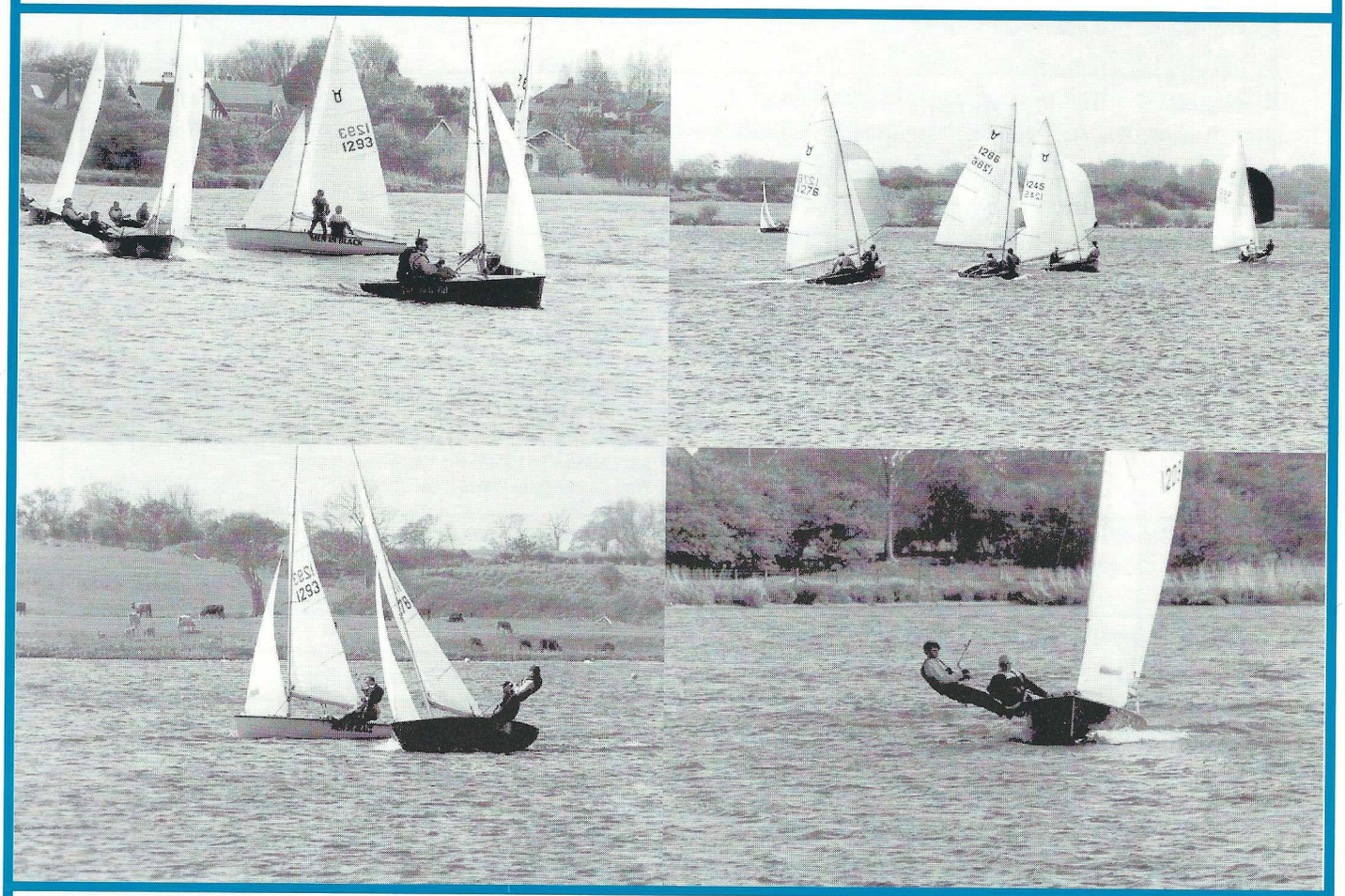
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National Osprey Class Association



Magazine

July 2000

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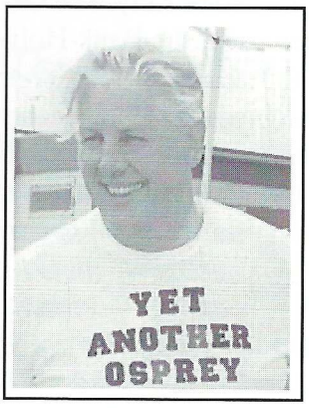
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Front Cover

Top Left - Windward Mark
Top Right - Hewitt & Shaw leading the group
Bottom Left - Posing again & it's still not flat!
Bottom Right - Steve Olay & Peter Williams



The Editor

Contents

Committe & Fleet Reps	Page 2
Terry's Tarradiddle	Page 3
Chairmans Cantillations	Page 4
How I became a Yorkshireman	Page 5-7
Technical Talk	Page 8-9
&	Page 12-13
Open Meeting Reports	
Poole	Page 14
Coniston	Page 14
Hornsea	Page 15/17
Letters to the Editor	Page 16
The Valdictory Soliloquy	Page 18
Open Meeting Calender	Page 20

Photographs

Hornsea Open	Page 10-11

Advertisers

Admiral Dinghy Gold	Page 19
Camcleats	Page 18
Chipstow	Page 4
Milanese	Page 6
Pete Northen Sails	Page 13
Ullmans Sails	Page 19

Copy Deadlines

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

Open Meeting Reports & Photographs as soon as possible please!
The next Magazine is already under way

Terry's Tarradiddle

Did I speak too soon .... well I think I really did. There I was bragging almost that the boat was ready for the start of the season and nothing could stop us at club level this year. How wrong can you get? We started of OK but then all went wrong... We were scheduled to run the safety boat for the cat open on the weekend of the eighth and ninth of April.

Everything went very well until at the last minute on Saturday the steering went on the boat. We managed to recover the boat without too many problems, on Sunday we tried to get a new steering box without success, so Andy and I went home. Sunday afternoon turned into a beautiful day so Margaret and I went for a ride on our motorbike. All was well until the front wheel hit a patch of unseen gravel, which resulted in Margaret and I being thrown to the ground with a resounding thump. I am still struggling with two cracked ribs but thankfully am sailing again now. We thought that was enough, but on Easter weekend Andrew was taken into hospital with an extremely large swollen elbow. This required intravenous antibiotics in order to resolve the problem. As a result our spring series has gone straight down the pan... Ah well there is always next year. I hope that everyone else has not had the similar problems.

I should like to thank all retiring Committee Members for their support but especially Nick, Ian and Simon without whom you would not have had a magazine or had it delivered, thanks!

Finally you may not have decided to go to Sunderland, but it really is not too late, I believe you are going to miss one of the best nationals of latter years if you do not go. So why not get yourself organised, get the boat ready, pay the late entry fee and enjoy the nationals. If you had booked earlier you made the right decision, hope to see you all there

Good luck

PS sorry theres no Watson the Wag this issue but we ran out of space

Chairmans Cantillations

Concluding Clarion Call to Comrades and Companions.

Laying-up time and varnishing are now long gone, and Sailboat is a distant memory. A few thanks are due here to Terry, Ian, and also Adam who transported the many bits and pieces needed for the stand. Also thanks to those who helped on the stand over the two days.

A month later saw us at Highcliffe, Nationals venue for 2002. This event was excellent. Congratulations to Chris and Jane who won the second race in very light airs in their new boat 'Big Girl's Blouse', beating a very high quality fleet. Although plans for 2002 are at a very early stage I am sure this will be an excellent Nationals venue.

Now to business, this year will see the retirement from the committee of Simon, Ian and myself (Secretary, Treasurer and Chairman respectively). Some careful consideration will be needed in finding replacements. I am supporting Terry as Chairman, if anyone is interested in standing for any of the other roles and would like to know more please contact me for the 'job description' for each. Incidentally Terry intends to continue with the Magazine unless someone else really has a burning desire.

Along with Simon and Ian there have been some great contributions from all of the committee members in the last three years and here seems to be an appropriate place to record my thanks to each of them.

The arrangements for this year's Nationals are well in hand and all that is needed now is .....YOU! I have visited Sunderland twice recently and I can assure you the facilities are second to none, so don't miss out. Entry forms can be found on our website (www.osprey.mariner.co.uk) or from Ian Madeley. If anyone is in need of a boat, a crew or a helm, how about putting an advert in the gossip section on the website? (Or contact Rob or Richard direct)

I'm writing this at the end of the week-long Coniston Water Festival, at the end of May. The Osprey Open took place here over the Bank Holiday weekend, and was followed by various other races and other events designed to celebrate boats and sailing. If you haven't ever combined an Open meeting with a week's holiday before, consider it for next year - this is a good one to try.

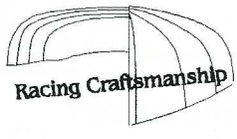
This will be the last Chairman's report I write. It only remains for me to thank all I have worked with on the committee over the long time I have been associated with it - about 15 years I reckon. I am sure that the Osprey has a bright future ahead of it, in the safe hands of those who love the Class. I'm looking forward to the Nationals, coming Opens, and to seeing old and new friends on the circuit.



1240

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How I became a Yorkshireman

First Instalment

The first lesson

Yorkshire lest we forget is the largest county in Britain, bigger than the Lebanon, Cyprus or Jamaica, and bearing more people than Norway, Ireland or Bolivia. 1/8 of all England in area, 10 percent of the English in quantity, but, by their own reckoning, 100 percent equality. A royal dukedom, eerie of kingmakers, breeder of cricketers, Brontes, Captain Cook, Delius, Guy Fawkes and Harold Wilson; eponymous to a pudding and displaying within its borders, old city's bloody in history, young towns harsh with industry, and bleached-rock, sage-green landscapes of a peaceful beauty that would relax even the dervishes eyeball.

And a people all its own.

The history of Yorkshire is the history of England. The Romans marched up the Great North Road in AD 70, the Saxons arrived around 547, the Danes came in 867, William the Conqueror turned up in 1066, and I stepped out of a train at Leeds city station in 1954.

Twelve character forming years have gone down the locust since that day of initiation when, a raw immigrant from London, I first set eyes on the Bloody Umberella Prince and threaded my way among the naked land-bearing ladies of city Square. Keen to make a favourable first impression and anxious to show due reference to the occasion, I was wearing my best bowler-hat, shortie Italian showerproof and grey suede shoes, and had given particular attention to the elegant rolling of my umbrella.

I presented myself, in due course, before the desk of Mr Josiah Micklethwaite, the factory manager who had been doomed by the gods at headquarters to have me as his new deputy. He looked me up and down for long minute, hoping, I think, but I might turn out to be a mirage.

By...! He gasped, changing his glasses for a better view, by...! Did you come through loading-yard in that la-di-da outfit and carrying that bloody, umberella? Yes, sir. And right across factory floor? Yes. And through the outside office into here? Well... Yes.

He shivered, locked his office door and pulled down all the window blinds. By...! He said. But it'll take you 10 years to live this down, lad. Nobody in t'place will take a blind bit of notice of you. They'll be thinking I've got lass wit' delicate air for deputy. I knew you were right Southerner but I never reckoned on all this fancy-Nancy.

I had not, till then, realised that I was a Southerner. I had thought that England was populated by the English. I have since learnt, of course, that God, when breathing on the relevant handful of primeval dust, ordained that the country be inhabited, in strict order of merit, by Yorkshireman, Lancastrians and Southerners.

It is quite a relevant that people living in the South find no physiological need to refer to others as northerners, newly arrived immigrants have lost their visas merely thinking about such things. And it takes only a short sojourn in gods own country to bring home to members of lesser breeds without the law that the misfortune of being born below Portree is a handicap in life second only to the curse of Cain. To Yorkshireman in general and, as I soon found out, to Mr Micklethwaite in particular, southerners are the Englishman Hitler had in mind, effete, soft centred, a sort of latter-day Oscar Wilde, given to such decadent as wearing a bowler hats, fancy shoes and rose coloured spectacles, and practising feminine weaknesses such as kowtowing to shopkeepers, describing spades as garden implements, growing mint in the garden, and carrying bloody umberella's.

At lunch-time on that first Yorkshire day, Mr Micklethwaite smuggled me out down the fire escape. It had come onto drizzle and I'd took

my sensible gamp. He was so intent on getting me out of the back entrance unseen that he didn't notice I'd got the dread object until we were crossing the yard. As we came in sight of a group of our staff arguing by the gate, he pulled me suddenly back behind the cover of a lorry.

That is the complete shop stewards committee, he said. If they get sight of that umberella, they'll mark you down for the life as a right Jesse. It'll be strong arm tactics all the way at the works council meetings and everybody in the place will be calling you little Lord Fontleroy all sweetie pie. Hide it, lad! But God's sake, hide it! But where? Stuff it under your coat. It's too long.

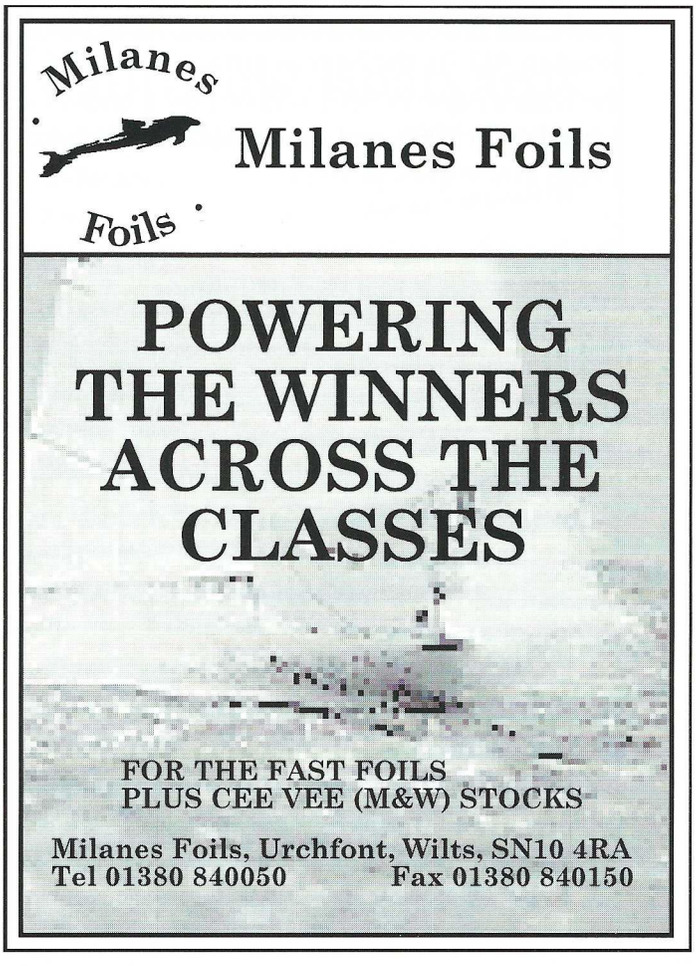
Then get it under your arm and hold it against your leg like this....

He pushed the handle of the brolly up under my armpit like a foreshortened crutch. I can't my own straight down my side the hold it in place and keep the protruding thought of feral hidden hard against my fly. Stiff-legged as a Long John Silver, right arm fixed rigid as a calcified Guardsman and keeping the brolly on their blind side, I hobbled up to the six shop stewards and was introduced to each in turn. I had, of course, to shake hands with my left paw, but hoped they would rationalise this handicap by thinking me an arthritic ex-boy scout. As I wooden-legged it through the gate, sweating cobblestones of relief, I could feel the twelve eyes running down my back like inquisitive lasers. But I finally won out for Mr Micklethwaite. Nobody ever called me little Lord Fontleroy all sweetie pie. For the rest of my career in Leeds I was known to one half of the staff as peg-leg Pete and to the other half as cripple Joe.

The rain began bucketing down, so, when out of sight of the factory, I elevated my umberella and offered its shelter to Mr Micklethwaite. He shied away as if I had come at him with a Cobra. I learned then that no matter how vocal he may be in doubting the masculinity of its bearer, there is nothing so puts the fear of God up a Yorkshireman as an open umberella. When it rains in the Ridings, experience has taught me, frail women raise brollies, old men take taxis, but red-blooded Yorkshireman just get wet . A Yorkshireman is more afraid of being seen by his neighbours with an open umberella them with another woman. Mr Micklethwaite walked grimly beside me like a man exercising a leper, a full yard away from me and indisputably outside the cover of my portable wigwam

Take note, his face suddenly proclaimed to his passing compatriots, that courtesy compels me to walk with this Southerner. But I am indisputably walking out in the rain. Let the heavens open, come the second deluge, I'll get soaked to the skin, brew my West Riding catarrh into bronchial pneumonia, shrink an inch if need be... But nobody 'll ever be able to say in t' singing room that Josiah Micklethwaite was seen walking down Headrow under no bloody umberella.

I lowered my brolly loyally and Mr Micklethwaite came the back to my shoulder. We walked together manfully on through the grey rain and here, with Niagara sheeting of the brim of my bowler and the Negroid Lions of Leeds town hall nodding approval, ended my first lesson.



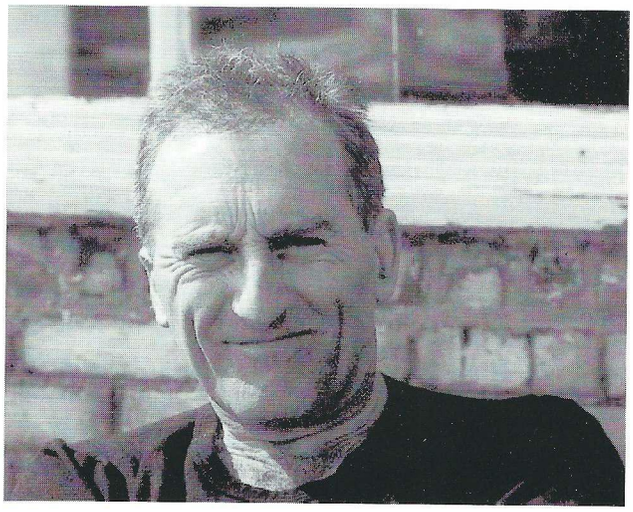
Caption Competition



No 1 Dave Metcalf & Elaine Wilson



No 2 Rob Shaw and Mike Mooney



No 3 John "Rusty" Lang

Name .....
My Captions are

No 1 .....
.....
.....

No 2.....
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.....

No 3.....
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.....

Rules

Only one caption per photograph per member.
Entries should reach the Magazine Editor by no later than October 1st.
The Editors decision shall be final.
The winning Entries will be published in the December Magazine.

Prizes

The pure unadulterated glory of seeing your name and captions in print.
A pint if you can catch me at the Bar

Technical Talk

Modern Competition Schedules and Race Management Techniques

The Chairman of the RYA Championships and Regatta Management Committee, Tony Lockett presented the following information at the RYA Racing Classes Forum in December 1999. Do we the Osprey members want to consider making changes to the format of our National Championships and adopt some of the suggestions included in the presentation? Perhaps a mix of features from the traditional format as outlined in slide 2 with some of the newer features from later slides.

How about a Nationals consisting of racing on 5 days, with a lay day brought back, where on 2 days there 3 short races using a trapezoid course with the fleet split into groups and 3 days of traditional single long race per day on big course. This would give 9 races during the event and perhaps we should consider allowing 2 discards; one from the six short format trapezoid races and one from the traditional long format races!

What do you the membership think? I think there are some interesting opportunities in the mix and matching of features.

Huw Pearce
Technical Officer

Slide 2 - Competition Schedules

- ☐ *Traditional format;*
  - ♦ *Five or Six days*
  - ♦ *One race per day*
  - ♦ *All entrants on the same start line*
  - ♦ *Occasional fun race, i.e.*
    - √ *Crews race*
    - √ *Lady helm*
    - √ *Single handed*

Slide 3 - Result a Champion

- ☐ *But*
  - ♦ *Is the champion a worthy champion?*
  - ♦ *One or two bad races may remove the best sailor from the event*
  - ♦ *The size of the course required to accommodate the whole fleet favours those with boat speed over those with tactical skill*

Slide 4 - Courses

- ☐ *Triangle and Sausage*
  - ♦ *The course best suited to the old style format*
  - ♦ *One mile beats, runs and reaches*
  - ♦ *Reaching angles designed to maximise speed*
  - ♦ *Always start with a triangle to spread the fleet before the running leg; result a procession*
  - ♦ *Therefore, throw the rulebook away, after the first beat boats don't meet!*

Slide 5 - A new look

- ☐ *Lets make racing interesting!*
- ☐ *By*
  - ♦ *keeping boats together so that speed and tactics count*
  - ♦ *making the most interesting part, the start, fairer*
  - ♦ *having more races, therefore more starts and more marks to round*

Slide 6 - Pre-requisites

- ☐ *Everyone wants to sail against the best in the fleet*
- ☐ *Everyone wants to sail in every race*
- ☐ *Organisers should be able to get a result even if some races are lost*
- ☐ *Competition format should be easy to understand*

Slide 7 - How?

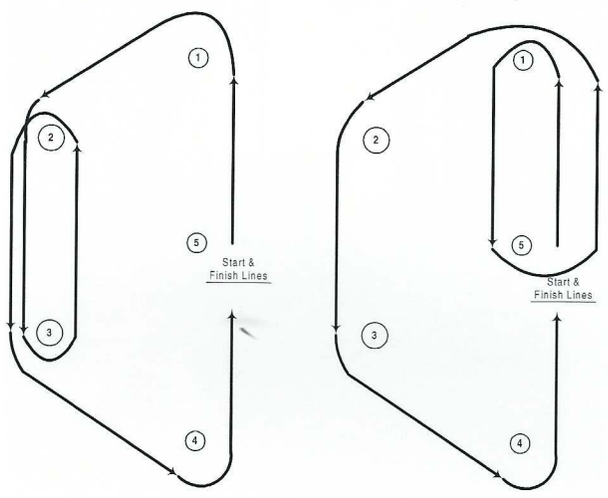
- ☐ *Reduce fleet size; result*
  - ♦ *shorter start lines and therefore fairer starts*
  - ♦ *shorter races and therefore more time for more races*

- *more races mean more starts, more mark rounding, more interesting racing*
- *different course configurations are necessary*

Slide 8 -Competition Schedules

☐ *Split fleet into seeded groups*

- *two groups when combined make a maximum of 30 to 40 boats (the smaller the better)*
- *sail in flights (two groups combined)*
- *rotate groups for each race*
- *use a trapezoid configuration which gives two windward leeward courses with one reaching leg*



Slide 9 - Each Race consists of

	Start 1	Start 2
	Outer loop	Inner loop
Flight 1	Red v Blue	White v Yellow
Flight 2	Red v White	Blue v Yellow
Flight 3	Red v Yellow	Blue v White

Each group races against every other group once
Every competitor races against every other competitor once
Every competitor has three race results

Slide 10 - Seeding

☐ *This can be achieved by*

- *Using the previous years championship results*
- *Having the first race where all start together and then using the results for seeding*
- *using a ranking list*
- *changed daily after each race*

Slide 11 - Effect on Race Management

☐ *Starts are fairer because reduced fleet size*

- *makes identification of OCS easier*
- *more accurate start lines can be laid*
- *conditions over length of start line more equal*
- *reduction in the need for penalties to be introduced*

Slide 12 - Effect on Race Management

☐ *Races sailed over a period of time rather than distance, therefore;*

- *courses smaller*
- *races shorter*
- *mark changing impractical so not normally implemented*

Slide 13 - Effect on Race Management

☐ *Recording and Results*

- *need to be carefully processed*
- *overall result will produce a champion who has*
  - √ *proved consistent over a large number of races*
  - √ *is capable of both speed and tactical sailing*

Slide 14 - Finally

☐ *The concept is radical*

☐ *Can your class afford to continue with its present format?*

☐ *You do not know if it will work unless you are willing to try it!*

☐ *This is only one suggestion - there are other ways of achieving the same result*

Hornsea Open Meeting



Spinnaker Hoist
"I never have this trouble with Paul!"
Richard Hewitt and Rob Shaw in 1293



Downwind
Pretty things aflapping



The Fleet
All abreast

Prize Giving
Left to Right
John "Mr Rusty" Lang, Malcom (One Tack)Clack, Mike Smith (Commodore Hornsea) Hon Presidents Mr & Mrs Rupert Russell





Up the Beat
Pip Warner & Alaister Smith 1245
Steve Sharp & Ian McIntyre 1288

First Race of the Season
"Whats this bit then John?"



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Osprey Mk4 - is there a need?

The Osprey web site (http://osprey.mariner.co.uk/) has seen several Internet connected members debating if there is a need for a Mark 4 Osprey. I wonder how many members were not aware of the debate, so this article is to ensure that all members of the Osprey Association are aware of the debate and can make their thoughts known. I expect some further debate to take place at the AGM.

All parties to the conversation seem to agree that a boat made of man-made materials, e.g. GRP, FRP or synthetic sheet materials, is required alongside the option of building in wood. Additionally

There are those think the Osprey interior should be updated to make it more appealing in the 21st Century. The suggestions in this area include:

* Allow double-bottom self draining cockpit
* Remove thwart
* Remove floor beam in aft of cockpit
* Reduce number of floor battens to one per side and reduce in length to 2000mm

I have also received written correspondence making various suggestions for change. The following are some of them:

* Remove the bilge keels
* Reduce the plan width of gunwales by 10mm
* Review the thickness of ply used for the deck & hull panels, this to bring thickness into line with available ply-sheet thickness
* Remove the requirement to build wood Ospreys from BS1088 grade ply
* Allow a fully faired centreboard, in case you were not aware currently centreboards should have parallel sides(!)
* Allow centreboards to constructed from any materials as currently allowed for the rudder, rudder stock, tiller and tiller extension
* Reduce minimum hull weight
* Change the bow tank to a split design to eliminate need for a spinnaker tube

All builders of wooden boats have expressed the need for the quality of the drawings to be improved and reproduced on 'paper' that does not shrink and expand with changes in humidity. As a first step to enhancing the drawings they are being transferred in to an electronic system - Computer Aided Design (CAD) system.

Once this has been done changes and updates to the information will be undertaken, i.e. the existing drawings in electronic form will provide the baseline for these changes. They will also act as a historical record. Ultimately it is hoped to fully model the Osprey design in a 3-D CAD system, this would improve the quality of drawings immensely due to it being possible to ensure the individual parts fit together to produce fair lines.

One suggestion made in the debate on the Osprey web site was to allow composite boats to be built with just a GRP hull and all other parts to be made from wood. The current rules would only need a small change to meet this suggestion. Currently, composite boats are governed by the following two rules:

3A.1 The materials used in the construction of GRP and composite boats shall be as detailed by the RYA. In the Mark II composite boat the hull shell, bulkheads and the lower portion of the centreboard case shall be of GRP. In the Mark III composite boat, the hull shell, centreboard case, forward spine unit, aft spine unit shall be of GRP.

3A.2 In the Mark III composite versions all materials must comply with the official drawings and rules for the version and materials used. Where the forward and longitudinal bulkheads are of wood, they shall be securely bonded to the hull shell moulding prior to the hull being lifted from its mould.

What do you the members want to happen?

Other measurement considerations

Some other things that I have spotted the measurement rules of other classes that you the members might want to think about.

Fireball

Centreboards and rudders shall float even with holes drilled through the core.

505

5.8.2 - The sailing weight in dry condition shall not be less than XXX kg. The sailing weight is the weight of the hull including metal ballast, the spars, standing & running rigging, centreboard, rudder & tiller, but excluding sails and battens. Fittings and components of exaggerated weight and artificially heavy areas of construction are not permitted: examples include use of lead or other heavy materials, except for ballast permitted under Rule 5.8.3.

5.8.3 - If the sailing weight is less than XXX kg. the difference without limit shall be made up by metal ballast touching the centreboard case or spine and visible when viewed from a standing position next to the boat, half between 1100mm and 1500 mm and half between 2900 mm and 3500mm from station 11, such ballast shall be retained for the life of the boat or until the boat is re-weighed in accordance with Rule B 5.8.5

5.8.4 - Each piece of metal ballast shall be hard stamped in a visible place with its weight in kilograms to the nearest 0.1 kilogram and a serial number to identify the piece of ballast and the total number of pieces used in the boat.

5.8.5 - Boats may be re-weighed at any time by a Class Measurer providing that immediately prior to re-weighing, the boat has not touched the water for a period of at least two weeks. The sailing weight and the number and weight of ballast pieces shall be recorded on the certificate by the Measurer. The metal ballast referred to in Rule B 5.8.3 may only be removed or reduced at a re-weighing commissioned by the owner under this paragraph and such re-weighing may only take place at intervals greater than 12 months.

8.3 - The headsail shall conform to the official rules and diagrams, except that a sail smaller in any dimension except batten position is allowed.

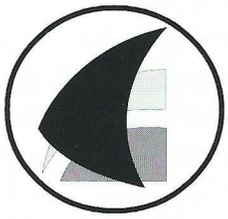
13.0 Propulsion

In accordance with RRS 86.1[c], RRS 42.3[b] is not applicable and the following class rule is substituted

Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planeing is possible, the boat's crew may pull the sheet and guy controlling any sail in order to accelerate a boat down the face of the wave or in response to a gust, but not more than three repeated pulls and releases of the sail may be made for each wave or gust of wind.

Huw Pearce

Technical Officer



PETER NORTHEN SAILS

CHAMPIONSHIP WINNING SAILS

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Open Meeting Reports

Poole Open Meeting

Saturday afternoon was absolutely gorgeous. The sun was shining from a cloudless blue sky, the water was sparkly and blue and a balmy force two blew from the north-east. Seventeen Ospreys slid down the slip at Poole Yacht Club and adjusted their light weather settings on the way to the start line. All was well with the world.

The RIBs were in position, the committee boat organized, all the flag and sound signals were correctly made and the fleet was off. The breeze held true as we made our way to the windward mark and those who had opted for shortie wet suits were definitely the more comfortable. After a short while, when around half the fleet had rounded the mark the wind died a little – in fact it disappeared altogether. Thirty minutes into the race and the OOD wisely decided to shorten at the wing mark – only no one managed to get there. We all moved around the harbour on the tidal stream but that was about all. Not to worry, the sun is still shining and we have the rest of the afternoon. The fleet made its way back to the portals of Poole Yacht Club and we all sat around while the wind socks totally surrendered to the force of gravity.

Oh well, not to worry – there's bound to be more wind on the Sabbath and we can all have a jar or two of wonderful southern beer (eat your heart out Mr. Smith) to pass away the remainder of Saturday. The latter was certainly true but the former did not materialize until long after the covers were back on boats and those who had travelled were well on the way home.

Yes, it was very disappointing but these things do happen. However, the home fleet has organized a closed sponsored beer/sailing weekend on 8/9 July and all those disappointed visitors have complimentary invitations to come and play. It isn't envisaged to make it an open meeting because that would be grossly unfair to Blithfield who are staging an event at the same time.

Simon.

Coniston Open meeting

We arrived at Coniston bright and early on the Saturday morning, and it was blowing - then it wasn't - then it was - then it wasn't. It blew from the east, then the west, then the north. Despite the tricky wind conditions we had a series of 7 races over the three days with good racing throughout. Rob Shaw and Steve Watson managed to win the first five races, and could therefore rest on Monday (sitting with a pint in hand, commenting on the tactics of the fleet) The competition for 2nd and 3rd place was much closer, with Willy Crichton and Jon Osgood needed to win the last race, with Alec Mamwell not higher than 3rd, in order to be 2nd overall.

The race was reasonably close, with Alec beating Willy by about 7 seconds.

The helms and crews of the nine boats had an excellent few days, as is usual at this venue. Hopefully more Ospreys will be there next year.

Results:
1st 1292 Rob Shaw & Steve Watson
2nd 1276 Alec Mamwell & Ian Little
3rd 857 Willy Chrichton & Jon Osgood

Nick Jones

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Hornsea Sailing Club Open Sponsored By BG Storage

6th 7th May

To say I have a slight grin while writing this is somewhat of an understatement!

While we poor Northerners basked in brilliant sunshine and a steady NE 3-4, you poor unfortunates from South of the Watford Gap who turned up at Poole found no wind, and the sailing area looking like the local beer - FLAT !! Oh I've hardly started and there's my first swipe at southern liquid! However, I must say I was sorry to hear that Poole had had to abandon racing due to lack of wind, as knowing the Poole boys I'm sure a lot of planning, hard work and good organisation had gone into the event.

Back to Hornsea. Sadly numbers were down on previous years with only seven local boats and three visitors turning out. Obtaining sponsorship for the event again is a big bonus for a small club like Hornsea; alas, I cannot see them willing to continue their support with such a poor turnout.

On to the racing.

Race One was dominated by Pip Warner and Alastair Smith in 1245 Two Bob Bit, who had more boat speed than you could shake a stick at on all legs of sailing. John Lang and Malcolm Clack in 1178 Pyscho came in 2nd, with Richard Hewitt and ultra light-weight "crew" Rob Shaw in 1293 Men in Black. I use the term "crew" loosely - Steve will be pleased to hear that by midway through the meeting, Rob was shattered and praising we lardies who normally grace the front end, take all the blame when things go wrong, and listen to all the praise being heaped on the helms when all is well in the world. Aren't crews great!!

I digress, Alec Mamwell and Ian Little in 1276 worked well to finish 4th.

Race Two: Again, Pip Warner was away, pursued by Dave Metcalfe and Elaine Wilson in 1286 Kindred Spirit. Alec and Ian in 1276 were 3rd with Messrs Lang and Clack 4th, and the rest of the fleet staggering home some distance adrift.

This drew Saturday's racing to a close. Unlike previous years we all stayed sober - yes, even me, and Elaine was driving! John didn't dance around handbags, Rob kept his evening meal down, and Elaine and I didn't have to dispense Alka-Seltzer or aspirin on Sunday morn, although a good meal, a few pints and some fine malt had been downed. We must all be getting old, though we didn't have Watson to lead us astray.

Sunday morning: The wind had eased a tad and John (with a clear head) was rubbing his hands with glee. As in 1998, he told us that Psycho had only come out of mothballs on Friday, and Malcolm reminded us of watching the rust falling off.

Race Three: "Mr Rusty" was at it again, pulling out a convincing lead followed by Richard and Rob in 1293 2nd, and Dave and Elaine in 1286 3rd.

Race Four: Mike Mooney and Brian Ruston in 1281 White Knuckles (Brian's kindly keeping my place warm while I'm out of commission) led from the start, but Mr Rusty was nibbling away at what at one time looked like a winning lead, and finally caught and overtook Mike on the last lap. Richard and Rob 1293 came in 3rd, with Alec and Ian in 1276 4th.

Race Five: With Mr Rusty down the pan, Richard and Rob finally looked like getting a 1st. Those of us condemned to the bank watched as slowly Pip Warner pulled himself up to 3rd, then 2nd, and passed the now flagging Rambo and exhausted Rob on the last lap. But it's not over till the flat lady sings or Mr Rusty dances round handbags, as John (with a pulled neck muscle and full of pain killers) made his move slowly and surely, working up to 4th, then overtaking Steve Sharp and Ian McIntyre in 1288 Girlfriend with two legs to go to finish 3rd, and thereby taking 1st place overall.

Continued on P age 17

Letters to the Editor

Treetops
69 Wansdyke
Morpeth
Northumberland
NE 61 3 RA

Dear Terry,
please can I use the magazine to remind fellow Osprey sailors that this year's Scottish and Northern Championships will be held at Kielder Water Sailing Club on 16th /17th September. It would be excellent if we could have a good turn-out not only to ensure a competitive event but also to help stimulate the development of the Osprey Class at Kielder.

Although we cannot guarantee the weather, September in Northumberland can be very pleasant. There are lots of outdoor activities other than sailing for family and friends to do in and around Kielder. Indeed the championships could make an ideal start or finish to a short break or holiday. If anyone wished to do this K. W. S. C. could help with boat storage for a short period and I could help with information, ideas etc. anyone interested in the event or peripherals should contact me on 01670 505822.

The Osprey sailors are probably a little bit fed up with me continually asking them to come to Kielder especially the lads from Hornsea, Ribble and Blithfield. Well the easiest way for them to avoid this (and the associated guilt) is to be enthusiastic and actually turn up in September. I promise in return not to harass them for at least another six months!

Seriously it's about time we had a 20 plus turn-out for the Scottish and Northern's and your entry will count this year.

All the best

Alec

Dear Terry,

The RYA Magazine Summer edition 2000 just arrived and there is a little piece in there that members may find interesting it is entitled "Incentive to win the National Championships!"

Recognising the Champions

As part of its 125th and Millennium celebrations the RYA is giving special recognition to all those who win their respective National Championships in the coming year. Each national champion will be given a goody bag and honorary year long membership of the association.

This new award is part of a continuing commitment to support and encourage class racing at all levels under power and sail. The RYA believes that all to often these successes do not receive the wider attention they deserve. By promoting these achievements of men and women of hundreds of active class associations in the national and local media, the RYA hopes to dispel the myth that racing is all about a few Olympic classes and big boats costing lots of money. The National Class Champion Awards scheme will be open to all RYA affiliated racing classes under power and sail.

I have spoken to the RYA and they will be writing to the class in the early Autumn to get the details of who is our National Champion for 2000. They (the RYA) are planning to do a feature in the Winter edition of the RYA Magazine covering all classes.

The contents of the 'goody' bag have not been finally decided yet.

Regards,

Huw Pearce
Technical Officer

Hornsea Open Contiued from Page 15

Results

1st:1178 Pyscho:John "Mr Rusty" Lang and Malcolm "one tack" Clack (West Riding SC)
2nd:1245 Two Bob Bit:Pip Warner and Alastair Smith (Hornsea SC)

3rd:1293 Men in Black:Richard "Rambo" Hewitt and Rob "I love lardy crews"Shaw (Sunderland YC)
4th:1276 Jennifer:Alec Mamwell and Ian Little (Kielder SC)
5th:1286 Kindred Spirit:Dave Metcalfe and Elaine Wilson (Hornsea SC)
6th:1281 White Knuckles:Mike Mooney and Brian Ruston (Hornsea SC)

Foot Note:

With the growing development of good, cheap GPS and Tick-Tack compasses, maybe a few more of you will be able to find your way to Hornsea next year. We've got over 300 acres of water. Yes, we've also got a couple of shallows, but even Rob missed them this year! We can't guarantee wind, but I can guarantee a real Yorkshire welcome, good food, and good ale - in God's County anything's possible. This year even the sun shone on us ungodly Northerners.

Mike Smith

Ed: Thanks once again Mike for producing another of your tales in your own inimitable style, tho' I notice even with your northern grit you could not pluck up enough courage to put in print the chosen nicknames of your own lovely lady and your Skipper!!! I sometimes think there's very little difference between North & South just that you lot up there just bleat a lot about your masculinity and we don't try and kid ourselves ..... by the way hows your rhubarb patch coming along?

Osprey Nationals Update

Andy Barker has booked his return flights from Athens to Newcastle, interrupting his family summer holiday, so that he can compete at Sunderland. That's dedication !

We already have reservations for 4 tents & 4 caravans, so if this is going to be your chosen method of accommodation please let me know as soon as possible. Some of you may not yet be aware that the University of Sunderland are offering single study bedroom accommodation at £15 per person/per night. Contact Lynne Dobinson on 0191 5153477.

Sponsorship is going well; We currently have commitments in cash & kind to the value of over £2,000 which includes a spinnaker from Adam Bowers @ Relling Sails.

We have already booked a top blues band for Wednesday the 2 August 'Dr Brown's Blues Band' and we meet again soon to finalise a social activities program. Don't forget you have an excellent opportunity to see the Sunderland International Air show on the afternoons of Saturday & Sunday the 29th & 30th of July.

Our clubhouse and the adjacent areas provide some of the best viewing spots to see this spectacular event either in the clubhouse or along the sea front. Don't miss it !

I look forward to seeing you all.

Richard Hewitt.
29th May 2000.

Ed: Many thanks Richard to you and all your team at Sunderland I know its going to be a spectacular Nationals and that you have all been working very hard to ensure its success!

The Valedictory Soliloquy

Doesn't time fly when you are enjoying yourself. I have been privileged to serve as your secretary for the past three years and now it is someone else's turn to take on the mantle of "Osprey promotion to the uninitiated".

That is really what it is all about. The 'phone usually rings just as the film gets to the part when our hero rides into town to "do what a man's got to do" and you have to be all smiley down the mouthpiece because someone has just been given a thirty year old Osprey and he wants to know how to make it go (fast). Twenty minutes later when you have left a happy chap at the other end of the telephone line, you return to the one eyed monster to find that all the baddies have been killed and our hero is riding off into the sunset with Miss World occupying the front part of his saddle.

The really good bits happen when a stranger approaches you at an open meeting to say thanks for all the trouble you took to help him set up his Osprey. The bad bits are when his name appears on the result sheet above yours.

The committee meetings can be tedious and exciting – just like any other committee, but it is good to have a say in the way our class is going and to have the opportunity to influence decisions. You also make a lot of friends and get to know people a lot better than by simply chatting across a windswept boat park.

Many of our committee members have served more than their allotted three years but this has brought about by the necessity to fill positions and the reluctance of Osprey enthusiasts to fill them. I must admit to a twinge of guilt for not offering to continue past my three years but I am also aware of declining numbers at Poole and lack of support for races. I have made the decision to put my energies into addressing problems at my home club.

I hope all goes well at Sunderland and am sorry that I can't be there to share it with you. I shall look forward to hearing all about it on my return from paddling in the Med. Do give your committee all the support you can muster because without them there wouldn't be an Association. So, to whoever is destined to take up the secretariat – remember that we do this for fun and enjoy it.

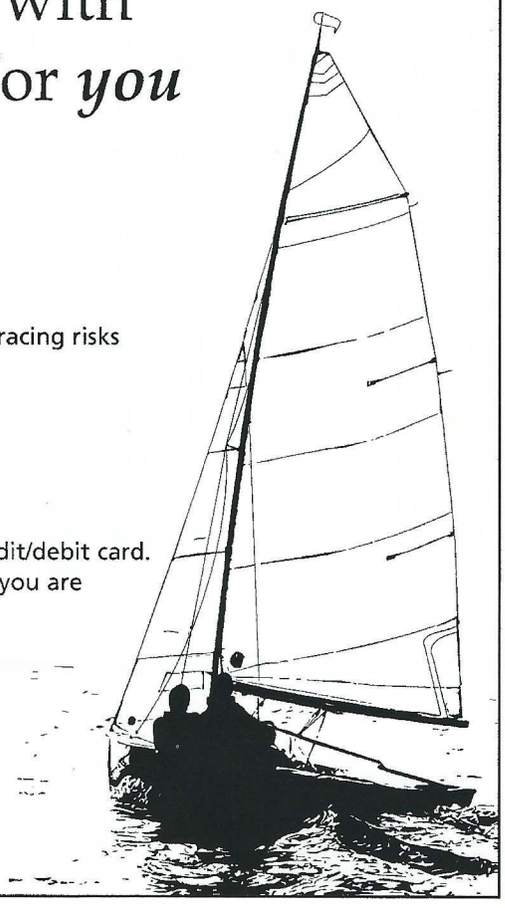
Simon.

Ed: Thanks Simon, I shall miss the constant support you have given to this Magazine and to myself it has been much appreciated.



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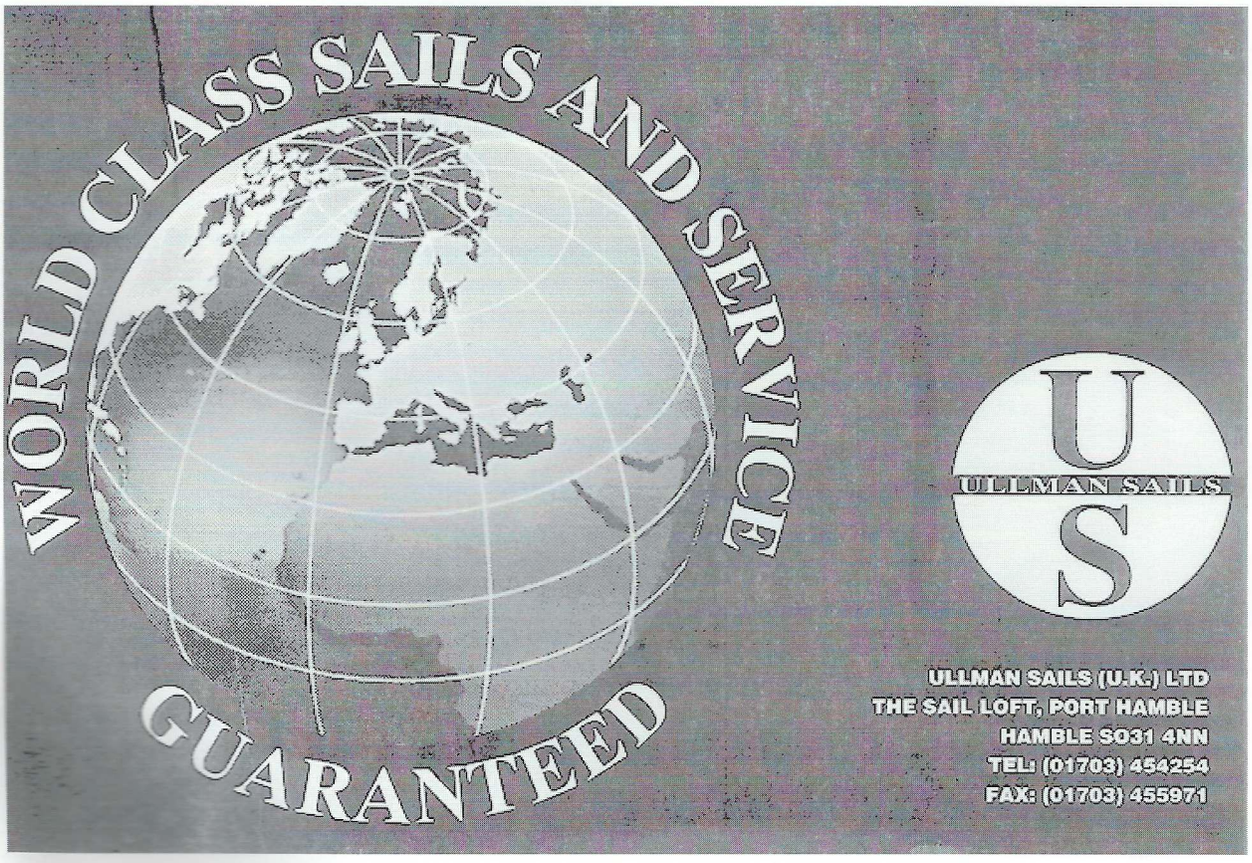
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Osprey Open Meetings & Events 2000

July		
1st - 2nd	Lord Birkett Ullswater (SE)	Don Flannery
8th- 9th	Blithfield	Nick Daly-Hunt
15th - 16th	Southend	Mel Day 01702 585677
29th - 4th Aug	**National Championships - Sunderland**	**Richard Hewitt**
August		
3rd	Committee Meeting	Simon Bridges
26th - 28th	Sunderland	Richard Hewitt
September		
2nd - 3rd	Panmorra Cup (Mounts Bay)	Mark Somers 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**



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