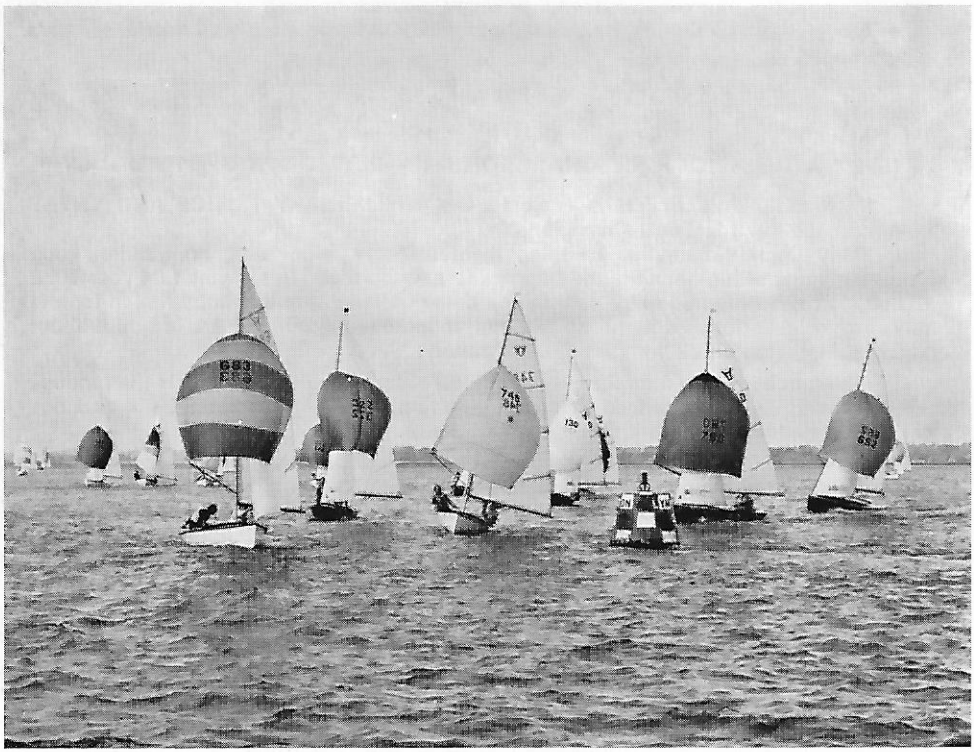
NATIONAL OSPREY

MARCH, 1972

NEWSLETTER



ROUNDING THE "LYMINGTON SPIT" 1971
Photo by Brian Manby, Lymington

EDITORIAL

With the Osprey sail numbers approaching 900, I am hopeful that the Class is becoming more and more a force to be reckoned with in the sailing scene.

Much has been done over recent years to make the boat much more attractive to those looking for a high-class racing machine. Gone is the old image of the family cruiser —gone for good, I hope.

Techniques and expertise in sailing are of a high standard in the Class—we have many young and promising helmsmen among us now who should go far and make a name for themselves. Our crews are, of necessity, sharing their responsibilities in making a success of the boat.

This year the boat takes on an even trimmer look with the vanishing of the washboards and freeing of the rudder shape. Yet the principle of one design has not been damaged. We are also experimenting with a larger spinnaker which without doubt makes the boat even more exciting—and some say dangerous—in certain conditions.

We all of us still fail to do the boat justice—we sail it and enjoy it to the full, but we do not shout its merits abroad as we should.

We have our own Publicity Officer—alas, also an ordinary mortal with a full time job making his own living—but this is not enough ; I want to see every possible change taken to push, advertise, plug and sail the boat to the notice of dinghy sailors wherever they may be. To do this, the active help of every single Osprey owner is needed. No chance should be missed to push the Osprey as THE RACING DINGHY. Please make sure your Club Press Officer gives your Class Boat its share of publicity; if not, make your own.

Osprey 1000 should be sighted in the next 12 months or so. The suggestion is that we raffle it. I think this a wonderful idea and one which will not only raise some further funds for publicity, but be a wonderful publicity gimmick in itself.

May I wish all Osprey Helmsmen and their Crewmen a really wonderful season's sailing ahead.

PETER AGNEW
Class Secretary

1972 NATIONAL OSPREY CHAMPIONSHIP—PLYMOUTH 6 - 11 AUGUST

With this *NEWSLETTER* is enclosed the PRELIMINARY NOTICE AND ENTRY FORM for the 1972 National Championship.

Every Osprey is entitled to enter, there being no eliminating area series. Each Helmsman must be a Member of the Osprey Class Association. This means that your 1972 subscription will have had to be paid by the time you enter. Another subscription form is herewith enclosed for those who do not appear to have paid. If you are in doubt about having paid, please check with the Class Secretary.

Insurance: Please note that one of the conditions of entry this year is the production of a valid certificate of insurance. This is a requirement of the Host Clubs and not of the Association, although it seems a sensible rule.

Class A.G.M.: Please note that this will be at 9.30 a.m. on the Tuesday of the week. We are allowing about 1½ hours for this meeting, but, if more time should be required, then we can continue the meeting the following morning.

Association Dinner: Please support this Dinner/Dance on the Thursday night. It will be held at the Continental Hotel in Plymouth, which has a high reputation for food and an excellent Ballroom. Please book your tickets when you make your Entry, as this will give David Cunliffe, who is organising the evening, a chance of doing so to advantage.

Whilst the Dinner will be fairly informal, the Class Association will be inviting some guests.

Accommodation: There is plenty in Plymouth if you act at once. Please see the last paragraph of the Entry Form for the address to which to write.

Sail Measuring: The Class Association Committee has been asked if competitors can have their sails measured prior to sailing.

This can be arranged, providing not too many Competitors require it to be done. However, a charge of 50p per suit of sails will be made prior to the first race on the Sunday, and this should be paid to the Measurer concerned for the benefit of Class Funds.

Subsequently, the first six boats will have their sails measured immediately after the end of each race, and three more sails may be measured at random in each race at the discretion of the Class Association. There will be no charge for this compulsory measuring.

Class Measurers: Club Measurers who are qualified to measure sails are asked to report to David Cunliffe of the Mayflower Club on arrival. You will be asked to take your share in measuring sails after each race.

If this task is shared out, it will not mean more than one stint each.

Please take note of this appeal.

YOUR CLASS ASSOCIATION COMMITTEE

The Committee meets three times a year, or more if necessary. The last meeting was held at Bristol on the 19th February. Among the matters discussed at the five-hour meeting were:

Arrangements for the 1972 National Championship (see separate item on this).

Class Insurance: The Committee discussed the possibility of higher premiums, but noted that, providing the rate of claims on spars proved none too high, the present premiums would be maintained.

Boat Certificates—Class Association Members only: The Committee did not wish to follow the lead of other Classes which regulated that only Class Association Members were able to get, or hold, valid certificates for their boats. The present voluntary membership system was preferred—tied to an active membership drive.

Sailing Fixtures: It was reported that practically no response was received from the majority of Clubs for details of Osprey meetings. It seemed that most Clubs started preparing their own fixture list far too late.

It was apparent that, if both the Class Association and the R.Y.A. were to receive fixtures in time for printing, then Clubs would have to start preparing their programmes in July or August of the previous year. Fleet Captains were to be asked to note this.

Visit to La Baule (France): The Secretary raised this since he felt that a show of Ospreys there at the height of their sailing season might do some good—and be most enjoyable. The Committee asked him to look more closely into the cost, etc.

The Mast Ram: After very full discussion, the Committee decided that a mast ram was perfectly legal providing no change was made in the build of the boat to accommodate it. It seems, therefore, that externally-fitted rams are legal, but anything built into the foredeck, or tank, could make the boat not to measure.

N.B.—Members are advised to check before fitting this item to their boat.—*Secretary.*

THE LARGER SPINNAKER

The trial spinnaker which the Association had built by Keith Musto has been tried out by a number of members in different Clubs. With the oncoming of the sailing season, any member who wishes to try it out should contact the Class Secretary.

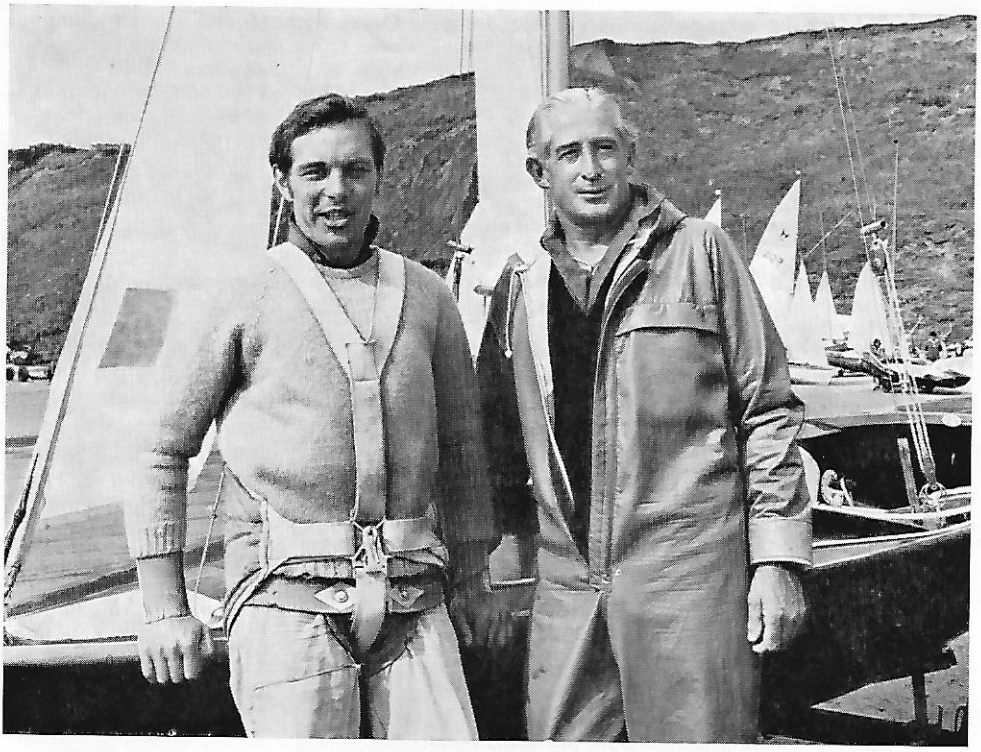
The Welsh boys have been sailing with it, and there is a mention of their results in the News from the Welsh and Midland Area.

At Lymington, Hugh Carter and Mike Corbin have also been seeing what it is like.

The general conclusion so far is that a sail of about 180 sq. ft. would seem to be the size we could use—if a change is contemplated at all—and a 5-0-5 pole of 8 ft. 3 ins. to go with it.

The whole matter will again come up for discussion at the A.G.M. at Plymouth on August 8th this year, and it is hoped that by that time we shall all have had time to look at it and known what we want.

Your Secretary tried it out in a fairly strong wind and, much to the amusement of most of Mount's Bay (safely ensconced on the Clubhouse Terrace), nearly came badly unstuck! Quite a sail in a wind!



SO THAT YOU WILL KNOW WHAT HE LOOKS LIKE!
Your Secretary with Crewman Ivan Renfree at Filey, 1971

1971 NATIONAL OSPREY CHAMPIONSHIP FILM

A film (8mm) lasting about 40 minutes of this event is available direct from G. Halton, 18 Ryndle Walk, Scarborough, Yorks., at a hire cost of £3 per time.

We are told that this film is really worthwhile seeing.

1972 CLASS ASSOCIATION SUBSCRIPTION

If you have not yet had a Membership Card for 1972, then your subscription has not been paid.

A great deal of time is spent checking membership and subscriptions; early and prompt payment means your Secretary has less work to do.

If you receive a Membership Form with this *NEWSLETTER* it will mean that your have not yet paid! Please act on it at once.

Any queries will be replied to at once.

INCREASED MEMBERSHIP

We have 401 members of the Association—324 Full Members and 77 Associates.

YOUR CLASS SECRETARY AIMS TO HAVE 500 THIS YEAR—WILL YOU PLEASE HELP?

Fleet Captains will be asked to round-up non-members in their Fleets. If all Boat Owners in the Fleets listed in the Yearbook were members, the total would be well over 500 members.

The Class needs the full backing of Boat Owners; to get this backing, we need your active help in getting them all in.

Your Secretary has, this month, written to every single person who is supposed to own an Osprey inviting them to join—or rejoin—the Association. Please follow this up if you know of any Boat Owners who are outside the fold. The Yearbook lists the members.

1972 LONDON BOAT SHOW

Many of us will have been to this Show early in January and we need hardly tell you that the Osprey was there again in all its splendour.

The boat—"Pieces of Eight" No. 888—built by Ken Robertson for James Curnow (that big chap from Mount's Bay) was a magnificent racing machine and attracted a constant crowd. On John Gmach's stand, also, a fine display of our boat in GRP also showed what a wonderful craft we really have.

We regret that the Association was not properly represented on the Westerley Stand throughout the Show, but great difficulty is always found in getting anyone to man the Stand. Your Secretary can only afford one full day away from his work, and others are similarly placed. The only real solution will be to find a member who can afford the time and who can be helped over the cost of attending by the Class Association. Volunteers are invited to let the Class Secretary know that they can help with full-time attendance.

BURNHAM ICICLE

Held at the beginning of January on the Crouch, Syd. Brown and Hugh Carter represented the Class.

Hugh did quite well in the Practice Race, and Syd. took fourth place in the Sunday Race.

It was one of those light wind affairs for which this event seems to be well known and Syd.—defying all custom—took a tack away from the fleet and found it paid off.

We are trying to get four places for this event, as the other Classes have, but this depends so much on the Organizing Committee at the Royal Corinthian Y.C. We have asked again for next year.

SPINNAKER POLE STOWAGE

Your Secretary gets many requests for information on the stowage of the spinnaker pole. A note of this might, therefore, be apt.

No special fitting or fitting places are stipulated for this pole in the Class Rules. Most place the pole on the floor of the cockpit; some sling it off the boom; some carry it above the thwart in clips. Some even carry it in the rear drain tubes (set higher for this purpose, it seems). All this is perfeclty legal and allowable.

What is not allowable, and would make your Osprey an on-Osprey, is putting any form of tube into the forward buoyancy tank. Any boat with such a fitting will not measure and is not an Osprey.

To enable members to discuss this problem—and it seems that it is becoming a problem—your Secretary is placing this item on the Agenda of the next A.G.M. for discussion.

NOMINATIONS FOR THE ANNUAL GENERAL MEETING

Rule 5 of the Class Constitution reads:

"ELECTION OF COMMITTEE MEMBERS. The Clubs who adopt the Boat as a Class shall nominate names for the Committee, such nominations to be sent in writing to the Secretaty at least 7 days before the A.G.M.. . . . . "

Would Clubs who have adopted the Osprey as a Class—and the Clubs with bigger fleets in particular—please note this Rule.

It is not too early to nominate names even at this time; but please do not leave it too late to consider and act on.

NEWS FROM CLUBS IN ENGLAND, WALES AND SCOTLAND

Starting with this *NEWSLETTER*, news is being sent in to the Class Secretary from various individuals whose responsibility it now is to collect such news from the Clubs in their area and to submit it for inclusion in the *NEWSLETTER.*

The country has, therefore, been split up as follows:

Scottish and Northern Area:

All of Scotland. All English counties north of a line of the Metsey to the Humber.
John Raynor, of Orchard Bank, Keswick Lane, E.Keswick, Leeds, Yorks.
Telephone: Collingham Bridge 3123.

Welsh and Midland Area:

The whole of Wales; counties south of the line the Mersey to the Humber as far south as a line from the Severn to the Wash (including the whole of the county of Gloucester).

Alf. Hawksworth, The Old Crossing, Dentstone, Uttoxeter, Staffs.
Telephone: Rocester 504.

Eastern Area:

The counties of Oxford, Buckingham, Northampton, Bedford, Hertford, Huntingdon, Peterborough, Cambridge, Essex, Suffolk and Norfolk.

The Class Secretary, until a reporter can be found.

Southern Area:

The counties of Wiltshire, Berkshire, Surrey, Kent, Sussex, Hampshire, Isle of Wight and Dorset; London.

The Class Secretary, until a reporter can be found.

Western Area:

The counties of Devon and Cornwall; the Isles of Scilly.
The Class Secretary.

Jersey, C.I.: to be arranged.

Guernsey, C.I.:

Andrew Dorey, Belmont, Castel, Guernsey, C.I. Telephone: 56921.

Fleet Captains and Club Osprey Representatives are invited to send Osprey news from their Clubs direct to those listed above for inclusion in the *NEWSLETTER*.

The dead-line for receipt of news by the Class Secretary will be as follows:

March *NEWSLETTER*	Last day of February.
July *NEWSLETTER*	Last day of June.
December *NEWSLETTER*	Last day of November.

News which merits inclusion in the Yearbook must reach the Class Secretary direct by the end of January each year.

News is best received in report form so that it can be printed without having to be re-written or edited.

N.B.—The above dead-lines are the latest possible dates any news can be received.

OVERSEAS NEWS

The Class Secretary will be pleased to have any news from any member overseas at any time; the more the better.

The Class is organised in Nigeria, and news received regularly; we do need news badly from the Far East, Canada and elsewhere.

NEWS FROM THE SCOTTISH AND NORTHERN AREA

Dysart S.C., Fife, Scotland:

Alastair McKay reports that there is plenty of activity at DYSART S.C. this winter in preparation for the Scottish and Northern Osprey Championship there in June.

New showers are being fitted and the changing rooms modernised and enlarged. A local hotel has been booked for a dance to be held for the benefit of competitors and friends—with a bar extension, this is sure to be a full house, bearing in mind the conservative licensing law in Scotland.

The strength of the Club Osprey Fleet remains pretty static, although Alastair has purchased Osprey 694 to replace his older boat.

Winter social events have included a talk by Chay Blyth on his round-the-world trip. A packed audience of 500 enjoyed an excellent talk and film show.

The Fleet at Filey goes from strength to strength, with 29 Ospreys now and several more possibles for the next season. John Gilpin and David Poole have just received their new boat "Nympholepsy" (No. 880) and, with several weeks of concentrated fitting out to do, they are determined to sweep the board at Plymouth. (*That's fighting talk.*Ed.).

From Glasson S.C., Gerald Iddon writes that the coming season's West Lancashire Coast Open Meetings have been consolidated into one event, to be held at Morecambe on 13th/14th May. Two races will be sailed on Saturday for the Glasson Pot, two on the Sunday for the Ribble Plate, and the overall winner will receive a trophy to be donated by Morecambe and Heysham Y.C. In future years the event will be held at Glasson and Ribble, on a rota basis, with the home Club's Trophy going to the overall winner.

Morecambe and Heysham Y.C. now have six Ospreys and are hoping to have Class racing this year. Last year's Scottish and Northern Osprey Championship certainly put this Club on the map, and this year's open event should consolidate this.

1973 Scottish and Northern Championship will be held on June 2nd/3rd at Hornsea—this is a provisional date.

Isle of Man—Blackpool Race was the talking point at the February social meeting of the Scottish and Northern members at the King Charles First Inn in Leeds.

Stanley Thompson and Gerald Iddon gave an account of their two years' entries in this event in Osprey 489. They won in 1970 and came second in their Class in 1971. Some 45 members and friends enjoyed a most entertaining evening. The film of the 1971 National Osprey Championship at Filey was also shown.

Report sent in by John Rayner, of "Orchard Bank", Keswick Lane, E.Keswick, Leeds, Yorks. Telephone: Collingham Bridge 3123.

Area Chairman's Comments:

I think that the time has now come to review the progress of the Scottish and Northern Osprey Committee since its inauguration in September, 1965.

This Committee was authorised in August of that year at Plymouth, by resolution from Ribble Cruising Club, and it is important to note the reason for this resolution.

Until this time, the main activity within this Class was in the south, and the setting up of the Scottish and Northern Osprey Committee was to reach north, and to bring the remote members of this Class into the overall picture.

I think that the Osprey helmsmen from Scotland and the North will agree that, in this respect, this movement has been successful.

There have been some first-class championship meetings, and the social atmosphere has been all that could be desired. Basic entries at the championships can almost be guaranteed, and the "floating" entries have been good, even allowing for the coinciding open meetings.

I must comment on the sportsmanship of those who have travelled so many miles just for a weekend's sailing, particularly those who drove all the way from the extremes of Scotland and Cornwall; and, as in the case of Morecambe, onlty to find the sailing bedevilled with fickle—or no—wind at all.

Such support can only stimulate further support, and strength in the areas is certainly strength for the National Class as a whole.

It seems to be the pattern amongst the "Long Boat" classes that they must organise and travel for good class racing. The Osprey is in this category, and the S.N.O.C. should be the organising unit, but it needs the co-operation of all to make it a success.

Good sailing! V. May.

WEST COAST OSPREY OPEN MEETING—13th - 14th MAY, 1972
MORECAMBE AND HEYSHAM Y.C.

The Scottish and Northern Committee of the Osprey Association is trying to improve attendances at Osprey Open Meetings in the north. It has, therefore, been suggested that if each of the three areas (West Coast, East Coast and Scotland) were to amalgamate their open meetings and provide one Top Class event each year per area a turnout of 30-40 Osprey could reasonably be expected. Clubs in each area would organise the event in rotation.

Morecambe and Heysham Y.C. are organising the first West Coast Open Meeting during the weekend 13th/14th May, 1972. Individual invitations to enter will be sent out in due course to known Osprey helmsmen and to Clubs. Meanwhile, if you could make it known as best you can that the event is on and that all entrants will be made more than welcome, we would be very grateful.

Please let me know if I can give you any further information to be going on with.

Yours sincerely,
JOHN CARRUTHERS,
Honorary Organiser.

We expect a bumper turnout.—Class Secretary.

NEWS FROM THE WELSH AND MIDLAND AREA

Steel Co. of Wales S.C. Frostbite Series:

Helmsmen from Mumbles Y.C., River Towy Y.C. and the home Club took part in a keenly-contested Frostbite Series at the Eglwys Nunnydd Reservoir, Port Talbot.

John Marsh in "New Moon" emerged a clear winner, but the next three placings depended on the result of the last race (12 races in all). The final positions were:

1st: "New Moon", 607, John Marsh and Glyn Jaynes, Steel Co. of Wales S.C.
2nd: "Wanderin' Star", 793, Tony Powell and Paul Stephens, River Towy Y.C.
3rd: "Carol Ann", 635, Tony Davies and Malcolm Smith, Steel Co. of Wales S.C.
4th: "Blue Moon", 198, Nat Eynon and Graham Boylan, Steel Co. of Wales S.C.

Brass Monkey:

John Marsh, with crew Glyn Jaynes, also sailed outstandingly well in the Brass Monkey Race held at Eglwys Nunnydd Reservoir on Boxing Day. He won on handicap from a fleet of some 60 boats including Mirrors, Enterprises, Fireballs, Albacores, G.P.14's, Hornets and Scorpions, among others. Once again, good publicity for the Osprey!

Prototype Spinnaker:

The prototype spinnaker was tried out during the Frostbite series and the general consensus of opinion was in favour of the new sail, provided the maximum area was in the region of 180 sq. ft. (The prototype actually is about 186 sq. ft.). This restriction is suggested to ease handling in a blow and to avoid having to extend the bag on the spinnaker chute too much.

A 5-0-5 pole (8 ft. 3 ins.) was used during the trials and seemed ideal. Choosing this length should ease supply problems and would mean that it is still possible to stow the pole on the cockpit floor.

Chase Sailing Club:

We recently held an owners' meeting and, as a result, it is hoped that most of our twenty or so Osprey owners will be Association Members by the middle of the year.

It is very important to our existence as a Class at Chase that we recruit new boats this year, and we would welcome new members.

At this meeting, Alf Hawksworth was elected Fleet Captain, and Tom Roberts Fleet Secretary.

Welsh and Midland Championship

You have the venue and date, but would you please mention that entry forms will be sent out with the July *NEWSLETTER* as agreed, and posters will be sent direct to Club Secretaries.

EASTERN AREA NEWS

Burnham Week: The "week" starts on Saturday, 26th August, and ends 2nd September. The Creeksea S.C. have put up a Cup and the Osprey raced there last year for the first time as a Class—11 Osprey turned out.

This is the first time for years that a new Class has appeared at this event, and the Creeksea S.C. can be congratulated on their enterprise.

Any Class is restricted to 29 boats. Creeksea now have 14 Osprey. So we need 15 more from outside for the "week" in 1972. How about it?

Really strong support for this event by the Osprey might add strength to our request for four places instead of the usual two in the January Icicle held at Burnham.

Les Shaw, Hartlands, 136 Hainault Road, Chigwell, Essex.
Telephone: 01-500-7271.

Wordens of Cornwall Ltd., Penzance