NATIONAL OSPREY

DECEMBER, 1972

NEWSLETTER

Brian Jackman and John Gilpin in "Mustard" off Filey, Yorkshire, November 1972—trying out the new large Spinnaker



EDITORIAL

We have always been somewhat careful in the Osprey Class not to make changes for their own sakes, and the latest changes in Class Rules have only been brought about after careful thought and long deliberation. We must at all times see that changes are first of all needed, practical, and can be carried out on all existing boats without a great deal of extra outlay; to include something really sweeping which might outdate existing boats in a Class of some 1000 boats would be almost suicidal to the future progress of the Class.

The changes made this year include a mast ram control—something which has always been allowed—to be fitted into the foretank. Hitherto, this has had to be fitted so as not to puncture the buoyancy tank. You can now fit it flush into the tank, providing that tank remains watertight.

Also, we have for years had a rule governing the centre of gravity of the mast and also the minimum weight of the mast—both measurements which were only possible with a mast completely stripped of rigging, etc. This was obviously impractical as a rule since how could you expect someone in the middle of say a National Championship to strip his mast for measuring. We now have a tip weight measurement only which can be carried out in a few minutes at any time.

The bevelling of the centre board may seem a trivial item to deal with, but it is a logical consequence of allowing some years ago for a centre board to be fitted of a thicker build than previously, providing this board fitted the existing centre board casing without any alteration. The bevelling rule applied to the old $\frac{5}{8}$" centre board, and the new Rule now allows these thicker boards to be bevelled to a greater depth to give the equivalent angle of bevel.

Perhaps the greatest change has been the introduction of a larger spinnaker from 150 sq. ft. to about 184 sq. ft. It is fair to say that this has been before the Annual General Meetings and four Committee Meetings before it was finally approved by a very large majority. It is now fact and Members can order the new sail at once. You do not have to have this large sail as all existing spinnakers measuring under the old rule are perfectly legal and can be used on all occasions. Your Secretary must here express the Class' appreciation to Stuart Westaway (Ace of Clubs), S. G. Bishop (Windward Sails), and Edward Hyde (Musto & Hyde) for their individual help and advice in the experimental build of this new sail. All three built a sail to Ian Proctor's design and these were then tried out and considered —together with their expert advice—by the Class Committee before the final size and shape decision was taken. It is hoped that Members will remember this help when ordering new sails.

The Chairman, your Committee and Officers wish you all a very Happy Christmas and a very successful and long sailing season ahead.

PETER AGNEW.

YOUR CLASS COMMITTEE

The Class Committee met last on November 4th in London and their meeting lasted from 11.0 a.m. until 5 0 p.m.

Most of the work done at that meeting is already reflected in other items in this *NEWS-LETTER*—Class Rule changes, etc. But the following is a summary of the other work done.

The 1972 National Championship:

The Committee reviewed the 1972 National Championship and took note of some criticism sent in by Helmsmen at the Royal Tay Y.C. in Scotland.

It was agreed that the scoring at this event should revert to the old practice of boats not sailing, or being disqualified getting higher points than those who retired.

Also the length of the start gate was discussed and future Host Clubs will be asked to ensure that this is adequate.

Publicity was to be improved and the Publicity Officer was asked to try and book our old friend Frank Chapman for next year if this could be arranged with Tony Fairchild of the *Daily Telegraph.*

Class Association Subscriptions:

With Membership standing at 400, and with Fleet Captains giving all help with the membership, the subscription income is reasonably well stabilised.

However, rising costs are bound to affect us in time, and your Committee will and does review the subscription income from time to time.

No change is possible without the approval of the General Meeting.

Your Committee intends discussing this item at its next meeting in February.

Increase in Insurance Rates

The Committee took note that Newton Crum, in line with most other Insurance Brokers, were faced with an increase in Insurance Premiums.

It was noted that there would be no change in rates for those whose insurance details remained unchanged. However, any change in address, boat, or claim would alter this *status quo.*

Main Sheet Track—Side Tank Leaks

The Committee discussed and then asked the Secretary to draw the attention of Boat Builders and Owners to the problem of some boats with leaking side tanks due to the main track piercing the side tanks when being fitted. Class Rules do not allow these tanks to be pierced.

The Osprey at La Baule, France

The Secretary reported that some Members had expressed interest in a trip to La Baule (by ship and road) with their Osprey for one of that holiday resort's main Sailing Events in 1973. He was asked to see what he could arrange.

NOTE:—Members interested—without any obligation at this stage—in such a trip for a week, or say ten days in June, July or late August are asked to let the Secretary know so that he can see what numbers he is dealing with.

An all-in price will be obtained and circulated to those expressing interest.

THE 1972 NATIONAL CHAMPIONSHIP

It would be difficult to write a report on the 1972 National Championship, held under the auspices of the Mayflower S.C. at Plymouth in Devon, without risking the wrath of some part of the entry. Whatever one can say about it is bound to be directly contrary to the experiences of some of the 110 Helmsmen who gathered in the Sound during the week 6—12 August.

However, knowing that this is written at risk, some account is due to those who were not able to travel to the South Coast for the event.

The Practice Race was abandoned—through wind force we reckoned, but later found out that the punts with marker buoys had gone absent, and so the Race Committee could not call the race. No-one seemed to mind, and we all turned shorewards to the pleasures of Plymouth for the day.

Monday's race soon showed us what we were facing. Most of us have currents and wind eddies and whatnot to contend with in our home waters—here in Plymouth, our life seemed to be bedevilled by either Drake's Island or Jenny Cliff, or the tide, or that long miserable Breakwater at the mouth of the Sound. Rest assured, that if you went Drake Island way, it was wrong, and likewise for those Jenny Cliff fans, disaster seemed to loom at every tack. The Gate was too short, the tide race in the wrong place, and one's own boat seemed to have a million private disadvantages. Nevertheless, the best Helmsmen still seemed to get out in front and Mike Corbin in "Lucky Star" (No. 833) crossed the line first with James Curnow in second place and John Mathews, third.

The Tuesday race was postponed because of strong winds and this meant two races on the Wednesday. In the first of these Nigel Paige took first place with David Poole of Filey in second place and John Mathews of Mount's Bay again third.

In the afternoon race John Mathews swept the board with Nigel Paige in "The Lotus Eater" from Starcross close behind and Peter Agnew in "Vulcan" from Mount's Bay, third.

Thursday saw John Mathews make absolutely sure of his second National overall win when he took fourth place behind Mark Peek from Chase who beat Peter Agnew over the line by a few yards, closely chased by Tony Blachford in "The Surfrider" from Lymington Town.

Friday—and the last Points Race—was again a win for Mike Corbin from Lymington Town with John Marsh in "New Moon" from the Steel Co. of Wales S.C. second and Mark Peek in "Skua" third.

Altogether it was a hard week's sailing and also a most frustrating one. For none was this more so than for Mike Corbin with two firsts, but an overall 11th position only. One tack on the wrong course, and there was no recovery; one tack on the right course by a boat well to the rear and he could be a contender for the forward places. But then that's what sailing is all about and some of the petty frustrations were soon forgotten in the pleasant evenings among friends one had not seen since the last National.

Congratulations to John Mathews and Raymond Jebbitt from Mount's Bay. John has now won this Championship three times and Raymond Jebbitt has been the winning Crewman four times—last year with Ken Robertson, who incidentally has won the event four times himself.

The final overall positions were as follows:—

1	John Mathews and Raymond Jebbitt	Mount's Bay
2	Nigel Paige	Starcross
3	Nat Eynon	Steel Co. of Wales
4	Tony Blachford	Lymington Town
5	Donald Skewes	Mount's Bay
6	James Curnow	Mount's Bay
7	Ian Roxburgh	Mount's Bay
8	Peter Agnew	Mount's Bay
9	Alf. Hawksworth	Chase
10	Mark Peek	Chase
11	Mike Corbin	Lymington Town
12	Ken Robertson	Mount's Bay

(The full results sheet showing all positions is enclosed).

THE MAYFLOWER S.C.

Our joint appreciation and thanks must here be expressed to the Commodore and Officers and Members of the Mayflower S.C. for their kind hospitality and enthusiasm in running this event for us.

The Lord Mayor of Plymouth and the City Corporation gave us a wonderful welcome and reception at the Guildhall, followed by a dance well into the early hours of the following morning.

And finally, but by no means least, we owe David Cunliffe of the Mayflower S.C. a separate and sincere "thank you" for all his work. He acted as liaison between the Club and the Class Committee and was solely responsible for organising a very successful Class Dinner and Dance during the week. It is no exaggeration to say of David, that wherever he goes and with whatever Club he sails, you can always see the result of his work by the sudden growth of the Osprey Class—we must all be indebted to him.



The old size Spinnaker: "Vulcan" at Plymouth, National Championship 1972

FUTURE NATIONAL CHAMPIONSHIP VENUE

The following is the latest future line-up:

1973	Mumbles, South Wales (Firm)	1976	Mount's Bay, Cornwall (Firm)
1974	Minnis Bay, Kent (Firm)	1977	Saundersfoot, Pembs. (Offered)
1975	Carnoustie Bay, Angus, Scotland (Offered)	1978	Filey, Yorkshire (Offered)

1973 NATIONAL OSPREY CHAMPIONSHIP

The dates for this event have now been fixed. The Practice Race is on Sunday 5th, and the Final Race, Friday 10th August.

The Host Club is to be the Mumbles Yacht Club, and all racing will be organised from that Club.

Members wishing to enter this Championship, are advised to book accommodation as early as possible.

Brochures and accommodation lists are obtainable on request from:—City of Swansea, Publicity Office, Parks Dept., Principality House, 64/65 Kingsway, Swansea.

Entry Forms with the Preliminary Notice of this event will be sent to Members with the March *NEWSLETTER.*

NEWS FROM THE WELSH AND MIDLAND AREA

The Welsh Dinghy Exhibition

This Dinghy Exhibition was held on 18—19th November at the National Sports Centre, Cardiff.

A great deal of interest was shown in the Osprey—especially in the new large spinnaker. We are grateful to Gordon Cooper and David Hoare, both of Mumbles Yacht Club, for displaying their boats "Ellen" and "Only Two Can Play".

Winter Sailing

The Frostbite Series at the Steel Co. of Wales S.C. is now well under way and Tony Powell in "Wanderin Star" (River Towy Y.C.), John Marsh in "New Moon" (S.C.O.W.), and Tony Davies in "Eryr y Mor" (S.C.O.W.) all stand a good chance of winning the series. Nat Eynon has temporarily forsaken "Blue Moon" for a minisail—saving his strength for next season so he says!

Welsh and Midland Championship

Penmaenmawr Y.C. on the North Wales coast was host to the Class for our second Welsh and Midland Championship on September 23/24. This picturesque spot provided superb sailing water, and over 30 visitors joined the small local fleet to give a total entry of 37 boats.

Right from the start of the weekend it was clear that skilful sailing on the beats would pay, because the Force 4 easterly wind blowing parallel to the shore was fiercely distorted as gusts swept down the narrow valleys in the mountains rising sharply up from the shore line.

Despite the good breeze, Saturday's race was sailed in hazy sunshine and misty conditions. Nick Houlding in "Swingalong" nearly won the practice race, but was pipped at the post by Nat Eynon in "Blue Moon". Nat gained considerably from this outing when it came to the first race, for he hugged the shore and played the shifts carefully to lead at the windward mark and kept this place all the way around. David Poole in "Nympholepsy" followed Nat Eynon, but those who chose to go out to sea were not so lucky. The leading group mistook the wing mark for the windward mark and disappeared into the mist and out of the race. Tony Davies in "Eryr y Mor "challenged David Poole at one stage but had to be content with third place.

Endless wind shifts delayed the start of Sunday's races. In the first race of the day, Trevor Mucklow in "Pschitt" made a good port end start and headed out to sea, tacked on to port and laid the windward mark well ahead of the fleet, who were still tacking up the shore. William Oliver in "Gazunda" and Vernon May in "Swan Song" were next but lost places on the following spinnaker run. Here, David Poole, and Gerald Iddon in "Nutcracker", took the leeward route which paid off handsomely. Trevor was still ahead at this stage, but the third beat coincided with the tide change and he missed out badly by pursuing his solitary course out to sea, letting David Poole and Gerald Iddon through with William Oliver in third place.

The final race was comparatively short, held in a dying breeze. No sooner had the gun sounded than the wind headed dramatically enabling boats starting at the starboard end of the line to lay the mark in one tack. John Clarke in "The Flying Machine" made a clear start, and, although challenged by David Poole, kept clear ahead. Alastair Mackay in "D'Arcy" at last found form to maintain third place whilst Nat Eynon, who needed to win this race to take the series, made a poor start and never recovered.

The Results were:

First Race:	Nat Eynon and Graham Boylan	Williams Salver
Second Race:	David Poole and John Gilpin	Mumbles Bowl
Third Race:	John Clarke and David Mager	Penmaenmawr Trophy

OVERALL POSITIONS:

Area Champion:	David Poole and John Gilpin	Fordingbridge Trophy
Winning Crewman:	John Gilpin	Martin Trophy
2	John Clarke and David Mager	Denstone Cup
3	Nat Eynon	
4	Richard Plowright	
5	Mike Walter	
6	William Oliver	

THE FIRST AREA A.G.M.

With Tony Davies in the Chair, this first Welsh and Midland Annual General Meeting was held during the Area Championship at Penmaenmawr Y.C. on the 24th September, 1972.

In thanking the Officers of the Penmaenmawr Y.C. for organising the Area Championship, Tony Davies also thanked those friends who had supported the event by donating the Trophies for the various races and overall Champion. These were the Penmaenmawr Y.C., J. L. Gmach & Co. Ltd. of Fordingbridge, Mr. & Mrs. R. E. Martin and Mr. Alf. Hawksworth. Other trophies had already been subscribed by the Mumbles Y.C. and Bill Williams.

Future Championship Venue:

These had now been fixed for 1973 at Ogston S.C. (15/16 September, 1973) and at the River Towy S.C., Ferryside in 1974. Venues beyond these years were also discussed. Boat Owners were to be reminded to enter early in future to give the Organisers a chance of doing their work.

Election of Officers and Committee:

After the Chairman had thanked Alf. Hawksworth for all his hard work as Secretary for the past year, the following elections took place:

Chairman:	Tony Davies, Steel Co. of Wales S.C.
Secretary:	Alf. Hawksworth, Chase S.C.
Committee:	Tony Powell, River Towy S.C.
	Jim Dunderdale, Ogston S.C.
	C. B. Seago, Penmaenmawr Y.C.
	Plus Representatives from Mumbles Y.C., Chase S.C., and Southwold S.C. to follow.

Open Meetings and Team Racing

The meeting discussed the possibility of amalgamating Osprey Open Meetings in the Area, and also the question of a Team Racing Championship. Ideas on this subject are invited from Osprey Owners in the Area.

Next A.G.M.

To be held at Ogston during the 1973 Area Championship.

NEWS FROM THE CLUBS

Creeksea S.C.:

Les Shaw—Fleet Captain at Creeksea, writes to say that after having served his two years there, and seen the Osprey Fleet firmly established, he is pleased to hand over to Colin Armstrong. He writes . . . "we enjoyed a good season and had several inter-Club matches with the Stone S.C. with an average turnout of 16/18 boats.

Our Club now has 14 boats: Nos. 11, 72, 197, 214, 286, 333, 449, 520, 565, 617, 678, 865, 819 and 850.

Burnham Week was a success and is the second year that 'Ospreys' had their own class; 16 Osprey entered, three from our Club, Bob Bidmead from Stone, John Rayner from Filey, and Peter Rhead from Lagos, Nigeria. N.B. Burnham Week in 1973 is 25th August to 1st September.

We have got the Osprey going on the Crouch, and with a little help from the Press and the Osprey Class Association we feel the Class could really grow, as we are getting top men from other classes interested.

Creeksea Sailing Club had a stand at the Burnham Boats Show and we exhibited No. 805 (Granny Smith) which my son Robert owns. (Two Osprey in one family—how's that?) . . .".

Guernsey Y.C.:

Andrew Dorey—Fleet Captain in Guernsey, writes a very full and informative letter regarding those intrepid sailors in Guernsey. Some of it is unprintable—for private Club reasons—but the rest is . . .

". . . we have about 8 Osprey racing every race. I do not know if Mike (Corbin) told you that Lymington Town thrashed us in Lymington in May with a 1—2—3—5 in each race (their annual team race); anyway what does it matter—the booze was good and we all enjoyed ourselves. One interesting note—one of our new (and very keen) Osprey Owners is a professional pilot and flew us over to Lymington, and he has said that if anyone in England wants to beat us in a team race, he will find a plane to bring us over in: that is if the host Club has a couple of hundred yards of grass for us to land on. Any offers?

In June we managed to beat our great rivals—Jersey—for the Sir James Knott Cup (you remember you were here for it several years ago) in a Force 5 from the North East—needless to say there were many capsizes and Guernsey came 2—3—4—5 in each race.

The season has been rather mediocre, no real howling blows and not many flat calms—with much cloud and rain about.

I managed to win our local championship week with 4 firsts . . . I also managed to win the Weekday Points and the Handicap Tankard—for the fifth year on the trot—showing that the Osprey sails well to its P.Y. Incidentally every Osprey in that series sailed to 83, except one at 82! The rest of the trophies were very well shared in the Class.

Roy Northey has the Sunday Points Trophy. Nick le Poidevin the Lifeboat Pennant and Phil Jeffreys (our Pilot) the Personal Handicap Trophy.

Nick le Poidevin is also donating a Trophy called the "Hurst Castle Trophy" for the best Osprey Crewman, worked out on a points system enabling any crew to win irrespective of the helmsman.

Of the inter-island cruising, only one race took place. Nick le Poidevin and Chris Chandler in "Joker" and "Sweet F.A." went to Sark, with myself in the guard boat. On the way back the wind dropped and with a spring tide running, they were soon quarter of the way to France. I found myself having to tow them back against a 6 knot tide—and an Osprey does not tow very well on the plane!

This is most probably my last letter as Fleet Captain as my fixed term of two years in that post is already a year overrun. Best wishes, ANDREW".

(*Yes, I remember it well! Mountainous seas, ripping tide currents, Force* 6 *winds—ideal racing weather! Thank goodness I was provided with an enormous high powered motor cruiser from which to follow the racing. I enjoyed my trip to the Guernsey and Jersey Fleets*—Secretary).

Minnis Bay Sailing Club:

1972 has been a mixed year at Minnis. Our Clubhouse has been rebuilt and the boat park expanded to take up to 140 boats.

There are 14 Osprey in the club but the number of boats sailing has been a lot less than this. The main reason has been the rather unsavoury weather (as visitors to our Open Meeting will appreciate). Also we seem to be suffering from the usual problem of the lack of Osprey crews—anyone interested in crewing at Minnis Bay will be more than welcome.

Plans are well in hand for the 1974 Nationals, the Margate Corporation being most helpful in their offers of help.

At Minnis Bay we run two Osprey class series of races, plus an overall trophy. The 1972 results of these events are:

1st Series—Osprey Trophy:	1st	Ron Smith
	2nd	John Barcham
	3rd	Melvyn Graham
2nd Series—Bass Trophy:	1st	Ron Smith
	2nd	Melvyn Graham
	3rd	John Barcham
Overall—Aerie Trophy:	Ron Smith	

Anyone interested in sailing at Minnis should contact Colin Gordine, Hon. Secretary, 36 Grenham Road, Birchington, Kent.

CHANGES IN CLASS RULES

The following Rule changes have now been approved by the R.Y.A. and will come into force with effect from March, 1973.

MAST BEND CONTROLLER

The forward bulkhead and/or foredeck may be recessed to accommodate a mast bend controller. The maximum dimensions of any such recess shall be 180 mm. long, 80 mm. wide and 80 mm. deep and it shall not affect the watertightness of the forward bouyancy compartment.

INSPECTION PORTS

A Rule amendment now allows for an Inspection Port of maximum diameter of 203 mm. in each of the two fore and aft bulkhead hatch covers.

The object of this is to allow hatch covers to be more permanently sealed where difficulty in watertight sealing is experienced, and still to allow access to the fore and aft watertight compartments.

MAST WEIGHT AND C.G.

It has been impossible under existing rules to either weigh masts fitted to the boat, or to obtain the C.G. without completely stripping the mast of all fittings and rigging.

A new Rule has now been substituted which replaces the weight and C.G. means of measuring with one measurement only. This is now:

"The tip weight of the mast, taken at band No. 2 shall not be less than 4.8 kg. when the mast is supported at the heel (or base of mast jack in fully extended position). This weight shall be taken with the mast approximately horizontal and complete with normal fixed fittings (including spreaders and jumper struts) and rigging and trapeze wires, handles and clips secured along the mast. Halliards shall be in the sailing position. Any rigging extending below the heel shall be supported and not weighed with the mast, and trapeze belts shall not be included".

CENTRE BOARD BEVEL

The bevel on the centre board has now been extended to a maximum of 90 mm. from the leading edge and 140 mm. from the trailing edge.

This has been altered to help those with the thicker centre boards. Members may remember that some years ago the thicker board was allowed providing it fitted into the existing centre board housing without any alteration to this.

THE NEW LARGER SPINNAKER

Rule 19 has been amended to allow **Spinnaker Poles** to be a maximum of 2516 mm. (8 ft. 3 in.).

THE NEW SAIL MEASUREMENTS ARE

Rule 20.6

(a) Only one spinnaker shall be on board when racing.

(b) The spinnaker shall be three-cornered and symmetrical about its vertical centre line. No artificial stiffening at the corners or along the edges, other than the normal fabric hems or patches required for reinforcements, is allowed.

(c) There shall be no openings in the sail other than normal cringles.

(d) Cringles shall be circular and the centre shall not be more than 40 mm. from the nearest edge of the sail.

(e) The sail shall be dry when measured. Unless otherwise stated, all measurements shall be taken with just sufficient tension along the line of measurement to remove wrinkles across the line of measurement.

(f) The length of the leeches shall not exceed 5160 mm. The measurement shall be taken as the distance between the centres of the head and clew cringles, measured with just sufficient tension on the leeches to hold them substantially straight.

(g) The mid point of the foot shall be found by folding the foot in half, with the clew cringles coincident.

(h) The length of the vertical centre line shall not exceed 5680 mm. The measurement shall be taken as the distance between the centre of the head cringle and the mid point of the foot, measured with just sufficient tension to pull the sail substantially straight between these points.

(i) The half-width of the foot shall not exceed 2135 mm. The measurement shall be taken as the distance between the mid point of the foot and the centre of the clew cringle.

(j) The half-widths at three-quarter, half and quarter heights shall be taken with the sail folded along its vertical centre line with the leeches together, laid on a flat surface with creases smoothed out from the leeches, centre fold and foot.

(k) The three-quarter height half-width shall not exceed 1070 mm. The measurement shall be taken as the distance between points on the leech and the centre fold which are, measured in a straight line, 1200 mm. from the centre of the head cringle.

(l) The half-height half-width shall not be more than 1810 mm. or less than 75% of the measured length of the half-width of the foot. The measurement shall be taken as the distance between points on the leech and the centre fold which are, measured in a straight line, 2400 mm. from the centre of the head cringle.

(m) The quarter-height half-width shall not exceed 2175 mm. The measurement shall be taken as the distance between points on the leech and the centre fold which are, measured in a straight line, 3600 mm. from the centre of the head cringle.

(n) With the sail unfolded points shall be marked on the leeches at 150 mm. from the centre of the head cringle measured in a straight line. The width of the sail, between these points, shall not exceed 300 mm. If the sail will not lie flat when these measurements are taken, the measurements shall be taken on the convex side of any curved surface.

THE OSPREY IN THE FAR EAST

Following a visit to Singapore by Alan Mitchell of the Stone S.C., and letters both from John Ayres and Bob Hardiman in Singapore, the Class Committee has authorised your Secretary to see if an Osprey Class Association can now be formed in Singapore to hold and keep together the Osprey in that far part of the world.

This seems to be a logical and sensible decision since it has been very difficult in recent years—with the breaking up of the Far East R.A.F. Command, and the subsequent scattering of the Osprey Fleet there—to get any real information from the Far East, or to keep the Osprey Owners together and informed of what the Class is doing in the United Kingdom.

John Ayres writes to say that there are now four Clubs in Singapore—the Republic of Singapore Y.C. with two Osprey, the Anzuk Y.C. with 19, the Seletar Y.C. with 2, and the Changi S.C. with 8.

It is, therefore, the intention to ask John Ayres and Bob Hardiman to see what response they can get from their fellow Owners in Singapore and surrounding districts.

THE OSPREY IN CANADA

We have an even greater problem here in that Canada is a very big country and the Osprey is well and truly scattered. Going across the country from West to East the line-up seems to be: British Columbia 2, Alberta 9, Saskatchewan 2, Manitoba 2, Ontario 2, and Quebec 13. Of the last mentioned some 9 Osprey are in the Montreal area.

In addition, GRP Osprey are being built in Canada under licence but it has been somewhat difficult to control the build and we have an unknown number of boats of Osprey make sailing without sail numbers or registration of any sort: and these are not included in the numbers above.

We hope here to also create an Association in Canada which can police the build and obtain from the U.K. the necessary sail numbers to see that the Osprey does not loose its identity. Like the Far East Association, the aim would be to let Boat Owners form their own Association, collect their own subscriptions and administer the Fleet and act as the liaison between the U.K. Class Association and their own boat owners. It should make for a better set-up and enable the Class Association to keep some control of the fleet in Canada.

THE BURNHAM ICICLE

This important event is being held on December 30th and 31st, 1972. And for the first time, after many requests, the Class has been issued with four invitations for the Icicle instead of the two only as in recent years. It is now up to us to show what we can do with these entries.

Last year Syd Brown and Mike Corbin attended, and Syd managed to get a fifth place.

This year Mike Corbin and Syd will again be there, with David Poole from Filey S.C. and Bill Letten from Creeksea S.C. as the other two entrants.

We wish them all success in their cold endeavour.

MAIN SAILING EVENTS, 1973

It is the intention of the Class Association to again print the main Sailing Events for the year in the Yearbook going to print in mid-January.

To-date the Secretary has had news of the two Area Championships and four other main events only.

Would Class Captains and other Club Representatives please let him have all details of events already arranged, as a matter of some urgency.

Main events abroad will also be printed in the Yearbook if these are sent in.

THE YEARBOOK, 1973

This will be printed mid-January and reach Members during the first week of March.

Advertising space is being sold at the moment and any Member either wishing to advertise, or knowing of anyone in the Trade who might wish to do so, is asked to let the Secretary have his instructions as soon as possible.

Advertising rates are £11 per page, or £6 per half page. The costs of special blocks or artwork are extra.

Equally, if any Member feels the Yearbook should include any particular item, would he please write to the Secretary at once. It is the aim of the Class Association to print in the Yearbook those items which Members wish to have. This year, the new Class Rules and Measurement form will appear in full.

MINIMUM BOAT WEIGHT

In recent months some discussion has arisen in the Class over the question of the weight of some of the Osprey being built at the present time. Whenever such concern is shown, and drawn to the Class Secretary's attention, the boats in question have been weighed—so far NO boats have been found to be underweight. RULE 15(1) gives the Hull Weight (bare) of the Osprey as 295 lbs. (133.9 kilogrammes).

Boat Owners are reminded that it is their responsibility to see that their boats are not below the minimum weight. This is a situation most likely to occur in newly constructed boats, and those older boats which are given a complete overhaul and re-decking, etc.

Where a new boat comes from a Builder underweight, the Builder should draw the Owner's attention to this, and it is then the responsibility of the Owner to see that the right weight correctors are fitted and carried at all times when racing.

It was considered by your Committee that the attention of Members should be drawn to this matter, without in any way wishing to make a fuss about it.

A NEW SPINNAKER CHUTE?

The Secretary has been written to by quite a number of Members (including some from abroad) asking if there is any truth in the rumour that the Class intends altering the forestay take-off point to allow for a new spinnaker chute to be fitted forward of the forestay.

In the interests of the Class as a whole, the true position must be stated quite clearly.

There is not the slightest possibility of any such Rule change coming about in the foreseeable future. Before any such change can be made, Osprey Owners in the Class Association will have to be consulted and a vote taken by either the Annual General Meeting or a Special General Meeting called for that express purpose.

Osprey Owners are asked to disregard this rumour entirely.

THE 1973 LONDON BOAT SHOW

This will be held at Earls Court, London, from January 3rd to January 13th.

Your Class Committee, with Club helpers, will be responsible for representing the Class and will be present on the Westerly Boats Stand (on the Ground Floor) throughout the period of the Show.

The Osprey will again be on show both on the Westerly Stand and that of J. L. Gmach & Co. Ltd.

THE C.C.P.R. DINGHY EXHIBITIONS

The C.C.P.R. Dinghy Exhibition at the Crystal Palace, London, will be held March 24—25th, 1973.

Mike Corbin and his fellow helpers from Lymington Town have again kindly said they will stage this exhibit for the Class.

The West Midland Exhibit was held November 11—12th and organised by Alf. Hawksworth, and the Welsh Exhibit on November 18—19th and organised by Tony Davies. We are indebted to both of them and their helpers.

These C.C.P.R. Exhibits have a great value—some say more than the London Boat Show —for the Dinghy Sailor and bring Class boats on show to many more people interested in the smaller craft. They are essentially amateur exhibits and Class Associations are able to show off their own boats to advantage.

If present Osprey Owners have friends interested in the boat, then this is the place to bring them where they can really compare dinghy to dinghy.

SUBSCRIPTIONS

Yes, we fear the time has again come around and a subscription payment form is enclosed with this *NEWSLETTER.*

Quite a few members have already paid their subscription in advance, or have a bankers draft in operation. Would those Members please ignore the subscription form if one is found in their envelope. It is a time abosrbing business extracting those who have already paid from the address list since this is done automatically by a machine.

Your Secretary would appreciate an immediate response to the Subscription reminder— the less time he has to spend on reminders, etc., the more time he has for more worthwhile things for the Class.

Members intending resigning or leaving the Class for whatever reason, are asked to let the Secretary have the form back with a note to this effect; and also where their boats are being sold or disposed of.

THE ROCK S.C., NORTH CORNWALL

The Rock S.C. is most anxious to encourage further Osprey and other dinghy Owners to sail with them and has arranged for special subscription rates to encourage this.

The Club sails on the estuary between Padstow and Rock and provides some excellent sailing. The Club is based at Rock.

Anyone interested is asked to write direct to The Secretary, Rock S.C., 1, Croftlands, Rock, Wadebridge, North Cornwall.

THE 1000th OSPREY

It is hoped—legal objections being overcome—to raffle the 1000th Osprey, any surplus proceeds therefrom to go to Class Funds.

It is intended that tickets shall be 50p each and only 2,500 to be printed.

The First prize will be a new Osprey—number 1000—made of wood, complete with all fittings and sails (no trailer).

Second prize will be a Suit of Sails from any Sail Manufacturer advertising in the 1973 Class Yearbook.

Third prize will be a new Wet Suit.

If we are allowed to go ahead, then tickets will most probably be available at the 1973 London Boat Show with the Class Representative and books will be passed to Fleet Captains automatically, and to other Clubs on request.

Osprey 1000 will be exhibited at the 1974 London Boat Show and the draw will take place during that event. (Exact details to be given later.)

OSPREY FOR SALE

No. 350	All wood	£275	Westerly Boats Ltd., Rock, Wadebridge, Cornwall. Tel. Trebetherick 3439.
No. 664	All wood	£395	Peter Agnew, Field of Birds, Gulval, Penzance. Tel. Penzance 2017.
No. 734	Composite	£395	John Mathews, Bossinney, Tregender Road, Crowlas, Penzance, Cornwall.
No. 748	Composite	£320	Brian Littler, 42 Kings Orchard, London, S.E.9. Tel. 01-850-2703.
No. 812	GRP	£330	Winslow Foot, 24 Nursery Street, Wolverhampton, Staffs. Tel. Wolverhampton 28698.

Anyone interested is asked to contact the above direct.