Trophy to be presented at 2000 Nationals for the Competition Period August 99 to July 2000. One special event + 4 Best Opens (Not Nationals) to Qualify

Special Events *Highcliffe, Mumbles and Lord Birkett*

Ospreys For Sale

Dated: 10th February 2000

New	Wood/Epoxy Ospreys Superfast order now to avoid VAT Andy Barker 01929 -439765

Dated: 10th February 2000

1262	Still Preying Trailor Trolley and Lots of spares, nearly new sails Owner Tony Robinson
£2500	Contact Andrew Patrick 01522-868214 Rutland

Dated: 10th February 2000

1234	Winner Nationals 94,95 & 96, Must Sell
Offers	Andy Barker 01929 -439765 or Paul Hoskins Dorset

Dated: 4th February 2000

1182	Wood Mk III, excellent condition, suits sails, trailer & Trolley, various bits spare gear , complete revarnish (epoxy) & repaint 1999
£2,300 ovno	Bob Thomas Tel: 01203 454187

Dated: 30th November 1999

651	Wooden Mk II, absolutely immaculate, epoxied
£450	David Milnes Tel: 01634 682097

Dated: 30th November 1999

804	"Ogo Pogo" wooden Mk III, combi, new spars & sails
£1,150	Toby Collier Tel: 01634 682097

Dated: 30th November 1999

1211	GRP Mk III professionally built, Proctor spars, rod rigging, racing spec., Ullman sails, trolley (+ older trailer), and new cover.
£1,100	Stuart Richardson Tel: 01634 682097

Dated: 30th November 1999

1119	Mk II GRP professionally built
£1,650	Jon Roderick Tel: 01656 652633

Dated: 30th November 1999

1263	GRP professionally built Mk III, 2 suits Hood sails, 3 spinnakers,, combi trailer, under/over covers, very good condition
£3,500	Jeff Cooksley Tel: 01656 655261

Dated: 30th November 1999

395	Mk II all wood, complete refit '96 - stripped, re-varnished, painted and new fittings, good rig, 2 suits sails, trolley and cover
£650 ono	Andy Maskell Tel: 01590 676488

Dated: 30th November 1999

1159	Stress Relief GRP Mk III, 2 suits sails, trolley, trailer, cover etc., strut and all controls
£995	Alex Mamwell Tel: 01670 505822

Ospreys For Sale

Dated: 30th November 1999

1145	Wood Mk III, all in very good condition
£3,000	Alistair MacKay Tel: 01656 785508

Dated: 30th November 1999

853	Wood Mk II Westerly, hull completely refurbished, trailer, trolley etc.
	John Newby Tel: 01677 460374

Dated: 30th November 1999

1233	GRP Mk III Porter, winner Natioals '86, new Super Spar mast with mighty screw and Harken muscle box, Relling sails + extra genoas, cover, combi
£1,995	Nick Jones Tel: 01525 751712

Dated: 30th November 1999

959	Wood Mk III (first one), full racing spec, trolley, trailer, etc.
£1,200	Ivor Graham Tel: 01202 694456

Dated: 30th November 1999

1226	Composite Mk III, beautifully maintained, Superspar mast, adjustable rake & strut, '97 sails,minimum weight, all quality fittings, combi trailer, top 10 Nationals '99
£2,500 ono	Dave Gorringe Tel: 01590 671828

Dated: 30th November 1999

1024	Wood Mk III, professionally built & maintained, extensively fitted out with top quality fittings, top 10 Nationals last five years, combi trailer, covers etc.
£2,900 ono	Steve Brown Tel: 01258 857590

Dated: 16th November 1999

805	Full race equipment, immaculate condition, two suits of sails and spinnakers, Westerly built, £800 worth of fittings two years ago, raced in Nationals, Mk IIa conversion, combi trailer.
£1,050	Tel: 01634 682097 e-mail: brian@boxb.freeserve.co.uk

Date posted: 16th November 1999

824	Mk II GRP, wood varnished decks, good condition, full set NN sails, spare spinnaker, road trailer, ready to sail. Lying Pembrokeshire
£900	Tel: 01646 683485

Date posted: 16th November 1999

1115	Mk III wood Westerly, new mast, repainted, certificate, ready to sail, c/w sails, cover, r/trailer. Can deliver, lying Cumbria
£1,100	James Harrison Tel: 01768 484507