NATIONAL OSPREY ASSOCIATION

NEWSLETTER

MAY 1979

NEW G.R.P. BUILDER

The partnership of Andy Barker and Roger Hull, trading under the name of "High Performance Sail Boats" now have the RYA licence to build GRP Ospreys. This welcome news was confirmed shortly after the March National Committee Meeting.

Last year, Westerly Boats gave advance notice that GRP production of Ospreys at Rock would cease and the original plan last Autumn to offer the licence to Butler Mouldings of Swansea made little progress.

Following discussions with Ken Robertson at the Earls Court Show, Andy Barker contacted Ian Procter and events then moved quickly during the early part of this year.

The first boat is due on the water, hopefully, by late June and both partners intend to race the boat at National and Open Meeting events.

Production capacity will eventually run to 25 boats per year but some keen marketing will be needed to improve the present sluggish growth rate in the Class.

Plans are to market the completed boat with fittings, spars and sails from the Wareham works. Kits and part completed shells will not be available.

Roger Hull, age 32, was formerly GRP Production Manager at Parkers and has a wealth of experience with 505 sailing and production. His sailing career started some 20 years ago in the graduate class.

Andy Barker, aged 30, has been building wooden Fireballs on his own account for some time and will, in fact, continue this exercise at the new Wareham works. His experience as crew to Laurie Smith is well known and takes some beating. Last year they took World Championship honours in both the Fireball and Enterprise classes and Andy's experience as a helm with the Grimsby and Cleethorpes Enterprise class was just as successful. He is currently campaigning a 470 class.

Andy Barker has known Ken Robertson many years and enjoyed the occasional sail at Rock in a Westerly Scorpion.

At the moment, brochures and technical information understandably take second place to getting the first boat on to the water but a phone call to Wareham 3935 in the evenings (messages can be left during the day) will get you the answers you want.

The Company's address is High Performance Sail Boats, Furzebrook Road, Wareham, Dorset.

WEST COAST OPEN

Morecambe & Heysham Yacht Club were hosts to the Osprey Class for their annual West Coast Open meeting over the weekend of the 12th & 13th of May. A total of four races were sailed over the two days and the weather brought out a large number of spectators. The practice race, during which a heavy sea mist descended, resulted in the whole fleet being bunched together sailing aimlessly up the bay with the incoming tide. As the mist cleared, Ken Toole, Commodore of the host club managed to round the bottom mark and went on to win the race.

With the mist clearing and a slight increase in the wind strength, Charlie Gillow the Race Officer set a long course for the second race which involved many different techniques of sailing on the outgoing tide. Ken Carroll & John Gillow of the host club were the eventual winners by a margin of some two minutes.

Sunday morning brought the sun but very little wind for the third race. A short course was set to compensate for the lack of wind; with a strong flooding tide many of the entrants over-shot the start which left Jim Haddock and Ken Carroll to battle it out until the last few yards when Haddock pipped Carroll to cross the finishing line first.

WEST COAST OPEN continued...

The fourth race was sailed in a slightly stronger breeze over a long course. This race was to prove crucial to the overall placings with both Haddock & Carroll having a 1st & 2nd place each. With everyone jockeying for the best position on the start line, Haddock went for the line covering Carroll all the way, Carroll put in a quick tack which left Haddock committed to a premature start. The tide was ebbing fast and Carroll took the lead but was under strong pressure from Mike Mooney from the Royal Yorkshire Yacht Club. Carroll held on to the lead until the last run when Mooney took over. With Carroll in second place and Haddock third, one mistake from Carroll would have lost the weekend. After rounding the last mark Carroll covered Haddock at each tack, Mooney extended his lead and Colin Holden & Martin Topping sailing their newly acquired 1025 'Robber' put in a very fast finish to challenge Carroll for 2nd place. Mooney crossed the line first with Carroll second and Holden finishing third to leave Haddock in fourth place. Carroll had done enough to ensure that the trophy stayed at Morecambe.

report by **Maureen Carroll**

Overall Results.

1st 1175 Ken Carroll, Morecambe & Heysham

2nd 834 Wardance, Jim Haddock - Filey.

3rd 1141 Blunderbus, Mike Mooney - Royal Yorks.

Your Secretary Writes

Dear members,

Having held the position of secretary of the Association for the past eight months or so. I think I can claim to be initiated in the workings of the job now. The past eight months have seen many changes and events in the life of the Osprey, the most notable perhaps being the announcement by Westerly Boats that they wished to discontinue the production of the Osprey. By the time you read this Newsletter, the Committee will have appointed a new G.R.P. builder who they think will be the best for the Class in the future. We have a new builder of the wooden Osprey in the person of Martin Creasey of Ferndown in Dorset, Martin himself sails an Osprey at Poole. Ken, my better half has had a new boat built by Martin & since taking delivery of 1175, Ken has decided that it is no longer to be a condition of the secretary's job that she must be a competent crew, (much to my relief as my past performances on the wire have left a lot to be desired and a lot of boats in front of us).

My first trip to the Earls Court Boat Show proved to be an anti-climax, having provisionally appointed Butler Mouldings of Swansea to be our new moulders, they kindly offered us space on their stand at the Show at exactly one weeks notice. A GRP Osprey was purchased from Westerly for display on the Stand. Unfortunately the arrangements were not very satisfactory and did not benefit the Class very much. The Osprey stand at the Picketts Lock dinghy Exhibition fared much better mainly due to the efforts of Dave Edwards from Creeksea who organised the stand. My thanks to all of you who sent in your subs so promptly.

However as the Osprey is a two man craft may I remind all helms that if they wish to sail in any of the Area and National Championships it is a condition of such events that the crew be a member. This year's handbook contains receipts of membership which can be produced as proof of subs paid for these events.

You should all have received your handbooks by now. I should also like to remind you that adequate insurance cover for your boat should be obtained, the current figure being £250,000; our insurance advisors have indicated that this amount of cover is now the norm for dinghies and state that the premiums should not increase by more than a pound or two to cover this figure. IF your insurance company requests a phenomenal premium, shop around a bit.

If you are thinking of selling your boat, particularly at the end of the season, please let me know, I have a constant stream of enquiries for second-hand boats especially in November, December and January. The numbers of Ospreys are now approaching 1180 which means that there were about 20 new boats registered in the previous 12 months. In addition to the new boats there have been several conversions on wood Mk2's, the most notable of these being No. 760 'The Other Man's Grass' which was on display at Picketts Lock indicating the durability of the Osprey and the enthusiasm to keep up with current trends without the cost of buying a new boat.

I shall be going down to Shoreham this year for the Nationals and I look forward to meeting you there and at any of the Open meetings that family committments will enable me to attend. My husband, Ken, will be travelling round most of the Open meetings so one or both of us may be on hand if you have any enquiries.

I hope to continue in this job for quite a time, I have enjoyed the past eight months tremendously and I have been very impressed by the enthusiasm of the membership.

As I do not sail myself (only very infrequently under protest) the job has given me an insight into how the Osprey sailor ticks and perhaps made me a little more tolerant when I don't see Ken all weekend. Like the old saying 'If you can't beat them, join them'. I have and it is quite nice really.

Just a word of thanks in conclusion to Mike Corbin, Ken Toole and the rest of the Committee for their help and support in the past months. May I wish you all a good season's sailing.

'Bye for now

Maureen

LIZ MACKAY

Our former secretary, Liz Mackay, is engaged to be married to Ian Stone. Liz has also been accepted for an exchange teaching post in Norfolk, Virginia, USA. She leaves on the 14th August so we shall not be seeing Liz at the Nationals this year. I'm sure all of us would like to wish Liz all the best for her future happiness.

Congratulations are also due to Liz's brother, Alastair, who became a father earlier in the year. Unfortunately his daughter will not be old enough to take Liz's place as crew for the Champs.

Nationals Notes

Colin Moran, an Osprey crew from Morecambe, wants crewing job at Nationals. Will pay own transport, accomodation & Association expenses. Colin's helm cannot go for business reasons. Anybody interested please contact Secretary.

Ian Thompson, Scottish member wants to borrow good boat for Nationals, preferably southern-based boat. Tel. Ian on 0382 543108 if interested.

Crews please note, subs are due, if you want to sail at Nationals. Cheques to Secretary please.

Anyone not received entry forms? Write to Brian White, 46, Mill Road, Lancing, Sussex.

BILL FERGUSON

We very much regret to report the tragic death over the Easter weekend of Bill Ferguson, for many years regular crew to Chris Bonar in 714 'Impala' and latterly 1006 'Wildebeeste'. He contracted blood poisoning after a minor accident laying moorings within sight of his home club, The Royal Tay Y.C. and died within a few days.

BOATS FOR SALE

SAIL No.	TYPE MK	GLASS WOOD COMP	BUILDER	PRICE	PERSON TO CONTACT & FURTHER DETAILS
848	2	GRP	Gmach	£800	
1165	3	Wood	Corbin	£2000	
962	2	GRP		£750	
566	2	Wood	Westerly	£500	
633	2	Wood	Westerly	£550	
1110	3	GRP	Westerly	£1150	
890	3(C)	Wood		£950	
920	2	GRP	Gmach	£650	Contact Secretary for details
449	2	Wood		£350	
669	2	Comp	Wright	£650	
659	2	GRP	Wright	£495	
627	2	Wood	Westerly	£750	
589	2	Wood		£500	
824	3(C)	Wood	Green	£950	
670	2	GRP		£500	

PICKETTS LOCK

It was unfortunate that the ravages of the British weather prevented many people from visiting this year's show but attendances were nevertheless up on the previous year. I wonder how long this sports centre will be considered large enough?

This year we retained last year's successful arrangement of the stand with just a change of colour for the towers and, of course, the banner was divested of the "Jubilee" content.

Mike Cleveland did a "Mike Corbin" not only by going without sleep the previous night in order to finish rigging 760 "The Other Man's Grass" but also by providing us with another splendid boat to exhibit. Having been a "Boat of the Show" at the Earls Court 1970 exhibition, this Osprey had a lot to live up to but the superb conversion to Mark III had kept the boat well up to exhibition standards.

Tony Pates, a newcomer to Osprey sailing, very kindly loaned us his brand new unsailed fibreglass boat enchantingly named "Passing Wind".

In the DIY section, Martin Creasey showed a fibreglas hull being completed as a composite boat. This brought a great deal of interest and was viewed favourably by people with genuine interest in the Osprey



Roger Mant.

Class and its development.

We felt that once again we had managed to stimulate the interest in the Class although, after our Jubilee last year, the press coverage was disappointing.

I would like to thank those members of Creeksea Sailing Club who supplied, erected and dismantled the stand and equipment together with all the Class members who gave their time to talk about Ospreys and especially Martin Creasey, Mike Cleveland and Tony Pates for supplying us with excellent material to talk about — Dave Edwards.

Odd Jottings

An Occasional Series
by Geoff Dean.

When looking at the other racing classes and comparing them with the Osprey, I often wonder if we are lagging behind with developments of fittings and controls. For example the Fireballs and 5-0-5's have, for a number of years, been using a tubular "pillar" in the centre of the boat to house the main sheet blocks. This system is a simple alternative to moving the main sheet traveller to windward in light airs. The idea is that the main sheet should only pull the boom in and out and not exert any appreciable downward force on the boom. Any downward pull must be provided by the kicking strap and, in order to stand the extra strain in heavy weather, a strong boom with matching connections must be fitted as well as extra purchases on the kicker.

Peter White of Seahorse sails has been using this system for many years in his 5-0-5 and sees no reason why it could not be adapted for use inour class.

The claimed advantages are better sails control, especially in light winds when close hauled when it is possible to sheet the boom amidships whilst keeping the boom high and the sail full.

It seems a good idea so John Hunter and I are fitting this system to our boats for this season — we will put a test report in the next Newsletter.

LATE RESULTS



John Thornton.

FILEY — CHALMER'S PARK TROPHY

17 boats contested this long-standing annual event over the weekend 23/24 September in a variable and often savage westerly wind.

Results:
1st 1141 Blunderbus - Mike Mooney, Royal Yorks.
2nd 1068 Mr. Magoo - Ron Lorriman, Filey.
2nd 1167 Dodger - Terry Greaves, Royal Yorks.
4th 892 Bettabee - John Littlewood, Filey.

Mike Mooney (seen left) was photographed heading the fleet on Sunday morning and eventually went on to overall victory.

Lymington Town — Jack-in-the-Basket Trophy.

Light winds and sunny conditions prevailed for the tree race series over the weekend 7/8 October. Skill and patience in coping with the Solent tides were the deciding factors in the overall results.

Results.
1st 1161 Easy Picker — Oscar Chess, British Steel.
1169 In Answer To Fashion — Hugh Carter, Lymington Town.
1145 Smuggler — Alastair Mackay, British Steel.
1120 In For A Penny — Nick Houlding, Sussex Motor.

Report by **Peter Stubley**

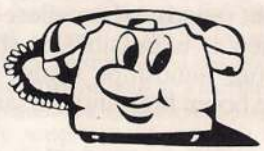
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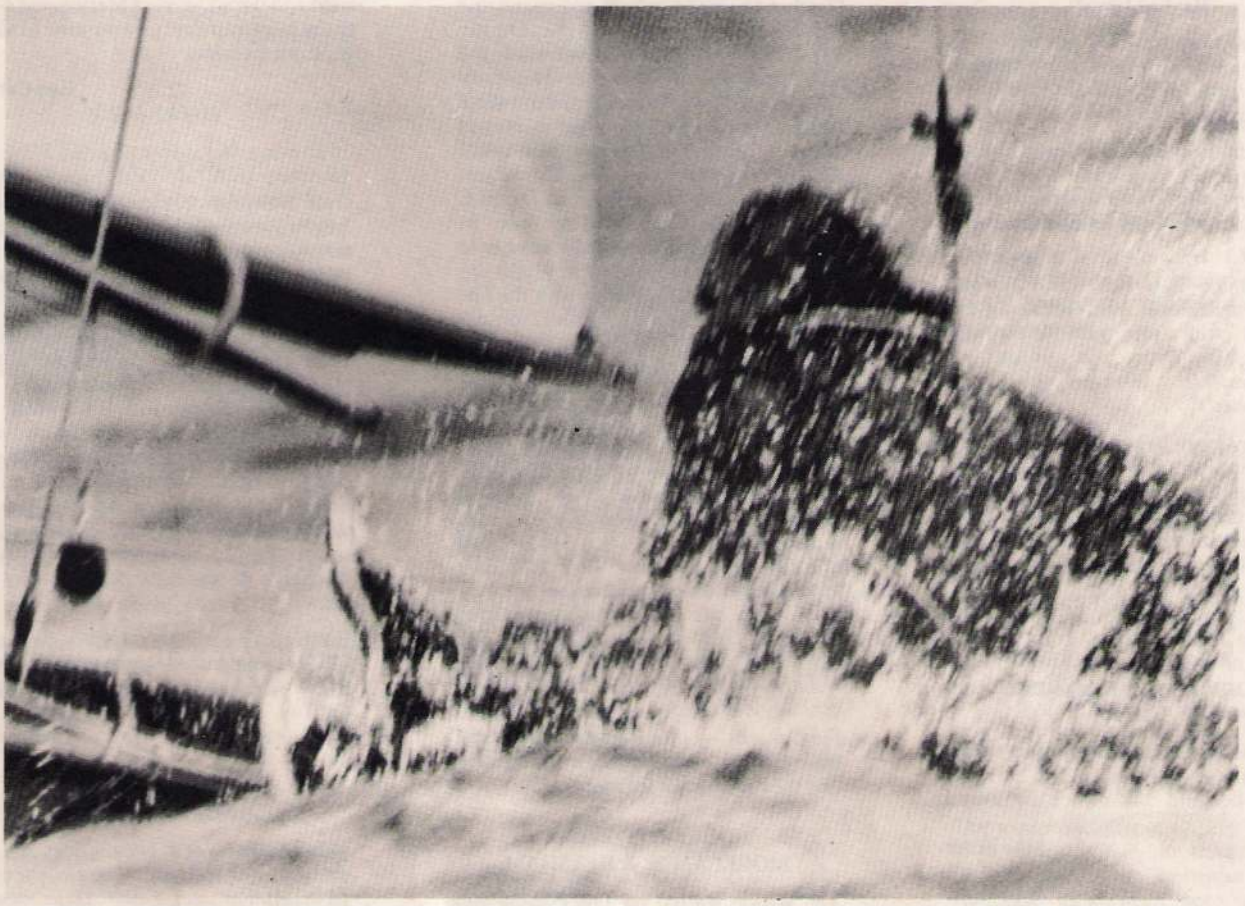
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FLASHBACK TO PREVIOUS CHAMPIONSHIPS

Tim Hore.



Filey, 1977 above. Class Chairman Ken Toole at top speed in Sundays rough and tumble race. The crewman is actually airborne but apparently recovered to keep the boat upright.

Mumbles, 1978. To all those helms who feel crews are getting the upper hand, take heart from the scene below. Henio Firley, skipper of 640 takes time from supervising his struggling crew to offer a few comments to the photographer.

Susan Bates.



CLUB NEWS

MENGEHAM RYTHE (Hayling Island)

The 5-boat fleet travelled 'en masse' to Mumbles last year to give 100% turnout and the prospects are the same for Shoreham, a short trip down the coast.

Recruits this year included Brian Quinton and Mike Jones from Fireball and 5-0-5 respectively, with the Cox of the Hayling Island Lifeboat, Paddy Lampard crewing for Brian.

Julian Smith has had 700 'Female' repaired at a local yard following his argument with the gate launch at Mumbles, but was not amused at suggestions to re-name his boat 'Gatecrasher'.

A mystery boat has crept into the club park during the winter lay-off No. 793 'Wanderin' Star' appeared upside-down and all efforts to trace the owner have failed. This could be the seventh Osprey at the club in which case class starts are in sight.

Peter Sarf

DORMAN LONG MARINE CLUB

3 boats wave the class flag at this north-east club, Colin Parson's No. 95, Jon Denly's 489 and 544 owned by David Grey.

John Scurr

DATCHET WATER

Huw and Jackie Pierce write —

'Our previous plea for company has produced some response but not the overwhelming demand hoped for. The Datchet Ospreys are keen to expand and we hope our efforts at the Dinghy Exhibition were successful. Access to the club from the M4, M3 or Heathrow Airport is easy, launching and sailing facilities are superb and the apres-sail improves all the time! If your club closes down for the winter (for a well earned rest of course) come and keep fit at Datchet. We sail all the year round but have an influx of visiting boats from November to March, at much reduced subs. Whilst this could have something to do with the fine changing rooms, hot showers and sole use of club facilities, it could also reflect the determination to keep fit over the winter months.

Since the last Newsletter we have persuaded an Albacore sailor to defect and have other prospects. We have replaced our Mk11 (No 242 — any offers?) with a newer 1077 and look forward to visiting Shoreham.

'Puddle Sailing' is more demanding than sea experts will allow. Give us a ring on 01-661 9421 and we will be delighted to show you around.

Final words — don't knock it until you have tried it — the Olympic squad have and they came back for more'.

MORECAMBE & HEYSHAM

The season started on 18th March with Ken Carroll and Eric Smith first Ospreys on the water. Wally Gardiner, Ken Purnell and Arthur Dixon appeared at Easter and Ken Toole and Phil Sumner will make up the seven regulars.

This year olympic style courses are being tried and the addition of Merlins and 4-7-0 to the handicap fleet give promise of some good competition.

Ken Carroll

ROYAL TAY

Only 5 Ospreys competed in the Closing Regatta and relegation to handicap status now seems inevitable. Tay Week on the other hand produced a consistent 8 starters.

The main news from Tay concerns Hugh Scott, (former Osprey owner and O.O.D. at the Carnoustie nationals) who was injured in Carnoustie Bay when the Lifeboat was rescuing the crew of a stranded coaster in heavy seas. Hugh is 2nd Cox. and is recovering, albeit with a limp, but the incident has put paid to skiing, curling and some aspects of his social life(?). However he intends to campaign his squib to more victories this year.

Jim Gellatly (ex 750) and Chris Bonar (ex 1006) seem bent on a more expensive race to see who can have the biggest boat on the Tay.

Ian Steven

NORTH DEVON

1978 saw the North Devon fleet at a low ebb, but with the new home-built boats of John Hunter and Geoff Dean due to appear, prospects are becoming brighter. Two former campaigners, Tim Gale and John Barnett have teamed up in 830 and Dave Field is expected to appear in the last Westerly produced GRP boat.

Musto & Hyde Sails set the PACE



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Patterns that ensure exact reproduction of these designs.

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A staff of top Dinghy sailors to give advice and improve designs.

BRITISH NATIONAL CHAMPIONSHIPS

1976 1st 3rd 1977 1st 2nd 3rd 1978 1st 2nd



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Six Mk11's and one conversion to Mk 111 make up the rest of the home fleet.

John Hunter

STEWARTBY

The 1978 Season ended with some very exciting racing with the final positions being undecided until the last races.
Peter Dovey with Chris Shuker crewing in 903 won the Trophy yet again with some very consistent racing. The 1979 season looks promising and with a modified results procedure there should be keen competition. There are 22 boats currently registered with the club.

Roger Mant

OGSTON

The Ospreys in the dinghy pen remain steady at 18 boats, but it was rare to see more than half these out at any one time last year. Dennis West and T. Beighton won most of the trophies for 1978.

Racing was scheduled to start on 17th March but with thick snow and ice on the Reservoir a postponed start was inevitable.

Maurice Whiteman

LYMINGTON TOWN

The Lymington Fleet is enjoying an influx of new boats and owners and weekend turnouts are expected to be well into double figures.
New boats include Tony Pate's and Mike Cleveland's, both of which were exhibited at Pickett's Lock; Derek Pitt-Pitts has bought No. 1082 and Duncan Macrae hopes to have his new wood Mk111 completed soon.

All those well known stalwarts — Mike Corbin, Hugh Carter, Rob Hunt and Peter Stubley will be joining with the newer members to provide some really keen racing.

Stan Cockerham

PORTISHEAD

Phil Isles has sent the following despatch. "A distant squad of Portishead Bedouine were hunting in the Somerset Hills last autumn when they were ferociously attacked by a tribe of F.O.F. Foreign Legion. Two hostages were taken, Lloyd Fryer and Mike Cox, and a huge sum was demanded for their release. The sum has not been raised, the rest of the Bedouine preferring to raise glasses. They are now condemned to a strange pastime called 'Five-Oh' sailing"!

This sad news coincides with a series of poor turnouts and the inevitable relegation to handicap starts for 1979. David Hoare won the points racing last season with Phil Isles second. Newcomers this year are Ray and Robin George with their home-built Mk 111.

Phil Isles

ROYAL YORKSHIRE

A separate regatta will be held for dinghy classes this year on

Three new boats have arrived — 1178, 905 and 691 and there is a lot of enthusiasm in the Osprey camp.

One of the close-season jobs was to replace the flag pole, but the huge telegraph pole delivered has proved impossible to plant onthe cliff top. Terry Greaves (who works for the G.P.O.) said he was only trying to help!

Mike Mooney

GREAT YARMOUTH & GORLESTON

Three boats have wintered at Snowflakes S.C. near Norwich. Graham Woolfenden in 833 proved the fastest particularly in light conditions.

The new year saw No. 1000 swell the fleet to 8 boats.

The Osprey now enjoys class status and a 2-day Open Meeting is to be held on 14/15 July, jointly with 5-0-5's, although separate starts will be maintained.

Iain Peck

MOUNT'S BAY

No 1172 is the newest arrival, owned and crewed by Ken Couch with Malcolm Woolcock helming.

James Curnow

FILEY

The winter meeting of Osprey helms has so far failed to rally the troops and only Ray Drayton, Ron Lorriman and Jim Haddock have been seen afloat. A handful of former die-hards are threatening to appear for the S&N meeting but otherwise the prospect for continued class racing looks bleak.

John Rayner

NEWS FROM CANADA

Dick Clift Writes—

"We now have a good builder here on the West Coast . . . 1173 his the first one and she sure looks a beauty in mahogany with whitewood trim . . . 1174 will be finished in a few weeks time . . . so when our sailing season opens in late April I will get some more photos taken with as many Osprey up as possible. Bob Lightfoot has been building Fireball and Enterprise for about 10 years, one of his Fireballs came in 6th in the World's in Thailand recently . . . now he is building a **real boat** and we do hope that we can attract a lot more interest here on the West Coast . . . don't know about the rest of Canada, it's an awful big country, though there are some 50 more Osprey spread over the Prairies and back East. The Surrey Sailing Club is ideally situated on Boundary Bay, some 20 miles south of Vancouver and right on the U.S. border . . ."



Right... This Photo shows H. Jordan in 209 with Dick Clift following.

1979 CALENDAR

31st March/1st April		
7th/8th April		
14/15th April		
EASTER	Royal Lymington Y.C.	Regatta
21st/22nd April		
28th/29th April		
5th/6th May		
12th/13th May	Morecambe & Heysham Y.C.	N.W. Coast Open
	Sussex Motor Y.C.	Open
19th/20th May		
26th/27th May		
SPRING BANK HOL.	Mounts Bay	Open
2nd/3rd June	Filey S.C.	Scottish & Northern Championship
9/10th June		
16th/17th June		
23rd/24th June	Morecambe & Heysham Y.C.	Green Riband Trophy
30th June/1st July		
30th June - 5th July	Royal Tay Y.C.	Tay Week
7th/8th July		
14th/15th July	Gt. Yarmouth & Gorleston	Open (with 5-0-5's)
21st/22nd July	Royal Yorkshire Y.C.	Regatta
	Tees S.C.	Open
	Mount's Bay S.C.	Regatta
4th/5th August	Sussex Y.C.	National Championship
5th/10th August		
11/12th August		
18th/19th August		
25th/26th August		
AUGUST HOLIDAY		
1/2nd September		
8th/9th September	Filey S.C.	Open (Chalmers Park Trophy)
15th/16th September		
29th/30th September	Stewartby W.S.C.	Welsh & Midlands Championship
	Mumbles Y.C.	Open
6th/7th October	Lymington Town Y.C.	Open (Jack in Basket Trophy)
13th/14th October		
20th/21st October		
27th/28th October		

Advance Fixtures

1980	Royal Yorks Y.C.	Scottish & Northern Championship
	Royal Torbay Y.C.	National Championship
1982	Royal Yorks Y.C.	National Championship

Editors Notes

This is the last class Newsletter that I will be producing.

At the March Committee meeting it was decided to change the format and style of the Newsletter. Class Secretary Maureen Carroll will now be responsible for producing a more frequent and less expensive version at intervals during the year, with a special issue at the end of the season to include photographs.

I must thank those few loyal correspondents who have supported the newsletter over the last few years. I hope they will keep writing and that many more of the fleet captains and class members in general will make the effort to keep Maureen supplied with news and contributions.

Editor — John Rayner,
19 Clifford Road, Boston Spa,
Yorks.

STOP PRESS
LATE RESULTS

Scottish & Northern Championship
Filey S.C. 2nd/3rd June.
1st **1167 Dodger,** T. Greaves — Royal Yorks.
2nd **1141 Blunderbus,** M. Mooney — Royal Yorks.
3rd **1138 Tickled Pink,** A. Hawksworth — Blithfield.
4th **1175,** K. Carroll — Morecambe & Heysham.
5th **834 Wardance,** J. Haddock — Filey.
6th **1074 Aries,** R. Drayton — Filey.

FOR SALE

Wood MkII Osprey Hull reasonable condition. Requires redecking (ply available), painting and varnishing and refitting. Lying Nr. Exeter, Devon. In first instance contact Huw Pearce, 01-661 9421. £150 but willing to negotiate.