

National osprey

July 2003

Early Season Opens
Southern Champs Report

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SGP And All That

Fastsail, *the recently formed association of symmetric trapeze boats, needs your support.* **Ian Madeley** *reports.*

ACCORDING TO GAEL Pawson and team at Yachts and Yachting, 25th March edition, Fastsail is now a PHENOMENON, and with an aerial picture of rejuvenated Osprey 1183 (kindly loaned at the last minute by Lee Allen) and our Hon Chairman in typical discussion mode, it proved conclusively we were in the thick of it at the Dinghy Show. However, we do need more exposure for ourselves and the group.

Having a joint stand does help financially and in my opinion simplifies things i.e. one boat, limited wall space, shared carpet, desk, and plenty of spare hands.

Providing there are one or two paperwork/control freaks in the pack to sort the ever-increasing officialdom scenario, the costing gets shared out equally. In this case, between Yours Truly, the FD secretariat *et al*, things do get done!

As usual in anything like this, there is a team of doers and a team of talkers. Jointly we now know who are our respective opposite numbers, and throughout the weekend considerable discussion ensued between the fleets. Many fleets who feel threatened are watching and trying to join in.

The general view of Fastsail is that it is a marketing exercise to be taken advantage of to balance the massive input of new plastic boats which various manufacturers, in the search for more profits, say we should have. This, of course, is a matter of opinion. If they had their way we would all change our boat and Class once a year, the result of which would be no Association and a pile of glass fibre at the bottom of everyone's garden growing larger by the year, and an annual bonfire for the timber boats. Stealing cars and burning them has become a national activity, and may reduce the ever-increasing pile of second-hand cars. The ever-increasing volume of new designer boats is driving along the same way.

Laser 2s, I believe, have been discarded by their creators, and the class is struggling to survive as they are unable to obtain any further spares.

Fastsail is a start to slow (or stop?) this process and give succour to boats of similar style. It therefore goes that your support at joint meetings now starting to appear on all associated circuits needs to gather more momentum.

The next Symmetric Grand Prix - No3 - is again at Rutland, but this time in early October. Our showing last time was pathetic to say the least, and I hope the more calendar-friendly timing suits a strong team. Rutland is without question the best inland water in the country for this type of event. Not only that, but there is lots to do around the lake - cycle tracks, bird sanctuaries, famous gardens, butterflies and visitor centres. The market town of Oakham is particularly worth a visit as is Melton Mowbray and Stamford.

The overall winners last year took home a brand new, fully rigged mast, and many others won high value prizes. With your entry on the website advertisers will take note and again respond.

In the Ospreys this year we have taken a massive leap forward, and it's possible that this event could have the first showing of the new glass boat. Ospreys are a traditional boat, but modernization, as in the Fireballs ten years ago, should give us a huge push forwards, using the original hull shape with updated technology.

The 'Phenomenon' of Fastsail has now taken off, and over the course of the last few months there have been several meetings around the country to create a more formalised society.

Opinions vary on how to conduct the business, with high-powered management scenarios, heavy financial controls, who deals with what etc., but at the end of the day the Association of people both interested and affected continues to drive the website. It is therefore essential to follow the threads and come to the SGP. So get your name posted on the list for this year - today! Without your presence we get no monies to grow the Phenomenon.

This year and the whole of next year it will be very important to display ourselves and our new

flagship. Next year's Dinghy Show exhibit will not be a timber boat, but will be a bright new upgraded product capable of standing up to anything our Brothers in Arms are currently showing.

The group is already discussing next year's calendar which, with a successful SGP this year, will move onto another joint Dinghy Show in March, the first fixed joint Open in Lymington on 20/21st May, and various joint Nationals, including our own. There will be another SGP in October 2006 and a Special Awards Ceremony in late November at a central location.

I believe that to keep our Class functioning we need your support - register now for the 8/9th October at Rutland.

Hope to see you there.

Chairman's Report

SINCE I LAST sat down to write a report for the Newsletter such a lot has happened and I have been almost full time Osprey. You will be aware of the things that have happened relating to Kevlar sails and the copyright transfer, so I do not intend to cover old ground. Suffice it to say that all is proceeding well with the new glass boat and I am confident that when one is built we will have a boat that we can promote with confidence and pride. This is our opportunity to grow and we must take it firmly in both hands.

The new boat has required exceptional effort by many of your committee members, indeed to a man / woman they have invested much of their own time to achieve the result we now have. This is not a time for praising individuals as everyone has made an exceptional contribution in this year.

Now to matters sailing. The turnouts at our open events have been very encouraging, with increased numbers at most venues and an average turnout in the teens. It has been nice to see some new faces and I hope to see many of you at the Nationals and at the open meetings that follow. My sailing year started at Blithfield when I ventured onto the trapeze for the first time since Sunderland. All I am going to say is I apologise to all crews – I thought their job was easy, just dangling off a piece of wire and pulling a couple of strings, but this is certainly not the case in Mr Pipes' boat - everything apart from the main is the crew's job. Nevertheless, I did enjoy myself, but have decided that I would rather work the controls from the back.

Hornsea saw me sailing for the first time with my new crew for the year, Arthur Butler. Although our result could have been better Arthur and I had a thoroughly good time.

A couple of weeks rest then we were off to Coniston. As a fun event this is excellent even if the winds are fickle. This is a venue where the wind can go through 180 degrees in a millisecond and you can find yourself swimming just as quick. Oh well, that is Coniston. I could not make Poole or Penzance but I am told that both events went well with 25 boats at Poole.

I'm now looking forward to the Nationals, an event which has involved us in more work than usual. Ian and Maureen have done a lot to ensure that you have a good week. We know it is amongst the best of venues.

My plane has just landed and I now return to a week of toil, but with the Nationals just 3 weeks away I'm looking forward to meeting up with both old and new friends.

Nick J

Secretary's Report

THE YEAR UP to now has been somewhat hectic with the work required for the new FRP boat, an EGM to organise and lots of paperwork to be got out to members for the copyright issue and rule changes as well as our annual 'tour' of the open meetings. You should by now have your notification of the AGM and the raft of rule changes needing approval. Thanks must go to Karl and Huw for their work on the draft changes; please try to make the effort to attend the AGM.

I have been corresponding with Mumbles for the 2006 Nationals and we need to find another Class to share with to bring us up to about a 100 boat entry. All assistance in this matter will be greatly appreciated; I've tried several of the bigger classes with no success. It is becoming increasingly difficult to find clubs that will take less than 50 boats for a one week Nationals without the entry fee being prohibitively expensive. We have Looe booked for 2007 and several classes have indicated that they would be interested in sharing that venue. As far as 2008 onwards goes, I need to be booking these events now and all your suggestions and comments will be most welcome. Use the 'Gossip' column on the website so that we can get a consensus.

Ian Madeley has done the bulk of the work in organising the Nationals at Pwllheli, so my thanks to him. I will be in Pwllheli a couple of days before the start of the week to get organised and I will be doing registration from the Friday evening. There will be a social programme and I look forward to seeing you there.

There is a full open meeting programme again this year plus an event at Mounts Bay on 10/11 September, a welcome return to this popular venue which unfortunately clashes with Kielder. Hopefully next year we can separate the two events.

On the technical front, the new FRP boat, Kevlar sails and the testing of a carbon rig, will, I'm sure, be of great benefit to the Class in the future. It demonstrates to ourselves and to others that the Osprey is not standing still, the bird is in full flight.

Maureen

Editorial

I HAVE TO say that this magazine has been a real struggle to put together. It's partly my own fault as I've had to go out to work supply teaching so I've had to put in very long hours in the evenings to get it done. But the major problem has been that up until three weeks ago I had only received one article - Mike Mooney's (thanks Mike for being early with your copy) - no Open Meeting reports or anything else. So I had nothing to do until it all came in in a great rush. Up until three days ago I thought I would be lucky to get a sixteen page magazine out this time and it's turned out to be a tightly squeezed twenty-four pager.

I know, I know, you've all got busy lives and you'd rather be sailing, and yes, I have extended the deadline quite a bit from that of previous editors of the newsletter, but it would be nice not to have to panic about getting it out before the Nationals and it would be bliss to be able to get to bed before 3 a.m occasionally.

Bear with me, because I haven't finished moaning yet. Many many thanks to all the contributors who sent articles, reports and pictures in, even if a little late. I really do mean that. Th problem is that we don't have enough of you contributing. Alec Mamwell, Ken and Maureen Carroll and Malcolm Clack have kept the last few issues of this magazine going almost on their own. We need more of you contributing. I ring around the people I know and generally make myself unpopular, but in the end it's down to you, the Association Members, to try to keep your own magazine supplied with material, and it's my job to put it all together in a way that you will find pleasing to the eye and good to read, with most of the howlers edited out.

This is my fifth magazine. When I took it on I mentally decided on six issues, or three years' worth. That means I have one more to go. If anyone would like to have a go, please feel free to contact me. Failing that I would welcome articles, opinions etc. from a greater variety of people than we have at present, and a few new ideas would not come amiss as I feel that all my good, new ideas have already been used up and are now old hat. It is said in business that an employee works to his optimum efficiency in his first 12 months in the job. At that rate my editorship has been on the wane for some time now.

Think about it.

Dave M



Hornsea Open Meeting, 7th and 8th May

Only eight boats took to the water at Hornsea's open but, as **Dave Metcalfe** *reports, the racing was close and the weather was challenging. Photographs by* **Malcolm Sharpe** *and* **Mike Mooney**.

With a much-depleted fleet at Hornsea these days it's a bit worrying when the Open comes around – can we get all our locals out, and will any visitors turn up? The answer to those two questions this year was yes and yes. But with only three local boats to call on we needed a fair few visitors to make it into a worthwhile meeting. Five turned up, giving us eight boats in all, and some very close racing. Some of our regular visitors couldn't come and were very much missed, but an Open is all about who is there, not who is not.

Before the first race I asked Rob Shaw if he would be sailing with a fixed rudder. He assured me that he would. I've been sailing there for nearly 30 years and I wouldn't sail with one. However, he was teamed up with ex-Hornsea sailor Alaistair Smith, who knows where all the shallow areas are, and, Rob told me, he always liked to give regular business to his local boatbuilder.



Rob and Ali trying really hard



Rob and Ali trying even harder

Nick Jones had some problems with his rig and was struggling to make it for the first race, which started out in a shifty 3 to 4 north-easterly. The leaders at the windward mark were Brian Kelly and Chris Dickinson in their old Westerly glass boat, 1158. They were soon passed by Dave Metcalfe and Pip Warner in 1286, *Kindred Spirit.* On the fourth leg, from the South mark to the North mark, Dave Metcalfe and Rob Shaw tacked away soon after rounding, to find themselves relegated from first and second to seventh and sixth. The big gainers were Stephen Sharp and Dave Beck, who came from fourth to an easy first place by standing on. But it wasn't to be Steve's race, or indeed, his weekend. Soon after rounding North a good hundred metres in the lead, he stopped, having sailed into a hole. We all sailed serenely by on both sides of him. Bad luck Steve. Rob and Alaistair went on to take the win, followed by Ken Carroll and Keith Byers in second, Dave Metcalfe and Pip in third and Alec Mamwell and Ian Little in fourth.

The winds increased for Race 2, but the direction was much the same. Rob and Alaistair were the early leaders, followed by Ken and Keith and Alec and Ian. On a very fast two-sail reach Rob and (ex-Hornsea sailor) Alaistair ran aground on the Western shallows – ouch!, severely damaging their gudgeons and pintles. This forced them to retire. They were followed onto them, lemming-like, by Ken and Keith and Alec and Ian, leaving Dave and Pip to surge into the lead by some way. The race should have been won and lost at that point, but sometimes fate steps in to make fools of us. As they gybed around the final mark their leeward jib sheet came undone, slithering snakelike through the blocks, and after an ecstasy of fumbling from Pip, with those bright yellow, rubber-snot encrusted gloves on his hands, Ken passed them and held on to the finish. Dave and Pip came in second, Alec and Ian third.

So that was it for the first day, leaving Ken and Keith the overnight leaders with first and second places, and Dave and Pip a couple of points behind with a second and a third. The big question was whether Rob Shaw could get back on the water for the following day's racing. It wasn't looking good, so they had a quick dash up to Filey to try to cannibalise Alaistair's Laser 5000.

Meanwhile we all gathered at the *Da Carlo* Italian restaurant for the evening meal, and although we had a rather long wait for the food it was good when it finally arrived – so was the company. Stephen Sharp had been home and brought back with him a pretty decent used pintle and gudgeon for Rob, which got him out of the mess his fruitless trip to Filey hadn't been able to relieve.

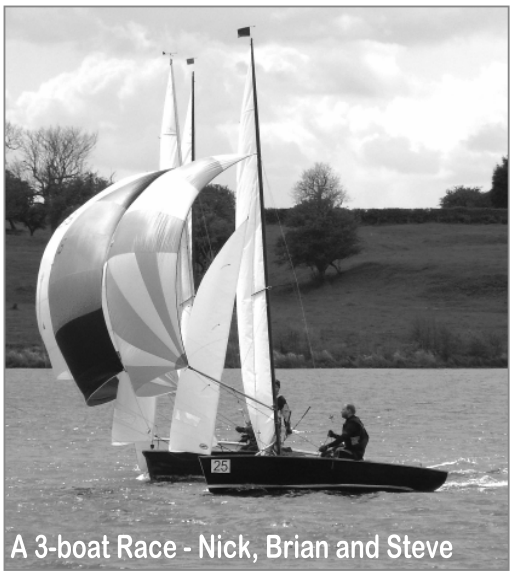


Committee Boat Blues



Alec Overlaps Ken at the East Mark

The following morning the wind was a little lighter and had turned south-westerly, but was shifting more than ever. Dave and Pip led the third race right up to the final mark, but Rob and Alaistair, hot on their heels, executed a slicker gybe right



A 3-boat Race - Nick, Brian and Steve



After The Start - Race 3



Ken Carroll In Action



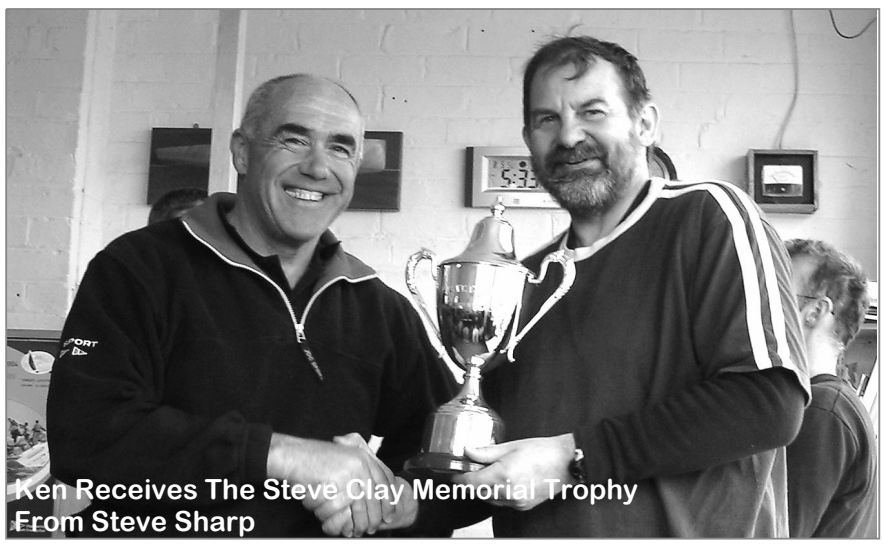
Clear Winners - Rob and Ali

inside them and sped away. The wind suddenly shifted through 180 degrees forcing everyone to drop their kites in a hurry, but the positions held to the line – Rob and Alaistair first, Dave and Pip second, Alec and Ian third, Ken and Keith fourth.

Race 4 was started in a hailstorm. I won't say they were as big as golf balls, but certainly as big as marbles - not those really big marbles that we used to call 'goggers', which were worth two, but ordinary sized ones. But they really hurt. Anyway, Rob and Alaistair took a commanding lead, and for much of the race Steve Sharp and Dave Beck were in second place. A bad spinnaker drop took care of them, leaving Alec and Ian to come through, followed by Ken and Keith.

The last race was a Rob Shaw benefit as he took the lead from the start and sailed away from the rest of the fleet. Again Steve and Dave looked good for a high finish, but again fluffed a spinnaker drop. Alec and Ian took the second again, Dave and Pip the third, and Ken and Keith the fourth places.

So in the end it was an easy win for Rob Shaw and Alaistair Smith. But three boats finished behind them counting ten points each. Ken and Keith took the second place overall by dint of their win in race 2, which also gave them the Steve Clay Memorial Trophy. Alec and Ian took third because of their higher placing in the last race, and out of the prizes but not unhappy with their result were Dave and Pip in fourth place.



Ken Receives The Steve Clay Memorial Trophy From Steve Sharp

Results

1	1292	Light and Bitter	Rob Shaw	Alaistair Smith	4pts
2	854	Flying Machine	Ken Carroll	Keith Byers	10pts
3	1276	Jennifer	Alec Mamwell	Ian Little	10pts
4	1286	Kindred Spirit	Dave Metcalfe	Pip Warner	10pts
5	1288	Girlfriend	Stephen Sharp	Dave Beck	22pts
6	1158		Brian Kelly	Chris Dickinson	22pts
7	1238	Mistral	Les Green	Alan Mills	25pts
8	1240	Cognito	Nick Jones	Arthur Butler	30pts

A Labour Of Love? Part 2



After a two-year absence from the National Osprey magazine, **Mike Mooney** *is back with his unique insights into building the boats. Get up on the lowdown so you can start your very own this winter.*

IF YOU DIG out that memorable full colour magazine from July 2003, on page 17 you will find an article written by some nut case who builds Ospreys for a hobby. A promise of further articles was not kept. Some may say a good job too, boring sod. Well, I have been a bit busy but I am back, late as usual (a couple of years is extreme, even for me). If you are interested in wooden Ospreys please skim through the previous article and I will take it from there.

Building a boat is not a chore for me. What better way to spend a winter than being tucked up in a nice warm workshop, surrounded by the aroma of freshly planed Cedar, watching an Osprey slowly appear from a pile of wood? It's an antidote to the rat race, East Enders and a beer belly. Start building in early November and it is perfectly possible to spend that long Christmas break planking up the hull ready for turning it over in the New Year.

The whole building experience is immensely rewarding. However, if you are tempted to have a go be warned - it is a serious undertaking. Try asking yourself the following questions:

- am I willing to spend 150 to 200 hours of my time building a new Osprey hull?
- have I got enough basic skills and confidence to complete the project?
- what will be the reaction of my partner/wife/husband/children/ mother-in-law?
- can I find and heat a garage/shed/ workshop with a floor area of not less than 36m², and a large exit?
- can I get someone to "hold it" for me from time to time?
- am I willing to risk say £1500 to build the hull?

If you can kid yourself into giving positive answers to the above questions you've got a chance.

One man who is committed to starting a home build is Arthur Butler (he who won the North Jib at Sailboat 2003). Arthur has asked me to spill the beans on ideas, wheezes and techniques. So, being assured of at least one reader, I have an excuse to rabbit on a bit more than I originally intended.

First I'll give you a quick overview.

A wooden Osprey hull is constructed upside down. The transom, bulkhead, inner stem and several temporary building frames are set up, making a kind of mould around which to form the hull. The hog (that's the bit the centreboard case sits on) and four stringers each side, are then bent around the full length of the mould and attached at the transom, bulkhead and stem. Already that familiar Osprey shape is starting to emerge. The mould is planed to a fair shape and the outside planking fitted. After adding the outer stem and keels the hull is turned over. The gunwales, deck beams and buoyancy tank framing go in next, followed by the tank sides and decking. The centreboard case, thwart and the numerous other bits and pieces are then fitted. And that's about it - one Osprey. Only it's not that easy and I did not quite do it like that.

Read about one I made earlier, the first of several in fact. Some of my ideas and building methods may appear controversial. You may have ideas and methods of your own to input. Let's hear from you. There's nothing like a good debate to liven things up.

The first requirement was a full set of rules and plans, obtained from the RYA, followed by lots of studying and thinking. I certainly didn't want a boat that would not measure. The plans were poorly printed-off from old Mk2 drawings, with extra sheets added for the Mk3 update. They contained full-size drawings of many components such as the building frames and board case. I soon discovered that the plans attracted moisture like blotting paper, expanding them and causing measurement problems. The answer was to select the important ones and iron them, then keep them warm and dry at home, rolled around cardboard tubes. Once I had the plans sussed they seemed OK and I spent my time making working patterns of the full-sized components using stiff, clear plastic. I made idiot boards to hang on the workshop walls containing all of the key measurements relating to the various hull sections. Except for some tricky measurements at section 1, a no-worries method of building exactly to plan should take one down the centre of the measurement tolerances. However, with a lot of care the hull shape can be tweaked.

The wetted area of the hull is fixed, set by the displacement of the boat. It cannot be reduced but it can be rearranged a little. If the buoyancy is increased just forward of the front bulkhead, the waterline lifted at around maximum beam and the run aft to the transom flattened as much as the rules will allow, it should make the boat more easily driven by reducing the waterline beam. It should also help planing ability. The downside would be an increased need for gunwale running (to get the bows into the water in lighter winds or when required). On the upside that would lift the transom out which is a good thing. On the downside again, manipulation of the measurement tolerances is not really allowed and can also lead to terminal measurement problems.

The next job was collecting together tools and materials. I made great use of a router, planer, belt sander and cordless drill with spare batteries. To the usual collection of hand tools was added a small rebate plane. Keeping them all sharp is boring but very necessary. I badgered fellow woodworkers into offering the

use of a saw table and planer/ thicknesser and became known as Clamp Man for asking any likely victim if they could spare me a few.

I bought a 6-metre long baulk of Western Red Cedar to use for framework etc. It is straight-grained, very light, durable and easy to work, but it is also soft and does not hold screws very well (I don't use Western Red for foils as its oily surface does not hold glass and epoxy sheathing well. I much prefer Obeche). A decent length of usable Mahogany for the hog, keel, gunwales and thwart etc. proved elusive. The odd ones I did find had interlocking grain (hard to work,) or shakes (cross grain weaknesses), so I bought a good long plank of Iroko. When worked Iroko shows a straw colour, but after a week or three it turns mid brown, even under varnish (I hope my nerdy love of wood is not boring you).

A wooden Osprey consists mostly of marine plywood. It has to be light, high quality and if possible, good to look at. For the princely sum of £299 including delivery, The Reliable Plywood Company made 10 sheets of beautiful plywood to my specifications. It was so light a first class stamp would probably have seen it delivered. An excellent product worth thrice the price, but sadly no longer available. These days quality lightweight marine ply is hard to find. What is available is usually made from a plain looking wood called Gaboon, it only comes in standard sizes and therefore Osprey builders have to struggle with 9mm for the bottom planks instead of the specified 8mm. The bottom planks of my current boat (No 1300), ordered as 9mm, are in fact a very stiff 10mm. To achieve the bend at the stem I feathered the plywood down to 8mm on the inside of the front tank area (it worked). To construct the building frames I used second-hand sheets of 19mm plywood.

About 9kg of Epoxy Resin was used, plus fast and slow hardeners, with various additives. I worked through a large box of latex gloves, numerous dust masks and several pairs of disposable overalls. Lots of yogurt pots and lolly sticks were used to mix endless small amounts of resin. Mix too much of it or add just a little too much hardener and it quickly becomes useless. Epoxy Resin, made into a paste with additives, loves gaps (no need for perfect joints if you cannot see them), but it does need applying to both sides of a glue joint before fastening or clamping. Clamped joints need temporary pins or staples to stop the joint surfaces slipping as the resin cures. One can find that piece of trim, carefully fitted last night, very firmly stuck in the wrong place next day. The cure is to chisel off most of the offending item and then use a hot air gun on the joint to degrade the Epoxy. It kind of crumbles away.

The building frames were cut out in two mirrored halves like the sides of a letter A, then fastened together at the apex with a cross-brace fixed across the legs of the A at the bottom. This method gives access under the hull for cleaning off excess glue etc. I set all the cross-braces level and at the same height, then marked them at their centres. They could then be sighted level and lined up with a string datum line down their centres.

The mahogany transom specified on the plans is just not strong enough for the MK 3 and is bound to crack.

I made one from four layers of plywood, laminated together. The inboard layer was notched out to accept the transom knee and then laminated with the next two layers. Next day notches were let in to accept the stringers and hog, then the final outside layer was added. Later two drain ports were cut and the transom knee was fitted, making a light but very strong unit.

The inner stem is a complicated animal when made to plan. I basically made up an over-long centre section, glued and screwed the stringers to the outside of it, cut it to length and filled the gaps *in situ* (you would need to see the plans to understand that bit). The front bulkhead was made to plan. All items were marked out accurately, but a margin of wood was left on some for trimming-off on set-up.

A strong and level surface or frame is needed to mount the frames on. I used a couple of long wooden beams and fastened the building frames to them via the cross braces. The stem and transom were set up as plan, followed by the building frames and bulkhead. A string datum line was then passed through a hole in the stem across the tops of the cross braces and fastened to the cross brace of the temporary legs that I had fastened to the transom. Everything was then finally set up and braced using the rules, the datum line, a tape meas-



ure, plumb bob, spirit- level and common sense.

I had decided to use the centreboard case and front bulkhead bonded together to form a strong and accurate T-shape to build the boat around. The method works well, but replacing a case in one of my boats might be a little bit tricky.

This is how I did it. The hog was dry-fitted first, with a little trimming of the frames to achieve the correct rocker measurements. Using the full-sized plastic pattern the sides of the centreboard case were cut out, then trimmed to fit the curve of the hog. The centreboard case was then constructed around the board that I was going to use (a perfect fit with no excess water being carried around). The timber of the mast-foot spur was left protruding from the front of the case by about 300mm. It could then be let through the front bulkhead, forming the T-shape, giving support to the mast foot and eliminating a known weak point. I now routered the centreboard slot into the hog, leaving several small bridges of timber across the slot to give temporary support to the hog until building was completed. The hog was removed and the bulkhead notched to accept the timber of the mast-foot spur. Then the two building frames aft of the bulkhead were cut and braced to enable the centreboard case to be slotted into place and glued into the front bulkhead. The hog was then glued and screwed to the transom, centreboard case and stem. The screws were sunk well in, to avoid the plane blade.

Next I fitted three stringers each side (the one that carries the bottom panel is stressed and needs to be maximum size). The fourth was left off until later for ease of access. A lot of fairing was now required to prepare the boat for its bottom panels. With help the panels were marked out using the boat as a pattern (a good margin for error is required particularly near the bows), then cut and scarfed as required.

As the rules allow additions within the cockpit, I had decided to support the centre board case and strengthen the floor with two sets of knees that stretched from the case sides to the buoyancy tanks. They should be designed not to restrict the crew and helmsman too much (although some of the ones I know could do with fencing in). At this point I should have made patterns for them. I didn't and it cost me hours of time later. Forward-planning pays.

Fitting the bottom panels is one of the harder tasks. To avoid twisting the hull they should both go on together. A helper is useful. I used slow hardener, lots of clamps, pads and temporary screws. The final bend around the stem was done using two large G cramps, with pads to spread the load. Fitting the remaining stringers and planking was straightforward. My new rebate plane was used for the first time to rabbit the planking at the stem and stern. The outer stem, keel and bilge keels went on and the hull was just about finished. Making maximum use of electrical tools, particularly a planer, router and sander, it really had not taken that long and it looked great. My small rebate plane was used to fair the panel edges and adjust widths around measurement points.

The hull was now ready for turning over, but first I made a fitted cradle to sit it in. I also marked the position of the underneath of the gunwales on the sides of the hull. Then the big moment, freed from its building platform, a strong man at each end, a few cushions around just in case and over it went. Phew!

When the building frames were removed the hull became very unstable, but the cradle kept it in shape. After a check on the beam measurements (they are taken at the sheerline, that is the surface of the finished deck) the hull was braced and the inner gunwales fitted. They were made from four lengths of cedar, two each side, and laminated to the outside of the hull. It's a bit of a tricky job getting the fit right, so that they sit on the same plane as the decks.

Next I made and fitted my own design of spinnaker chute (mentioned in my previous article), followed by laminated cedar deck beams and the king plank, which runs down the centre of the foredeck. An aluminium post was fitted in the front tank to support a mast strut. Onward (or is it backward?) to the side tanks.

The side tank knees and framing went in fairly easily. At this stage some forward planning regarding the trim that is fitted to the inner edge of the side deck would be useful. The usual method of simply fitting a quadrant is definitely not as easy as it looks. Bearing in mind the saying "work smarter not harder" I next fully-prepared and dry-fitted the inner side-tank panels ready for fixing in later, including all hatch holes, drains and fittings pads.



The Osprey plans show the side decks going under the foredeck to join with the front bulkhead. That design creates a couple of problems. A water trap is formed underneath the foredeck around the area of the shroud plates, causing the kind of damage that most of us are familiar with. The design also leads to the foredeck carlins (they are timbers that support the aft edge of the fore deck and distribute much of the mast gates stress) having no solid fixing at their outer ends. They are simply tapered and glued on top of the side decks, in my view another weak area that needed strengthening. A little innovation was used to solve both problems. I glued plywood pads, to carry the shroud plates, onto the inside of the hull underneath the top stringer. Strengthening bulkheads, with access holes, were then fitted into the side tanks just aft of those pads. Laminated cedar foredeck carlins, without tapering, were then fitted between the mast gate and the angle of those pads and bulkheads. It so happened that the bulkheads would line up with the forward-set centreboard case knees - I was going to have one stiff Osprey. The mast gate was constructed and the side decks fitted. They finished at the aft side of the foredeck carlins. The gaps that would have existed underneath the foredeck were closed off with fillets of wood. Those pre-prepared inner side tank panels were fixed in place followed by the foredeck panels. Perhaps I should mention that the buoyancy tanks received two coats of epoxy before being decked and that all decking had two coats applied to its underside, wet on wet, before being fitted wet.

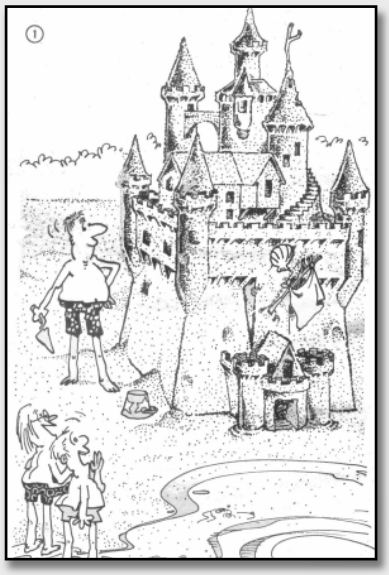
The boat looked almost complete, though of course it was not. I still had to make and fit the thwart, centreboard case knees, rear cross-beam, outer gunwales and all of the pretty bits, but I was very satisfied with progress so far. The bare hull was strong and very stiff with no iffy measurement problems, but best of all I was going to have to find enough lead for maximum correctors.

The Osprey was designed to be built in wood by amateur builders way before epoxy resins and all our labour-saving electrical hand tools were available, so it follows that building one is now easier than ever. If I can do it (several times) and enjoy it maybe you can too. Just remember - work smarter not harder.

Things To Do On A Lay-Day At The Nationals

If you're stuck with nothing to do on the lay-day at the National Championships - don't worry - help is at hand! Here are some suggestions from your editor.

Number 1 - The Sand-Castle Competition











One More Step Forward

A brief report from **Ken Carroll** *on removing the bilge keels from his boat.*

When it became clear that a new FRP boat was likely to be built and that the builder wanted a few changes to the hull, the committee insisted that all changes must be able to be replicated on wooden boats.

One of the changes needed to facilitate the build of the new FRP boat was the proposal to remove the bilge keels. I volunteered to remove these on 854 and to write an article on the process and any differences to performance for the newsletter.

854's hull is 34 years old and my initial concern was that removal of these strips of wood would make the floor more flexible. I discussed the process with my friend Dave Rose, the boat builder, who converted 854 to a Mk3. Dave is currently building his own Osprey and is aware of the make-up of the boat. We decided that, with the thickness of the hull ply together with the integral floor battens, the removal of the 'bilge keels' should present no problem.

On starting removal the first obstacle I came across was the thirty screws holding the battens to the wood. Most newer boats will not have screws relying solely on glue, epoxy etc.

The positions of the screws were clearly visible even through the layers of paint and these were carefully removed. Once the screws were gone a normal wood plane was used to remove the battens as close to the hull as possible. After this an electric sander was used to flatten back to hull level. No damage had been done to the hull ply as the thirty screws had not penetrated the hull, so only a small amount of filler and 3 or 4 coats of paint were needed to make it look as if the 'bilge keels' had never existed.

The weight of wood and screws removed was approximately one kilo after allowing for filler and paint to make good. It certainly looks good and the hull definitely looks more streamlined. The hull is certainly strong enough to take the removal and no movement has been detected. The trolley cradle needed filling in and the centre of the cradle needed further padding to ensure that the hull weight was on the keel/hog rather than on the hull ply.

Does it make any difference to performance?

Well, you tell me. It must have some effect but certainly nothing I can pinpoint in its handling. In theory it must tack slightly quicker and should create slightly less drag.

It certainly looks more modern and structurally they are not required. The boat is now back on minimum weight after gaining a pound or two after its conversion.

I think it is a step in the right direction and should help promote the Osprey's bright new future.





The National Osprey And Caravan(ette) Association

Alec Mamwell is this publication's most regular contributor and the Class's resident philosopher. Here he is, doing what he does best, (not sailing, that's for sure) - spouting his entertaining opinions to keep this magazine running. Thanks Alec.

AS YOU CAN see from the title I have not got any class left. Indeed those who know me might dispute that I ever had any in the first place. Nevertheless I am occasionally observant and it has struck me that in the last few years there has been a subtle change in the fleet. Not too long ago at an Open Meeting I would be invited to look at a new bit of string in an Osprey. Nowadays I seem just as likely to be invited to look at a palatial travelling abode.

Not that I mind at all, because although Ospreys are comfortable to lean on they don't dispense food and drink, alcohol even, and shelter you from the vicissitudes of the British weather.

I was persuaded. At least I was until I saw the price of these things. I then thought with amazing cerebral flexibility and sound fiscal planning that a few more years of camping, cheap B & Bs and dossing on clubhouse floors or in cars was probably a better option. It would also save this fannying about with masts on the roof that appears to be the nature of these things.

I breathed a sigh of relief at a lucky escape and dug my 35 year old Black's Mountain Tent out of the loft ready for the coming season. Some things, however, tend not to go away so easily. Angela had got wind of my thinking and suggested that a tin roof would be better than canvas. She also pointed out that she was quite unprepared to put up with my whingeing about a bad back on another long continental holiday. Which is why this May Day, rather than sailing, we set out for Scotland with our newly acquired caravan.

Purchased for the princely sum of just over four figures this leaky tin tent, that originated about the same time and from the same design school as the Austin Allegro, clanked its way North behind our ageing Xantia demonstrating the advantages of something that possessed the aerodynamics of a brick. As we passed into Scotland gale force winds and torrential rain greeted our makeshift attempt to look like proper caravaners and it was several nervous hours later that we came to rest at a Caravan (it would be cheaper if you joined) Club site near Newtonmore.

Despite the continuing rain it was obvious that our experience with glass Ospreys had not been totally in vain as the leak seemed to have been staunched. A glass of beer in the dry followed by a comfortable night's sleep and a full English had me convinced. Two days later with a few more Munros under my belt from a comfortable base underlined that the future might well be metal rather than cloth! As we dragged our new friend back we realised that this was an asset for time in the hills but not so good for combining with Osprey sailing. We discussed the possibility of funding a cheap motor home.

Our time in Scotland had been cut short because of the Dam to Dam at Kielder on the Bank Holiday Monday and when we arrived next morning to take part we bumped into Robert Shaw, who, whilst enthusing about his experiences sailing Alaistair Smith's Laser 5000, told us a sad tale of a dying motor home. Our plans to purchase a cheapy were put on indefinite hold!

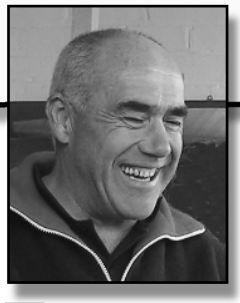
Despite a weekend walking the Scottish hills in gale force winds we joined 2 fellow Ospreys and about 17 other boats in a drifting start. Not the weather you want for a 20 mile plus course unless you enjoy the kind of luck that favoured Team Jennifer that morning. We made a fairly good start at the leeward end of the line and arrived at the first mark on a good lift in third place just behind Ian "Bov" Turnbull (ex Osprey helm and crew) in the "works" 49er and Bob and Ali in the 5000. Whilst the rest of the fleet sat and twiddled their thumbs we drifted away into the fresher breeze that was coming down the Lake. Although we lost contact with the 49er as it sailed into the distance we tracked Robert throughout the rest of the race thanks mainly to a spectacular series of capsizes which slowed his progress but kept the crew of *Jennifer* immensely amused. Even when he managed to break clear a navigational error would bring him back to the Osprey and the pair crossed the finishing line together in what, by this time was a pleasant force 4 and building. We were of the opinion that Rob should stick with the 5000 but sail with the Ospreys to provide regular entertainment for the boys!

Despite the 49er's massive lead we found that we had beaten them by a considerable margin. The other major threat, an RS 400, had sailed the wrong course and retired which left us as winners of the Dam to Dam for the second time. We celebrated with a beer and a fervent wish that we should enjoy such good luck at the start of every race and be entertained so comprehensively on the way round.

The other Ospreys had also had a good day. After anchoring in the hole at the first mark, Brian and Margaret in 1287 *Excalibur* had sailed an extremely fast race to make up time and distance on the leaders and were only 2 seconds behind the 49er on corrected time. This gave them 3rd place overall. Paul and Matt Catteral in 1038 *Vitamin Sea* were out of the prizes but had enjoyed a really good sail which, at the end of the day is what, I guess, it is all about.

Anyway that's the sailing out of the way. Now about these caravanettes!

Thoughts On The Carbon Rig



When the carbon rig was first proposed, **Ken Carroll** *voted against it. Eighteen months after that vote he finds himself at the sharp end of its development as one of the two trial horse boats to carry the new rig.*

THE STORY SO far: The AGM at Penzance put a motion to the floor to adopt carbon spars. It was approved that carbon spars be adopted no earlier than January 2006. The vote was carried with only 2 No's. Adam Bowers suggested that the Class should introduce a trial rig for evaluation and ensure that such a rig could withstand the rigours of Osprey sailing in all conditions. This was thought to be sound advice. On my return home from Penzance I contacted Superspar and informed them of the situation. I also reported back to the committee. The committee decided that the team of Jamie Lea and Peter Frith should be the ones to trial a new rig.

As time passed I decided that using only one manufacturer was not really the right way forward and asked the committee if a rig from a different manufacturer should be sought. The committee agreed to the proposal (at my own expense) and I approached Jim Hunt of Purple Marine for his advice on the way forward. At the Dinghy Exhibition Jim introduced me to Ian Howarth of Selden spars who showed much enthusiasm primarily due to the fact that they had just completed a most thorough rig development project to produce the definitive carbon mast for the Flying Dutchman. Ian knew that the Osprey mast was similar in characteristics to the FD mast and the development already done could be used to produce the new Osprey spar. The section they would use would be the series 3 section which is aerodynamic in shape and (they say) is vital for overlapping genoas, and the mast has perfect stiffness ratios for the Osprey.

With reference to the Flying Dutchman, over 100 sailing hours of development have been carried out so far by the Olympic gold medallists Jorge and Jacob Bojsen Moller and World Champions Szaboles Majthenvi and Andreas Domokos in Denmark.

The mast has sophisticated filament windings and a 'teardrop' shape profile; it also includes a step-down taper at the tip and can be consistently reproduced. It all seemed too good to be true. I confirmed with Selden that the spar would be compatible with our existing sails (one of my original concerns was that our existing sails should fit to save the expense of having to buy new sails as has happened in other classes). They confirmed that the fore and aft bend wasthe same as that of our current metal Epsilon mast.

I have now received my rig and here are some weight figures for you to draw reference from. The weight figures for the metal mast were based on six rigs by various manufacturers at Coniston open meeting, one of which was a brand new Selden Epsilon and another a six month old Superspar M2.

Average metal mast:

- Overall weight – 11.95 kilos
- Weight at tip (heel supported) – 4.6 kilos
- Weight at shroud connection – 7.26 kilos
- Weight at spreader point – 10.95 kilos

Carbon mast:

- Overall weight – 10.50 kilos
- Weight at tip (heel supported) – 4.5 kilos
- Weight at shroud connection – 6.3 kilos
- Weight at spreader point – 9.5 kilos

You will see that the carbon mast comes in at 1.5 kilos lighter and is a similar tip weight to the metal mast. Other differences are that the Selden mast with a step down top section will promote a more dynamic gust response in the tip. There will be three different top sections available to allow for customisation of your own needs. My mast tip is all carbon producing a stiff sideways section. By adding fibreglass the carbon tips can be made 'softer' allowing the tip to fall off earlier, which may be better for the lighter weight crews (so they say).

Maureen and I spent a whole day at the Selden factory in Fareham; we were treated exceptionally well and met the whole production team. We were given an in-depth practical demonstration on how the rigs are built and all questions we asked were taken seriously and answered with enthusiasm. We quickly found out that our guide, Zeb Elliott, was not just an employee but the MD and a leading International 14 sailor (who incidentally knows all about 'under-engineering' carbon rigs. For those of you who don't know the 14's broke masts quicker than they could be produced in the early days). Zeb demonstrated to us that what they had produced is 'state of the art' build based in a £4m factory supported by its Swedish parent company.

We have a dispensation to use the mast after the Nationals and I will be taking it to Pwllheli for your observations.

Welsh and Midlands Championship
Blithfield, 23rd and 24th April

With eighteen boats on the start line for the first event on the calendar there was good racing for everyone. Local sailor **Ian McDonald** *sent in this report.* **Ken Carroll** *provided the shore-side pictures.*

When organising an Open, it's always a relief when the car park is filling up on the first morning and you know that the event has been supported. Even with some of the regulars missing, 18 boats visited Staffordshire, confirming the recent increase in interest in the Osprey. It was good to see new faces joining the fleet along with very competitive sailors from other classes (Tim Rush had his first Osprey sail). The event was the Welsh and Midland Championship, but with the best attendance for years the Club would like to thank all the travellers for their efforts.

Before racing began there was an EGM to vote on the Kevlar sails issue. Several members came just for this meeting and were not sailing. A good discussion rolled on at a good pace and allowed us to vote, agree and then get out sailing. Albert Mottram missed the weekend as he was in hospital, so the fleet all signed a Get Well card, which Albert has responded to by doing just that.

Launching into a moderate to fresh breeze, Jamie Lea and Peter Frith from Poole gained first place in both races on Saturday. Following close behind was Oscar Chess with his old Nationals winning crew of the early eighties and current FD helm, Tiger Bridges back for a guest appearance (the hat was original Tiger?). Dave and Ken Carroll in their 34-year-old boat (but with lots of 2005 bits on) were third in race one with the Hartleys (in another classic boat) third in race two. The only negative element in the fleet on this first day was Des Menear breaking his mast before race 1. A seven hundred miles round trip drive for 30 minutes sailing was really tough.

The normal evening social had a French theme and the food went down well, particularly as the Hartleys contributed several cases of wine. It would have been rude to refuse and not drink it all – so we did. The beer also took an Osprey hammering. Oh it was a great night.

Sunday saw lighter winds but still with enough weight to make for exciting racing. The first two places were the same as before, with the Carrolls again in third. The consistent final placings were only reached after much close racing and place changing in the front half of the fleet. For the final race, Mike Taylor and Jon Willey decided to break the Poole boat's domination by taking the win, pushing them into second place with the Hartleys third.

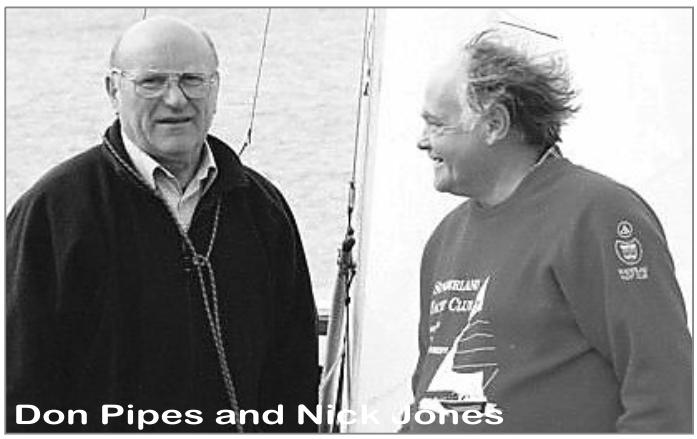
Jamie and Peter were deserving winners. Jamie took time throughout the weekend to help with tuning and information which helped several of the boats not currently in the prizes.


Robert and Anthony Shaw


Richard Hartley and Wally Gardiner

Results

1st	Jamie Lea	Peter Frith	Poole YC
2nd	Oscar Chess	Tiger Bridges	Mumbles
3rd	Mike Taylor	Jon Willey	Marcon
4th	David Carroll	Ken Carroll	Felixstowe Ferry
5th	Richard Hartley	Mark Hartley	Blithfield


Don Pipes and Nick Jones


Keith and Jon Gibbons



The Great Escape (But Not Yet!)

As we get older we tend to look for ways to de-complicate our lives so that we can enjoy to the full those things that really *interest us.* **Alec Mamwell** *tells us his own story of de-complicating, and while he's at it, gives us his view of a memorable* **Coniston Open**. *Thanks go to* **Jules Ball** *for providing the excellent photographs.*

AT THE END of last year I finished my three year term as Commodore of KWSC. Whilst I had enjoyed some aspects of this role there is no doubt that at the end I was "demob" happy. Somehow the idea of semi-retirement and no responsibility seemed an attractive proposition. Indeed I got quite carried away and eased myself out of various committees with which I had become involved during my period in office. The only one left was that of Rear Commodore which fortunately, at Kielder, has come to be seen as a sinecure over the years. I thought that I could just about cope with being "arse" for a few years.

At home we got quite excited and attended a climbing club meet in Scotland, tried caravanning (see elsewhere) and did some skiing. Nor did we neglect plans for sailing although a prolonged problem with our new road trailer (another tale for another day) curtailed early season ambitions. This was going to be a good year with new venues added to old haunts with some climbing and travel thrown in for variety. Unfortunately long-term plans to relocate had intruded and were now in danger of having a serious impact on the sports programme.



The euphoria of April (new life etc.) had become the gloom (housing chains - very aptly named) of June when I received a phone call from our esteemed Editor.

"Alec you don't know who is writing the Coniston report do you?"

Now I've been around long enough to know what was coming next. Indeed last year I had taken steps to avoid just this type of situation and Open Meeting report writing by persuading Mike Scott to take on the role of Osprey Rep for Kielder. After a number of years it becomes increasingly difficult to give a new slant to such a regularly occurring phenomenon as an Open Meeting and avoiding these was something that I felt was worth adding to my escape plans.

I listed the alternatives :- Ken (Gone away), Nick (Out of contact) etc, etc and quickly realised that another brain had been there before and eliminated all other possibilities. Besides that your Editor knows a soft touch when he sees one!

"You wouldn't mind doing one would you? I've got absolutely no copy and the deadline is quite close. Have you got anything else I can use?"

It's difficult to refuse Dave when the chips are down so here is a general impression of what happened at Coniston written without the benefit of a set of results by someone who struggles to remember yesterday and did not think that he would be involved with this side of things this time. My apologies therefore for any inaccuracies, fantasies or pure rubbish contained in this report.

Thirteen, or was it fourteen, Ospreys turned up and provided the best turnout for this event since its inception in 1997. Unfortunately gusts of 40 knots greeted the fleet on Saturday. The sensible amongst us drank beer (The Lancaster Bomber was the best this year) whilst the whizz kids went out to practice, swim and take part in an impromptu handicap race held late in the afternoon as the wind moderated somewhat.





Sunday dawned bright and sunny with a force 0-4 westerly - great scenery but with holes and shifts in the wind that, at times, were beyond belief. Front runners in the first race were Dave and Ken Carroll and Richard and Mark Hartley (in the family's third Osprey - a beautiful restoration) who opened up a considerable lead and then proceeded to sail in completely the wrong direction. Your press-ganged writer, thanks to a well-informed crew, sailed up the Lake in splendid isolation. Not that it did them any good because the fleet, once it had freed itself from a hole, closed the gap, with Rob and Anthony Shaw slipping into first and Brian and Margaret Hayward in 1287 claiming second. We followed these two to a finish - or so we thought. However the "S" flag was not for us and the leaders, nearly ashore by now had to turn round and rejoin the fleet.



The Shaws quickly regained their lead but 1287 slipped out of the places with Tim Kift and Paul sneaking into a cheeky second. We continued to plod round in third after yet more nail-biting moments.

The next two races saw the Carrolls, the Hartleys and the Shaws locked in a continuous duel at the front with much place-changing. Tim Kift was nearly on the pace but the rest of us were way back and your beleaguered reporter cannot give the accurate results although he believes that the Carrolls won at least one of them. I suspect that the Hartleys won the other and it was with surprise that they were seen packing up at the end of the day. Unfortunately work was calling - hopefully beautiful new Ospreys! - and they had to go.

With 3 different race winners the final day should have been a good three-way contest rather than the two-way battle that was now anticipated.

Race four, sailed in similar conditions to those of the previous day saw the Carrolls and the Shaws fighting it out at the front. An attempt on Dave and Ken's part to sail in completely the wrong direction was thwarted on this occasion by a well-informed crew with a loud whistle. (Top Tip :- if your boat is going fast try writing the course down). After a race of extremely frustrating conditions the Carrolls finished first with 1276 second (via last place, a comfortable fourth, superb backward sailing, next-to-last place and a miracle) and Willie Crichton in the "*Magic Ian*" third. The wee Scotsman, in superbly irritating form throughout the weekend, just managed to fend off the Shaws to post a result that will no doubt keep him drinking into the small hours for years to come.

With such a propensity for losing their way it would have been a little premature to say that the Carrolls were in the driving seat at the start of the race. However, despite having used their discard they had the best results. Only a win for the Shaws and an absolute disaster for the Carrolls could swing the final result. The start to the fifth and last race in the series was won by 715 sailed by a couple of lads from Coniston. Despite sailing without a kite in an old Gmach GRP Mk 2 they had claimed a number of decent results and although they slipped back after a couple of legs they thoroughly deserved their moment of glory and, later, the Chairman's Prize for the first Mk 2.

By the third leg, however, the two main contenders were battling for the lead with 1276 thrown in to the mix to confuse things.

1276 followed Dave and Ken round the windward mark to find, despite a slick hoist, that the opposition had caught a gust and were 400 yards in front. Sometimes you just know whose day it is! They sailed away from the other two who continued to trade places. By the penultimate mark they probably had a lead of about a mile. The two Kielder boats were still locked together and with a long beam-reach to the finish the author would not have backed himself.

Fortunately for the fatties the wind had built throughout the race, accelerated possibly by a hint of sea breeze. There were some strong gusts beginning to sweep across the lake. The Shaws did not have the power to three-sail it and "Big Red" stayed conspicuously in the box. 1276 flew their kite and enjoyed a homeward leg to die for, with the Shaws holding on despite two-sailing it.

Meanwhile Dave and Ken had sailed into a hole a few hundred yards from the finish. There was much chuffing in that boat as the other two screamed towards them on the gust of the day.

All good things come to an end and everyone fell into the hole to watch, in similar vein, as Mr. Kift demonstrated his own storming finish. On this occasion Coniston played fair and the first three boats finished in the established order within a hundred yards of each other. Dave and Ken headed for the shore to celebrate a well-earned victory but, thinking that a wind-up might be appropriate, 1276 and 1292 kept on racing. It wasn't long before 854 flew its kite in pursuit, having taken the bait...

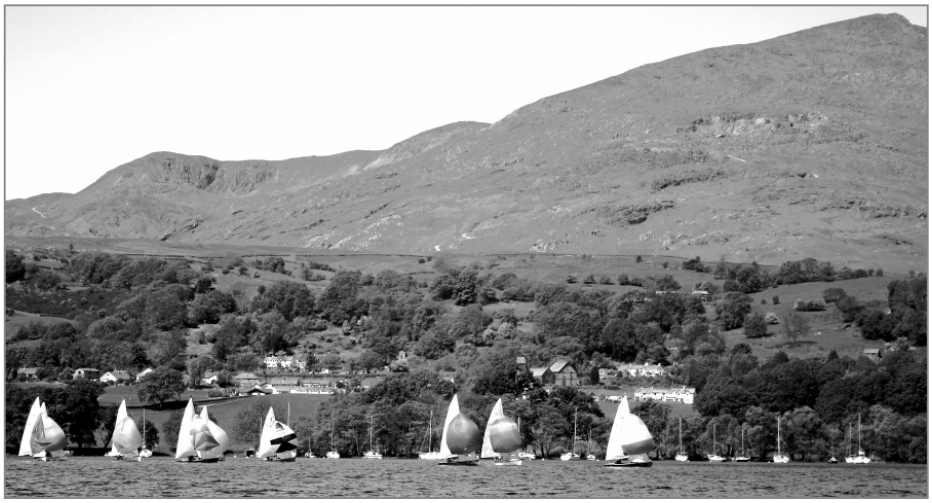
Despite some incredibly fluky winds it was interesting to note that, in general the same boats were in roughly in the same order by the end of each race. Nevertheless, these conditions do throw up, if only temporarily, anomalies, and those normally at the back get to sail with those normally at the front. This, I think, is what makes Coniston so different and such a sociable event. So, with this in mind, my apologies to all who came and made this yet another great weekend yet have not been mentioned in dispatches. Particular thanks to the Southern boats who regularly attend and to those who came for the first time - see you next year.

Now back to escaping!

Results

1st	854	David Carroll	Ken Carroll
2nd	1292	Robert Shaw	Anthony Shaw
3rd	1276	Alec Mamwell	Ian Little
4th	555	Tim Kift	Paul
5th	1288	Stephen Sharp	Dave Beck





Southern Championships, Poole, June 11th & 12th

Always the best attended of our Open Meetings, Poole regularly attracts the best sailors in our Class. This year it was the Southern Area Championships too, which gives a little extra edge to the weekend. This report was compiled by many different people and collated by **Peter Frith. David Harding** *of* **Sailing Scenes** *sent us the superb pictures.*

With 25 Ospreys taking to the water for the Southern Championships at Poole, the 13 home boats needed to be on their mettle to keep at bay the 12-strong fleet of visitors. With an Olympic-style course being sailed the home boats did not have any great advantage in course knowledge.

The first race started in a light-to-moderate south-easterly and was led around the first lap by locals Jamie Lea and Peter Frith in 1290, with Gavin Rose and Steve Birch, 1194, hot on their heels. This pair was close enough to take over the lead on the second windward leg. Martin Lewis and Stuart Maunder, 1207, held a steady third place, keeping the leading pair on their toes.

The final round saw Jamie and Peter take back the lead, pushing Gavin and Steve back into a close second place. Meanwhile Alan Laing and Steve Brown, 1272, had come through to snatch third spot from Martin and Stuart.

Race 2 started with Jamie and Peter at the pin end alongside Richard Marshall and Nick Willis, 1195. These two boats seemed to have an advantage over the rest of the fleet until a massive windshift favoured the boats at the other end of the line. Alan Laing and Steve Brown, having been forced to tack away, now found themselves in the enviable position of now being on the right side of the course and led comfortably at the windward mark, from Mount's Bay visitors Alex Morcumb and Roger Curnow, 1296. The scramble for positions meant that half the remaining boats arrived at the windward mark at the same time. Martin Lewis managed to squeeze round in third, with Jamie and Peter back in 6th.

The early boats took most of the fleet well above the mark on the reach, allowing Jamie to sail a rhumb line course, with the result that they arrived at the gybe mark in second place behind Alan and Steve, closely followed by Martin and Stuart. Alex Morcumb's rudder came off giving them an early bath and forcing them to retire.

At the leeward mark Alan stood on for a few boat lengths. This proved costly as Jamie had spotted that the wind had shifted and tacked-off immediately. The beat was now a fetch and in the later stages of the leg, Jamie benefited from a huge lift just before the windward mark and passed Alan. Martin was still in contention and now came through to take second place, and towards the end of the race Mike Taylor and Jon Willey, 1297, came through from seemingly nowhere to snatch third place from Alan and Steve practically on the line.

In Race 3 a freshening breeze and a good first beat saw Jamie and Peter lead-



George Odling at the head of the peloton


Mike Richardson and crew looking good


Father and son team of Ken and David Carroll

ing once again at the windward mark, closely followed by Martin and Stuart, Des Menear and Peter Greig, 1290, and Dave and Ken Carroll, 854. Richard and Nick, tenth at the windward mark, took six boats on a blindingly fast reach, arriving fourth at the gybe mark, and seemed to be able to do no wrong after that.

Jamie and Martin dominated until Martin capsized leaving Jamie and Peter clear ahead. Second place was now a battle between Des and Peter and Richard and Nick, which the latter pair took.

Jamie and Peter had now won the event, but second and third places were still up for grabs. In Race 4 a port-end bias to the line was not noticed by some and the fleet was well spread out along the line. Again Jamie and Peter looked good as they got away cleanly on starboard, but Martin Lewis and David Carroll, starting on port were also in good shape. Martin arrived first at the mark and held the lead for three laps in very shifty conditions. Dave and Ken dropped back to third after Des and Peter came through them and eventually through Martin and Stuart too. So it was Des and Peter first, Martin and Stuart second, Dave and Ken third. Jamie and Peter retired after their mainsheet block packed in.

It was a memorable meeting for many of the participants. Phil Holt in 888, *Pieces of Eight*, is still sailing the Mark 2 regularly at club and National level and is still finishing all the races. Brian Kelly and Chris Dickinson, who sail at Ogston in Derbyshire, achieved their best position ever in an Open of this size, and used the weekend to good effect by taking advice from the front of the fleet on mast settings. On the Sunday they went so far as to borrow a set of Kevlar sails. Two entries came from the embryonic fleet that is forming in Chichester Harbour around Emsworth – Anthony Reeves and Becky Davis, and A. Turner and J. Galyer (sorry guys, I haven't got your first names). And of course the usual 'friendly' rivalry continued between the Odling Brothers, Will and George, sailing 1295 and 1199 respectively.

Results

1	1290	Jamie Lea	Peter Frith	Poole
2	1280	Des Menear	Peter Greig	Penzance
3	1207	Martin Lewis	Stuart Maunder	Poole



Jamie Lea and Peter Frith fly down the second reach



Martin Lewis and Stuart Maunder lead the fleet on a run

Panmorra Cup, Penzance Sailing Club, 18th & 19th June

Thirteen boats from all over the Southern area lined up at the start of the Panmorra Cup way out west in Penzance. With tricky winds and seas, was everything plain sailing? Read Race Officer **Paul Whitehead***'s report to find out.*

We were pleased to host the 2005 Panmorra Cup for the Osprey Class, combined with the Enterprise and Laser South West Opens on Saturday afternoon and with the Mirror Dinghy South West Open on Sunday morning.

13 boats made the start line coming from as far a field as Emsworth, Blithfield and Marconi S.C.

Saturday's two races looked promising, although the sea was a little lumpy, with a 15 knot south-easterly. Unfortunately as the leaders came round the leeward mark for the fourth time the wind suddenly died at that end of the course and although the leaders made the finish 6 boats ran out of time.

Des Menear with Peter Greig in 1280, *Hello Again* finished first with Alex Morcumb and Roger Curnow in 1116, *Lethal Weapon* second.

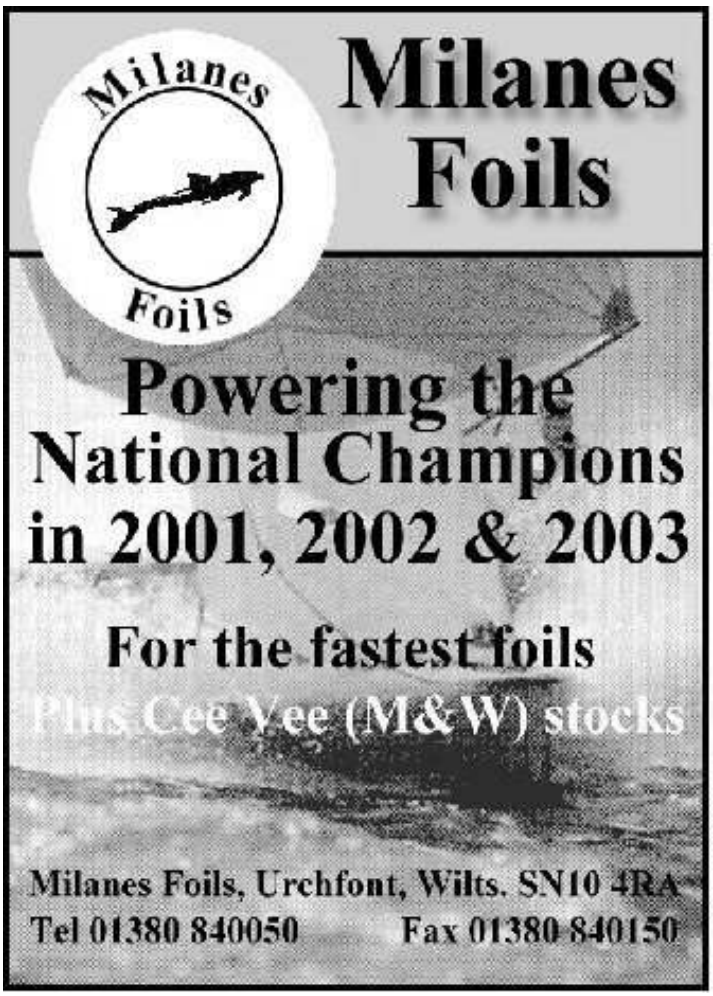
For the second race of the day a slightly smaller course was set further out as the wind was now only eight to ten knots. Mike Taylor and Jon Willey from Marconi led for most of the race and it was only on the last lap that Des Menear managed to get to the front. Des managed to hold the lead to the finish, which give him his second win of the day.

Sunday produced completely different conditions with a flat sea and twenty knots of wind from the north north west. Colin Stephens from Penzance SC with Mike Greig on the wire went straight into the lead and held it the whole race. Des Menear finished second with Jon Batt and Nick Broomhall in 1284, *Out of the Blue* from Blithfield S.C. coming through to finish third. A number of capsizes in the fleet showed how taxing the conditions were but ten boats finished out of the eleven starters.

For the last race the wind conditions had if anything increased and only six boats finished. Colin Stephens again led from start to finish, with Alex Morcumb second. Third place was taken by Adam Ellery and Lewis Crawford from Penzance SC in 1299 *Georgia*.

With two firsts and a second Des Menear and Peter Greig took the Panmorra Cup. In second place were Colin Stephens and Mike Greig with two firsts and a third, and Alex Morcumb and Roger Curnow were third with two seconds and a third.

We look forward to seeing you all again next year.



Chipstow Boatyards

Oak Road, Downham
Billericay
Essex
CM11 1QF

Racing Craftsmanship

Phone/Fax: 01268 710111
www.chipstow.co.uk
sales@chipstow.co.uk

Carbon Products: Moulded carbon spars, carbon rudder stocks. Carbon spar repairs and modifications.

Decks: Stripy sapele composite deck panels

Foils: New centreboards, rudder blades, plain or laminated

Re-fitting: Repaint, two-pack spray finish, revarnishing work, complete boat restoration, rigging etc.

Insurance: Quotation and repairs

A. Jackson t/a Chipstow Boatyards

The Bird's Eye View



Here is our Secretary **Maureen Carroll***'s regular look at the world from the shore of practically every Open Meeting on our calendar.*

THE 'GRAND TOUR' started off at Blithfield again this season, sunny weather if a little chilly and quite windy again. We met up with Nick Jones on Friday for a working dinner in the village pub to finalise the arrangements for the EGM the following day. After the EGM, Ian Madeley and I discussed the Pwllheli Nationals and other related matters of finance. The galley ladies provided an excellent dinner again on Saturday evening with wine supplied by Richard Hartley, although David's new white shirt didn't like being pink after Richard inadvertently poured red wine down his back whilst in animated conversation.

Alfie Hawksworth turned up on the Sunday after his birthday party the night before. He hasn't changed a bit! It was great to see Oscar and Tiger sailing together again even if it was only brought about by Alfie's party.

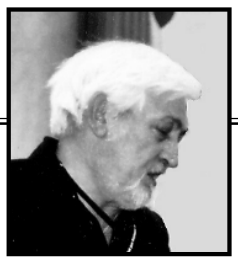
Two weekends later and we went to Hornsea a day early to go clothes shopping at Hornsea Freeport. Well I did - Ken just tagged along. Keith Byers, from Morecambe, came to crew for Ken and brought Sue with him so I had to go shopping again on Saturday! Whilst the Italian was excellent as usual on Saturday night we didn't eat until gone 10 so went to bed on full stomachs, not recommended.

The end of May Bank Holiday weekend at Coniston was a big family get-together for us. As well as Ken and me we also had Dave, Jo, Lily (3) and Molly (1), plus Steve, Annalea, Rosie (9) and our new grandson Jonty Padraig then just 6 weeks old and on his first camping trip. There was also Annalea's mum, Ken's sister and her husband and her eldest son and his wife. We had nice weather during the day but it was cold for sitting out in the evening. We stayed on an extra day after the family left and then went to the Peak District for two days of solid rain before returning home.

Two weekends later and off to Poole ostensibly for Ken to sail but really for me to buy a new teapot.

Unfortunately Dave couldn't sail at Penzance so instead we went to Newquay, great place but no surf, followed by Padstow and Rick Stein's deli and chip shop. Also bought an outfit for Jonty's christening which hasn't been organised yet! Cycled into Wadebridge and left a card for Ken Robertson (most of you will have had one of his Westerly Ospreys at some time) at his son's shop. He hasn't been well lately. Then onto Tintagel, followed by Bridport, with a diversion for Ken to look at the new sailing centre at Weymouth. Then on to Fareham to pick up the new carbon rig from Selden. (There still seems to be a monetary imbalance between my clothes and teapot and Ken's carbon rig and Kevlar sails.) As long as it keeps him happy - you only live once. Carpe Diem.

Next stop Pwllheli, see you there.



The Dinghy Show 2005

Five classes under the Fastsail banner displayed in concert and created considerable interest among the general public and members of other classes. **Ian Madeley** *comments.*

THE FORMAT OF 2005 followed a similar pattern to last year's event, and visually even more visitors were noted. In fact, in the Saturday 'busy' period, many people said that there were more people on the stand than any other in the hall. Certainly on the stand I felt the same effect, and I have since met all of our partners who are of a similar opinion.

The Fireballs, because of an impending World Championship in Britain chose to camp separately, but were very close to the rest of the group.

470s exist, but their Association doesn't. Therefore they seem to have a very poor visible showing at this event. Considering their Olympic status I find it very surprising that they are not properly represented.

For the FDs, 505s, Javelins, Hornets and of course ourselves, there was certainly enough noise emanating from our presence. Believe me, there are some very committed Fastsail Gals and Guys out there! We got great coverage in Yachts and Yachting as their report even showed a photograph of our stand and our own exhibit, Osprey 1183 loaned to us by Lee Allen from Sheppey. This looked very good after a complete overhaul and update last year.

The Dinghy Show Team, again led by Graham Mant and supported by Ken and Maureen Carroll on the Saturday, and John and Janet Shenton on the Sunday, together with the usual relief enthusiasts through both days, kept a lively show going on.

Special thanks to Lee for the boat loan, John and Janet for delivery and collection of same, and to all those who gave their time to keep us on the map.





against its hull.

Thankfully, boat and crew eventually returned undamaged and unharmed, although Oscar's crew, Joe was pretty ashen-faced when he came ashore.

At Friday night's prizegiving the Championship winning crew, Adam Bowers, asked Peter Drake the Principal Race Officer to step forward to receive a special presentation. Adam produced a length of rope containing 15 overhand knots, which he proudly presented, along with his speech, 'That Mr. Race Officer is 15 knots'. All the competitors saw the funny side, I'm not sure whether the race officer did or not!

1993 - Tenby: Guess what - back to South Wales and Tenby again. Only 55 entries this year, 11 down on last year and 15 down on the last time we were here. Although a popular holiday resort, Tenby is not always popular with sailors. Car parking problems, cramped dinghy park, launching, and courses too close inshore being the main gripes. Perhaps some of those that had been before didn't fancy it again?

Highlight of the week was a special race to celebrate 40 years of the Osprey. In 1953, the Osprey was very successful in the Coronation Cup, a race around the Isle of Wight. One of our Championship races was to be around Caldey Island to commemorate this occasion. So, on Thursday, at the end of the second beat, instead of going on the run, we kept on going, completing a circuit of Caldey before rejoining the race course for a conventional finish. Good fun and just in case you think that this type of race might have given the middle of the fleet a better chance, forget it, the usual front runners led the field home again.

Got home on Saturday, just in time for my own surprise, my 40th birthday party. Yes, I was born in the same year as the Osprey.

1994 – Mount's Bay: For the first time in 8 years the fleet returned to Mount's Bay. 72 boats entered, confirming the popularity of this Cornish venue. John had been on the organising committee and had mentioned a bit of a disagreement with the club about some of the social events. This became apparent on the first Saturday night when the bar closed promptly at 11:00, (almost unheard of at Mount's Bay). When asked if there was no extension, a gentleman behind the bar, (who shall remain nameless), replied, 'Oh yes, it's on Friday'. Mount's Bay Sailing Club had wanted to host the prize-giving at the club, whilst the class association wanted to go to a hotel. Unable to reach an agreement, the association booked the Queens Hotel in Penzance, and this obviously upset the club a bit. Guess what, the bar closed at 11:00 every night!

Going into the last race Andy Barker was leading overall, but could be beaten by Oscar, if Oscar bagged a good result. It was never going to happen. Barker latched on to Oscar at the start of the race, never let him out of his sight and sailed him progressively down the fleet. They spent the whole race in the middle of the pack, which was sufficient for Andy to take the Championships.

As we boarded the bus to take us down to the the bash in Penzance, John proudly announced that he'd just become a granddad for the first time. The 'do' itself was excellent with Lord & Lady St. Leven in attendance and many of the Mount's Bay members too. It's a shame the disagreements of earlier in the week couldn't have been sorted out sooner.

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Some of the competitors were camping in the club grounds. On paper it was an ideal spot with the dinghy park and bar all within a stones throw. Unbeknown to them, so too was the foghorn and when the fog rolled in off the sea, the foghorn started. The fog lasted for several days, by which time the campers, who'd had several sleepless nights, were at their wits' end. Not John and I though, safely tucked up in our B&B, sleeping was never a problem.

Sailing however, was becoming a problem. With fog clinging to the east coast, it was seriously considered moving the event inland to one of several large reservoirs in the area, (a couple of miles inland it was clear, sunny and blisteringly hot). Thankfully, this wasn't necessary as the fog finally cleared and racing got underway. One of my outstanding memories, was seeing Andy Reed's crew, Mike Smith become 'unseated' down the first reach where he was left floundering in the water as about 40 Ospreys hurtled past either side of him. Another incident I remember, was when a commercial ship towing a barge on a cable several hundred yards long, steamed right through the race course. Yes, you've guessed it, Sods' Law says that the leaders all managed to cross its bows whilst lesser mortals had to make the massive detour around its stern. Thankfully no one tried to go in between.

Thursday's excitement was the inaugural Crews Race and with me at the helm and Lang on the wire, we finished a creditable 4th.

The event finished with a prize-giving at the Swallow Hotel where a good time was had by all. Despite the setbacks, a satisfactory racing programme was completed, with the friendly, northern hospitality more than making up for the disappointing start to the week. Anyone who was still around on Saturday afternoon was treated to the Sunderland International Airshow, which was spectacular.

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& Chris Seymour had an unfortunate 'coming together' with the chain ferry on the Tuesday, but that was nothing compared to what happened to Roger Edwardson on the Wednesday. His boat was holed in the bow in a collision and virtually sank. Although his boat was recovered it was subsequently written off. However, Roger was able to complete the rest of the week in Nick Jones's boat, Nick having become indisposed.

Many of the fleet, including us, were camping on the playing fields of the nearby primary school. Being walking distance from the club was fantastic and I suspect the partying on the campsite went on long after the bar had closed in the club. It was not one of our better weeks, finishing 22nd with our best result a 14th. Popular winners were DJ and Adam, proving that last year's third was no flash in the pan.

1998 - Pwllheli: Once more back to North Wales and a rather disappointing 46 boats. Shame really, because the area had undergone a massive transformation since the last time we were there. Completely new clubhouse and marina, secure dinghy park, ample car parking and launching across the beach instead of into the harbour.

We were camping again. Not as handy this time, and so the bikes were pressed into action again. John hadn't warned me about the very steep hill on the way home. Consequently we were a lot fitter at the end of the week than we'd been at the beginning! Camping didn't seem such a good idea either when a gale with lashings of rain blew through late on Sunday, causing a very wet and sleepless night.

Down at the club it was still howling on Monday morning and all thoughts of sailing were quickly postponed for the day. During the night tents and boats had been blown away but all were rescued by the sterling efforts of just a handful of people.

On the Tuesday we got our reward - force 4-6, big waves and two back to back races, just magnificent, memorable Osprey conditions. And if that wasn't enough, we got them again on the Thursday! In between, on Wednesday and in lighter conditions we got our best result of the week. Second at the windward mark and managed to hang on to an eighth at the finish.

Wednesday's entertainment was somewhat unusual, but very enjoyable, an evening on the Ffestiniog Railway.

The Prizegiving was held in the marquee and then it was all back to Ian Madeley's yacht in the marina for some late night drinking. I think John upset some of the other tenants by answering a call of nature over the side, and him an ex-Navy man too. Really!

Great week's sailing, came 16th overall.

1999 - Weymouth: Throughout the 'nineties' John and I had struggled with consistency at the Nationals. Generally we could manage one decent result each week but would also have an equally bad one. This meant we were often counting high scoring races in our overall score. Our results varied between 13th and the low 20's, but were generally in the mid-teens. Was this our 'pecking order' position? They say it's hard to break out of the 'pecking order', well in 1999, we did it.

After a great effort by Adam Bowers the fleet was persuaded to visit Weymouth for the Nationals. He was rewarded with a fleet of 60 boats. The fleet was based at the Weymouth Sailing Centre in Portland Harbour and we were privileged to have Dr. Frank Newton with his committee boat *Sorebones* as our PRO for the week.

The weather was to cause a few headaches for Frank and needed some firm decision-making in order to complete a satisfactory series.

Sunday - Practice race and first race completed in light winds. Long day on the water, and a long paddle home at the end of it.

Monday - By complete contrast, strong winds and heavy seas. Frank considered that conditions were too rough in the bay and offered to put on a race within the harbour. This was not greeted with enthusiasm by certain sailors. However the race went ahead and was completed successfully. Good decision.


Pwllheli 1998

Tuesday - Strong winds and heavy seas again and still too rough in the bay. Alas no race in the harbour either due to a Trinity House ship being anchored, slap bang in the middle of the racing area. Racing abandoned for the day, a decision frowned upon by some members of the fleet, who, denied their 'adrenaline rush', made their feelings known to the race officer. Frank was not amused.

Wednesday - Light winds returned, one race in the bay completed after a postponement waiting for the wind.

Thursday - This was the day our week changed for the better. Down the pan and out of it, our luck changed when the front half of the fleet rounded the leeward mark and headed off inshore. They were now too far away to benefit from the building sea breeze, which carried us around the leeward mark and pointed us directly at the next mark on a beam reach, (remember it should have been a windward leg). At one point it looked like we'd take the lead, but gradually the breeze filtered inshore and the rest of the fleet started to benefit too. With such a massive shift, race officer Frank had no alternative other than to shorten course. We crossed the line 10th, not as good as it had looked at one point, but better than the 40's which is where we had been. Reward for our efforts, pathfinder in the next race.

Strangely, after all our collective years of Osprey sailing, neither of us had ever been pathfinder before.

The next race was back-to-back, so after re-arranging the course, the next starting sequence was underway. Any fears about being the pathfinder were quickly allayed by Frank. He came across in his RIB, gave us a quick 'one-to-one' and in no time at all we were opening the gate with Frank shouting his words of encouragement. Another big shift during our run caused Frank to abandon that start and with the wind failing to settle in either strength or direction, he eventually called it a day. We'd have to do it all again tomorrow.

Friday - Another difficult day for Frank, with two races to fit in to complete the programme.

Early attempts were made out in the bay, (and another aborted attempt at being pathfinder). With the land and sea breezes trying to outwit one another it was decided to adjourn to the harbour, where the land breeze remained dominant. Finally, at our third attempt we successfully opened the gate. When released by Frank we chose to carry on, as the right hand side looked favoured. Sure enough it was, and it was soon obvious that any early starters were now buried. Several laps later we crossed the line a well-earned 9th. For the second race our strategy was much the same, started late, banged right and 3rd at the windward mark. The only thing we couldn't understand was why there weren't more doing it. Even better this time, finished 7th.

So we'd managed three top 10 places in the last three races. What would they do for our overall position? Well we finished 12th, finally breaking our voodoo of being in the teens.

'Team Ginger', Oscar and Nick were worthy winners and the week was completed at a seafront hotel in Weymouth. Alas, Frank couldn't be with us, he'd already sailed for his next event in Cowes, but I personally think he did a grand job in testing circumstances.

So that's it for the nineties. By the time you read this, you'll all be ready for the off in Pwllheli.

Sadly I can't be there this year; I already have an appointment at the Fireball Worlds and work commitments prevent me from taking any more time off. I hope you all have a wonderful time and may the best team win. Hope to see you all again soon!

See the next edition for my final instalment, The Oughties.

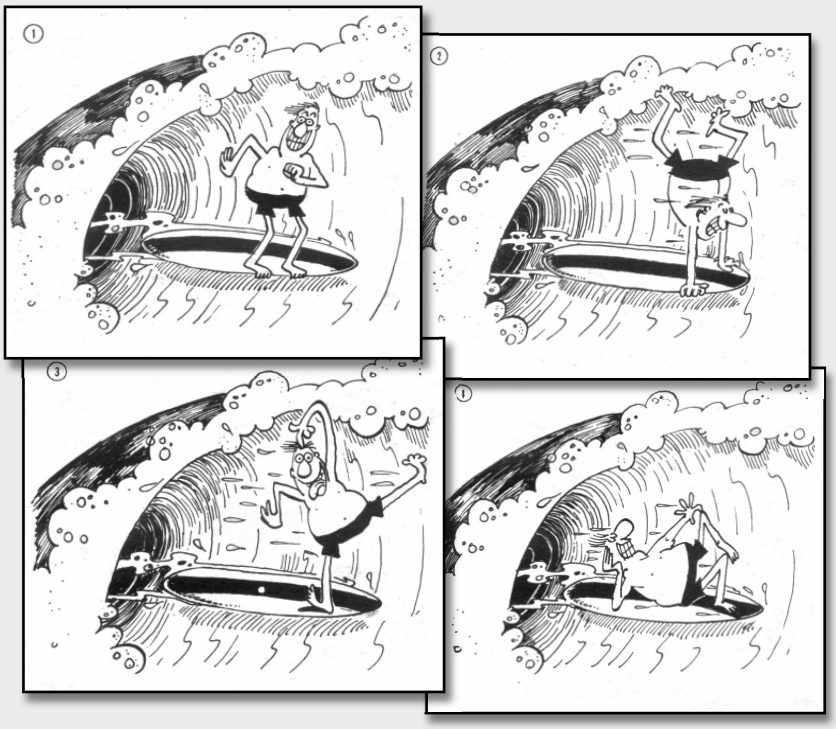
WHAT'S ON & WHERE

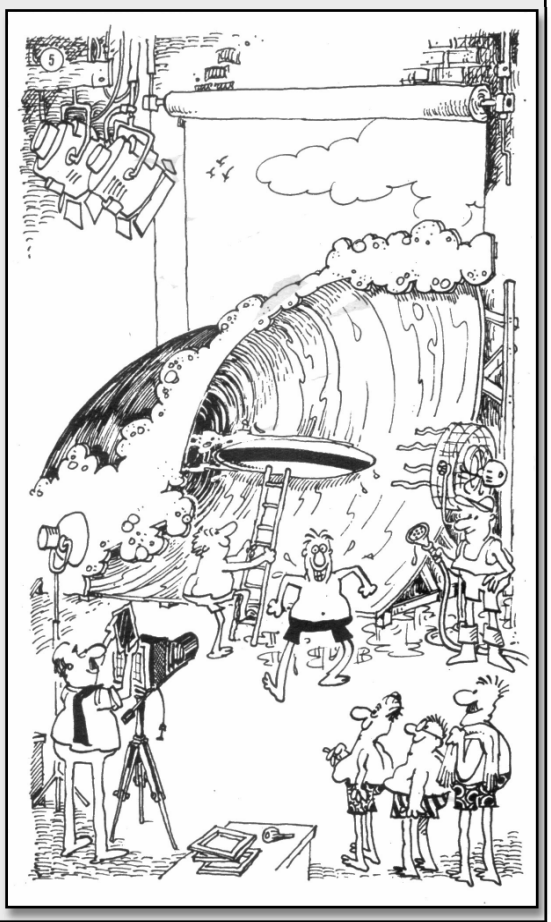
Here are all the remaining events for the rest of the 2005 season. There are plenty of them, in all areas of the country, so don't say you can't get to at least one, because I know you can. No colour-coding this time because I think you should be able to work it out for yourselves by now.

National Champs, Pwllheli, N. Wales **23rd - 29th July**	*At a very reasonable £125 for a week's Championship sailing, this one is a must for all you wannabes. If you just get one good result during the week it's worth it.* **Contact: Maureen Carroll 01394 388540**
Scottish and Northern Championships **Kielder Water, Northumberland** **10th & 11th September**	*Kielder is a fantastic place to sail, or just to spend a weekend. Why not give it a try this year if you've never been before, and why not give it a try even if you have been before.* **Contact: Mike Scott 01835 870238**
Invitation Event **Mount's Bay SC, Cornwall** **10th & 11th September**	*This is the fleet's first possible return to this formerly popular venue for some years. It is not an official Open on the calendar and will not count towards Wilkinson Sword standings.* **Contact: Peter Greig 07813 153124**
Morecambe and Heysham Visitor Trophy **Morecambe YC** **17th & 18th September**	*A fairly new event for the fleet. The northern lads and lasses like this one. Very tidal indeed - makes for some interesting races. Why not give it a whirl.* **Contact: Maureen Carroll 01394 388540**
Netley Open **24th & 25th September**	*I've never been to this one myself - too far away for someone from the frozen north - but all the southern sailors rave about what a good event it is. I'm sure they're right.* **Contact: Bob Thomas 02380 454187**
Symmetric Grand Prix, Rutland Water **8th & 9th October**	*This really is an up and coming event. We had a poor showing there last year, let's try to make more of a splash there this time.* **Contact: Ian Madeley 0114 236 6873**
Inland Championships, Rutland Water **23rd & 24th October**	*The second most important event on our calendar. It's usually a good turnout, but it could always be better. If you can't make it to the Nationals make a big effort to try to do the Inlands.* **Contact: Maureen Carroll 01394 388540**

Things To Do On A Lay-Day At The Nationals

Number 2 - Going Surfing







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