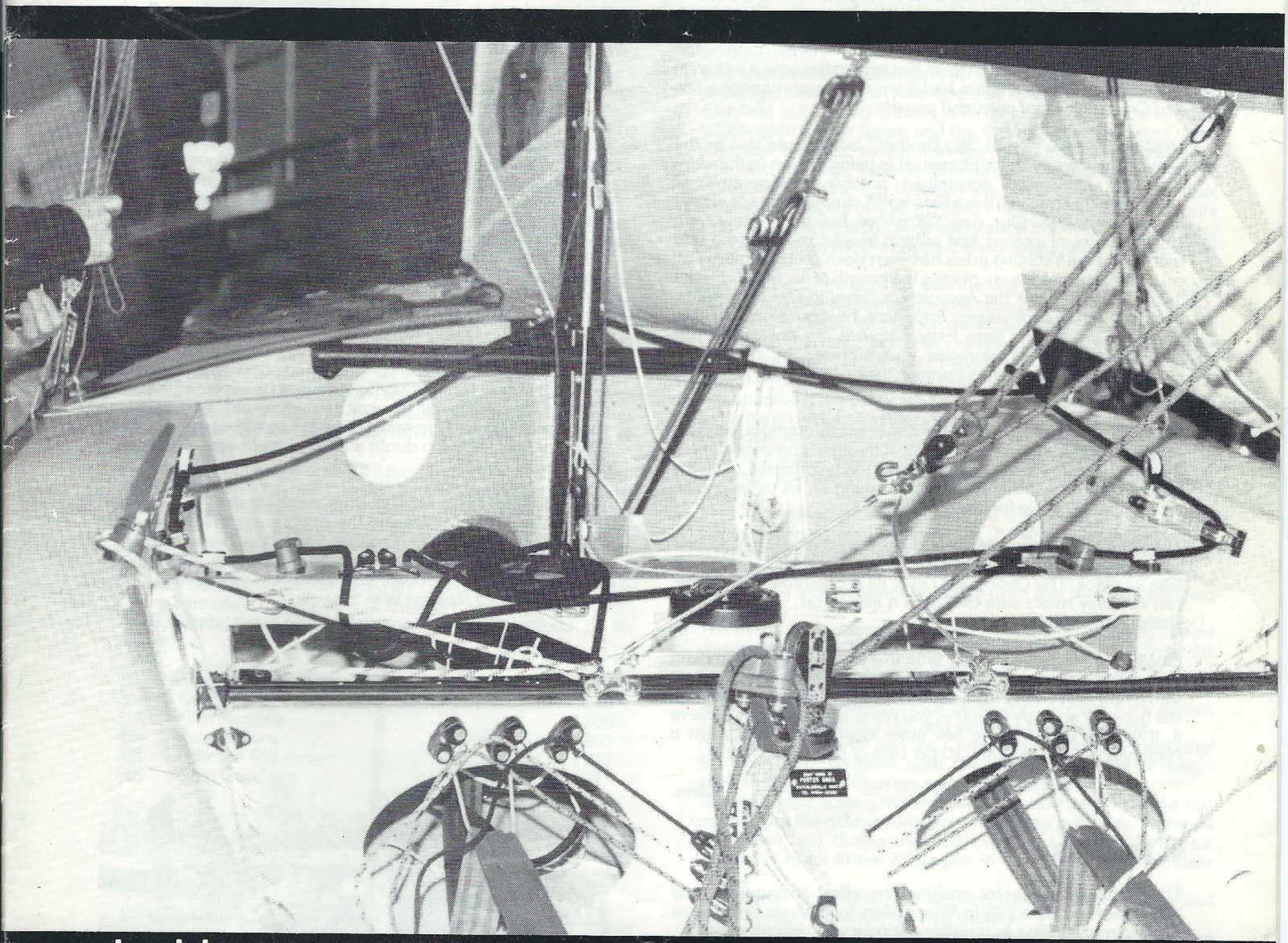
National Osprey Class Newsletter



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CRYSTAL PALACE REPORT

Editorial

Well, my first Newsletter was less painful than I expected, even if awaiting the arrival of the finished article made me react something like an expectant father. In theory this one should be easier; don't you believe it!

First of all, apologies for the delay; circumstances have forced the situation - we will just have to try not to let it happen again. However, one thing the delay has illustrated is how slow you all are in coming up with articles. Many clubs have not come up with any news and I cannot believe that the start of the season has been so lacking in enthusiasm. It only takes a few minutes to write to me; the more news we can offer from the Newsletter, the more people are likely to send more stories and articles. The Osprey Association has a strong Newsletter, compared with publications by Associations of similar size, it is professional and well presented (nothing to do with me, I've only just started - Editor) - Keep it that way by taking an interest. I can try out plenty of new ideas, but unless I have your support, they will all fail miserably. This issue is going to be very short of Club News, what has happened to all of the Fleet Reps? Wales has sunk without trace, in the year that we hope to rekindle the old Nationals entries of 100+ in Tenby. The South Coast is not much better, Lymington and Sussex on time, but oh dear, has writing become a lost art in the South? If things are that bad, I am sure I can manage a few Red Cross parcels of pens and paper!

1984 may be the year of "Big Brother," but it could also be the Year of the Osprey. A lot of interest is being shown in the class and an enthusiastic committee is trying desperately to encourage that interest, it is a hard uphill struggle and not always a rewarding one. Our new Glassfibre builder, Porter's, are showing a lot of interest and putting in a lot of effort; the odd mention in the Yachting press has even been seen, but above all your help is needed to encourage the growth of fleets throughout the country. Support the Association, travel to Open Meetings, here strength in depth is very important. Fast growing fleets like Sheppey, Ribble and dare I say Blithfield, do not always just happen, they are encouraged and nurtured by committed Osprey sailors who want to improve their own sailing by gaining bigger fleets.

Above all, the helpful friendliness that exists throughout the class must be encouraged; one of the most frequent comments I hear from new Osprey sailors is surprise at the helpfulness of all the sailors within the class; an important thing in, let us face it, an activity that we all do for pleasure.

The leisure industry is, we are told, the fastest growing of all, and with more and more time available for leisure pursuits, sailing will take its place. The Osprey will never be a common boat but we can certainly make sure that, with a little effort, we get out fair share of converts!

Finally, the Nationals. By the time this is in print, nothing I can write will affect the outcome of the Association's first experiment with a non fleet club. But, at the moment, the signs are good; we still hope for an entry of 100+, you never know, we may achieve it. If we do, there will be few other classes that can boast a Nationals turnout of nearly 10 per cent of registered boats.

Dave.

Credits

Thanks to everyone for making the effort to support their Newsletter and especially to Alfie & Hilary for trying to keep me as close to my deadline as possible during a very difficult period.

Cover Pic

Cockpit layout of Porter Brothers new glass osprey at Pickets Lock Exhibition.

NEXT NEWSLETTER DEADLINE:

17th August, 1984. Not much time, so get your reports in on time.

Chairman's Comments

The Spring of each year usually heralds a quiet period for the Class Association Committee, which having had a meeting in February, don't usually expect to see each other until the Open Meeting season commences.

An exception to this is, of course, events such as the Crystal Palace Dinghy Exhibition - which prompts me to reflect on what an excellent stand we had with an ideal position in the hall and two superb boats on display which attracted a lot of interest. Porter Bros. had produced a beautiful GRP example with some nice additional touches which enhanced the layout of the boat. These, together with an obvious very strongly constructed hull, had produced what must be the best GRP Osprey ever built.

Anybody with any doubts about buying a new GRP boat should have no further fears about the quality of the boat they are purchasing. The GRP boat was nicely complemented by Dave Norris' converted wooden Mark II, looking extremely smart with some nice and innovative touches such as a tension indicator on the kicker lever.

In mid April we saw the Open Meeting season commence with Ogston holding their event over the weekend of the 14-15th. As this was my first sail of the season the trip northwards was approached from the point of hoping that the boat was in better shape than the crew after the winter layoff. Ogston provided a lively mix of weather with sunshine prevailing most of the time, although waking from a night on the clubhouse floor and seeing the odd snow flurry through the windows did not instil any great degree of enthusiasm. Ogston also scored what must be a first in the history of Osprey sailing. With class rules forbidding the use of gybing centreboards, Ogston, not to be outdone, went a stage further and introduced the world's first gybing toilet seat in the mens' loos. This tricky handling device caused much comment from visiting crews - some, particularly, finding it so sensitive in a blow that by Sunday morning the offending item lay discarded on the floor.

However, Ogston are to be congratulated on attempting this bold experiment which, unfortunately, cannot be recommended for future Open Meetings. Overall, an excellend weekend with congratulations to Alfie and Oscar for providing such a close result for first place. No doubt a full report appears elsewhere in this issue.

The following weekend I was up north again - this time in Lancashire - which gave me the opportunity of renewing old friendships at the Ribble Cruising Club at Lytham. It was nice seeing a number of Ospreys sailing once again in the Ribble Estuary - a sight I had not witnessed for many years. I wish them a successful Open Meeting later this year.



"Prickly Pair" at the Nathan.

CLUB NEWS & OPEN MEETING REPORTS

Great Yarmouth & Gorleston Open 26/27 May

Fourteen boats contested this year's G.Y. & G. S.C. Osprey Open Meeting, with visitors from as far afield as Morecambe & Filey.
Saturday's race proved to be quite a gruelling test of both helms and crews with a good force 5 blowing from the North East, with a short lumpy sea. (Not good gybing conditions as many crews found to their cost during the race!)
Alfie Hawksworth took an early lead and sailed superbly for a convincing first place. Second place was closely contested by Ken Carroll in 832, and Mike Mooney in his new and beautiful boat 1209, Ken getting the upper hand at the finish. Further down the fleet, a misadventure caused by a split rudder put John Lang in Physes, 1178, and local man Roger Blake in Shadowfax, 1031, out of the race. Incidentally, it also put me out of the race as I was crewing Shadowfax. I think I possibly have established a new record for the amount of brown muddy North Sea water swallowed in the shortest possible time without bringing up ones lunch.
Sunday's racing was postponed for some while, pending a force 6 blow from the North. A decision was made to go by the race committee, and most crews, I think, nervously followed the rescue boys out. At about the time of the start the wind direction changed to Easterly and a reasonably heavy fog closed in. However, racing was able to continue, but mark location was a difficult task on the large course.
Ken Carroll's persistence unfortunately did not quite pay off, and he had to be content with a second place, again to Alfie, the eventual meeting winner.
Slowly but surely the weather changed. By the final race Sunday afternoon conditions had improved quite drastically. The sun actually managed to shine for a short while, the wind continued to abate, and the sea flattened off. Light weather sailing seemed to be the order of the day for this race. At the front end of the fleet places changed frequently, but yet again Alfie took the honours. Veteran Mk II man, Robert Shaw, was second in his new trim boat 1203, 'Bird of Prey.' Let's all 'pray' he doesn't get too fast for this year's Nationals at Tenby. No offence meant Robert! Mike Mooney came third.
Racing was concluded at about 5 p.m. and prizes were presented accordingly, on what had become a now balmy afternoon.
Thanks to all who came to our 'Open,' especially those from far afield. One or two of us hope to do a bit of travelling this year, including the Nationals at Tenby. My helm, Roger Blake, whom some of you will know, is planning a trip up the aisle, having recently become engaged to Jenny Dyston, daughter to Peter Dyson who owns Osprey 833. Good luck Roger and Jenny.
To conclude news from Gorleston, our Open results, to six places:

1st	Alfie Hawksworth	1184
2nd	Ken Carroll	832
3rd	Mike Mooney	1209
4th	Robert Shaw	1203
5th	Norman Willgress	1167
6th	Greg Goodrum	937

P.S. Nice to see Roger and Jenny will be marrying within the Class!

John Stembrowicz.

Sussex Motor Yacht Club

The new season is now well underway and we are very pleased to have Phil Popple as a new addition to the fleet. Nothing like a bit of inter-family rivalry with Uncle (Colin Popple) to liven things up! For this season we have allowed the Hornets to join our start. They have a couple of nationally very successful helms so they should provide useful sparring partners. I expect anyway they will soon get tired of being hammered into the ground (sea?) by the Ospreys and do the sensible thing and change classes! If not, I don't suppose they will offer too much resistance to a broadside from an Osprey in full flight!
I have personally been doing my bit to enlarge the fleet - not the potential fourteen stone "gorilla" I was planning, but a rather delicate little girl. Still, she will be very useful for general dinghy park duties!
Looking forward to seeing as many of you as possible at our Open Meeting on the weekend of June 30th/July 1st.

Roger Lilley.

Ogston Spring Osprey Open 14th/15th April, 1984.

April 14th dawned sunny and warm with a promise of ideal sailing conditions. Somewhat different to the previous weekend's snow and miserable winter weather which had decimated the local competition to a paltry few and when my early season crew, flat out on the wire in a gusty six and horizontal white stairods hurtling into the sails was heard to say such things as "Elvestrom trained in these conditions so I suppose we can."
The surprise of actual sun and warmth therefore took considerable getting used to, perhaps by Sunday I should not have bothered. Competitors from the distant south therefore must have driven with new vigour to see whether the Northern venue did have sunshine, and for fifteen hours it did.
By the time yours truly arrived, the Derbyshire vale was bathed in golden sunshine with a fair breeze from the South West, ideal he thought and new confidence flowed through his already confused brain.
Eighteen boats ventured forth for the first race which saw Oscar and Tiger battling with Alfie and Jeff, and not far behind fellow Blithfield sailors Jeff Stubbs and crew. Ken Carroll and John Gillow gave further aggro and the first race finished with Oscar, Alfie, Jeff and Ken, closely followed by Dennis, Robert and self.
The second race, held in very similar conditions with fierce competition at the top between the same group and eventual finishing positions of 1161, 1184, 1194, 938, 1205, 832. Yours truly having sportingly given everyone a chance by dismantling various items of metalwork on the side tank - still, there's another day thought I.
The day therefore finished with the Welsh lot wanting one more win and Blithfield's wanting some revenge.
Dinner was served and dance music filled the lounge with more gastronomical delights by the catering girls, together with plenty of the hard stuff (where was Michael?).
By early morning, there were bodies all over the place including our haunted house. By even later early morning, others lay down to recharge with loving thoughts of steady? Westerlies.
Breakfast was served by some urchins from the establishment (or that's what it felt like) and the assembled crowd peered out at a sleety, cold north easterly, a complete reverse of Saturday's weather.
Extra thermal wear came out and the fleet set off in a dying wind with a certain amount of holes in it. The writer's brain had sunk a bit over night and having been robbed of possible stardom on "me-own" puddle due to the mean practices of both lesser drunks and wind vagaries, watched from afar the ever changing positions up front.
The eventual positions at the finish with the wind having almost disappeared were 1184, 1161, 1183, 1203 and 1084. Oscar still wanting a third win but even more so this time!
Lunchtime gave food for thought and sustenance. The forecast wind also having taken stock of its poor performance earlier, decided to go a further 90° and increase the power a bit.
North West this time and the Committee Boat lot decided that five laps should be about right. (Nice lads the Fireball lot really - who like to see the Ospreys enjoying themselves!)
The start gave a few problems with the wind veering at the last minute, but the getaway was generally clean but noisy. The wind took heart and during the next two hours threw down great chunks of black in the 7/8 region in a basic 4 - great for clear heads.
Undeterred (as usual) Alfie decided that the hunt was on and gave Oscar & Co. a run for their money.
The lead evidently changed very often and below these exalted regions a battle for survival of considerable proportions developed.
By the finish of some very exhilarating sailing, the pattern was 1184, 1161, 1194, 832, 1205, 938.
At this stage most people seemed to be a little tired but the real winners had still to be determined. The usual situation being to take last race winners but not written in our current Sailing Instructions, both Oscar and Alfie decided that 1st equals was really the result as this was what the weekend was all about. The toss for the trophy left it with Alfie, but everyone agreed that a draw was as good a result as could be out of the varied sailing of the weekend. Sportsmanship of this standard at this level shows just why Ogston Sailing Club will always welcome Ospreys.

Ogston Sailing Club yet again fully enjoyed your company and hopefully will see you again next year.

I. Madeley.

BLITHFIELD SAILING CLUB
Abbots Bromley, Staffordshire.

ADVANCE NOTICE
Wilkinson Sword Event

WELSH & MIDLAND OSPREY CHAMPIONSHIPS

13th/14th October, 1984

Information from:
DAVE NORRIS
162 Amblecote Road,
Brierley Hill, West Midlands.
Tel: Brierley Hill 71633

4 Races
3 to Count

1st Race
1 p.m. Saturday

Sponsored by
Western Trust & Savings Ltd.
A ROYAL BANK OF CANADA SUBSIDIARY
204 STATION STREET BURTON UPON TRENT DE14 1AN TEL:(0283) 33101

Overall Results

Overall Position	Boat	Race 1	Race 2	Race 3	Race 4
1st Equal	1184	2	2	1	1
1st Equal	1161	1	1	2	2
3rd	1194	3	3	6	3
4th	832	4	4	Rtd	4
5th	1205	5	5	8	5
6th	938	6	4	9	6
7th	1203	7	Rtd	4	9
8th	1187	Rtd	8	7	7
9th	1084	9	12	5	10
9th Equal	1183	Rtd	10	3	11
11th	1178	11	7	12	12
12th	903	DNS	9	14	8
13th	242	12	16	11	13
14th	905	8	Rtd	15	14
15th	760	10	13	17	Rtd
15th Equal	824	DNS	15	10	15
17th	1153	Rtd	14	15	16
18th	1122	Rtd	11	16	Rtd

Lymington Town

The Easter Regatta started well with hot sunshine that would have done justice to the Med. Unfortunately, there was a distinct lack of sailing breeze. This year, regrettably a poor Osprey entry, only 6 boats out of a total fleet of 200 plus. The final result after a somewhat reduced sailing programme:

1st Oscar & Tiger, "Easy Picker"
2nd Richard & Nick, "Another one bites the dust"
3rd Peter & Paul, "Tickled Pink"

May 19/20th, the "Hamble Scramble" with the seven Ospreys making up the only fleet entry. Outward bound the winds were light and variable, with Oscar and Tiger building up a substantial lead, only to lose it when they could not find clipper buoy in Southampton water. Local knowledge can always give that little edge as proved by Mike Corbin and Gina Brown in "Movie Star" who despite starting seven minutes late due to a broken halyard, came through the fleet and completed the course first, with Oscar and Tiger in "Easy Picker" second. 3rd was "Sugar Plum Pig" Peter Stubley and Mark Simmonds.

More breeze filled in for the return trip with a good broad reach allowing spinnakers a chance of an air. Oscar and Tiger made up for getting lost on the way out by taking the first gun, followed by Richard & Nick in "Another one bites the dust" and the Smoker Brothers in "Lethal Lime."

Club racing has been slow in getting going this season, but eight boats are now turning out regularly. "Tickled Pink" 1138 has now been sold and "Sugar Plum Pig" 1020 acquired by Peter Stubley.

P. Stubley.

Osprey Gossip from Stewartby

Osprey racing is now in full swing at Stewartby. Although turnouts have been a little disappointing, those who have sailed have enjoyed some entertaining racing with virtually every weekend providing testing conditions, and the lack of crew fitness very much in evidence.

This year the Ospreys and catamarans have shared a start line, although the results have been kept separate to maintain fleet status. Unfortunately, the cats have not improved our racing, the Ospreys often keeping in front for the whole race. Are Stewartby Ospreys fast or their cats slow?

So far, four different boats have won races; Ron and Janet Evans (noted port tack starters), Peter Dovey and Roger Mant (noted Osprey sailors). Phil Mann and Ian Beardmore (noted Osprey fathers), Glen Adcock and John McLeod (noted last boat on the water sailors) and it looks like being a close run class championship again.

At least five boats should be going to the Nationals in July to try open water sailing and the Stewartby crowd will be anxious to meet friends old and new.

Preparations are in hand for our Open Meeting for the weekend of October 20/21. (Make a note in your diary). This year the event will be run with the Kestral Midland Area Championship, racing quite separate of course.

Expect to see a profile of Stewartby Club soon and maybe some photos of the summer inhabitants.

Glen Adcock.

Hayling Open Meeting 9/10 June, 1984

Sorry, we have no report from Hayling Island, but at least here are the results:

O/all Pos'n	Boat No.	Helmsman	Race 1 Pos'n	Race 2 Pos'n	Race 3 Pos'n	Race 4 Pos'n	RYA Points	Old H/cap	New H/cap
1	1161	Chess O.	1	R	1	3	4.50	44	46
2	1212	Porter I.	4	R	4	1	8.75	325	210
3	1195	Marshall R.	5	R	2	4	11.00	84	94
4	1207	Popple C.	2	R	9	2	13.00	235	240
5	1165	Corbin M.	9	2	6	7	15.00	196	208
6	1184	Hawksworth A.	3	R	7	6	16.00	85	110
7	1004	Kingston G.	8	R	5	5	18.00	456	461
8	1203	Shaw R.	7	R	3	9	19.00	236	261
9	731	Tart P.	10	1	11	12	21.75	645	648
10	1169	Carter H.	6	R	12	8	26.00	304	334
11	1183	Stubbs M.	N	R	8	10	31.00	449	475
12	937	Goodrum G.	11	R	10	11	32.00	398	432
13	900	Wall L.	12	R	13	13	38.00	778	792

Fleet Standard - 325 (Average Handicap)

DOG WATCH



LETTERS

Thanks for the mention in the last mag. "Fleet Captain" sounds a bit grand when you consider the "fleet" (shouldn't it be Admiral, not Captain). Actually they call me Vice Commodore at Roa Island!!

Besides my flagship, HG3, the only other vessel of any note is "Luneybird." Other lesser boats in the fleet include OK's, national 12's, a 505 and a 14 (immoral handicap, but sinks rapidly in a big chop, and should fall over even more often now with 2 trapezes). Anyway, you asked me to let the southerners know what is going on in the far wastes of the north. There isn't much sailing at the moment - pack ice is too thick and marauding polar bears have been a problem. How do you go about building an 18 foot diameter igloo for housing an Osprey? As the weather warms up we will have the annual black pudding and cumberland sausage hunts, though both species are a bit rare this year on account of ferocious haggi migrating too far south .....

We hope to start sailing on 1st April. Tuning up in a handicap fleet is somewhat difficult so perhaps I'll make the quick dash down the M6 to Lytham to race against Ken Carrol and Wally Gardiner and the other Ospreyites collecting on the Ribble.

Some open meetings around Morecambe Bay that the more intrepid travellers may be interested in:

14/15 July - "Piel Pot" Open Meeting - Roa Island Boat Club.
16/17 June - Morecambe Bay Sailing Association Regatta - Ribble Cruising Club.

and, if you can rock 'n' roll as fast as cats and grads,

2/3 June - Crown Paints Regatta - Coniston Sailing Club.

See you at Tenby.

Paul Roberts.

From your Northern (!!Ugh!!) correspondent:



Courtesy Yorkshire Post Newspapers Ltd.

On March 31st, 1984, Osprey Crew, Boat owner and ex-Playboy John Prosser "Came in off the wire" to marry Louise Potter at Boston Spa. Bestman was ex Osprey helm, owner and Playboy Ron Lorriman. Fellow Association members (past and present) who attended were John & Richard Littlewood, Ivan Mortimer, John Gilpin and Howard Bryan and their respective wives. Someone suggested "what a prickly pair the bride and groom made" (excuse the puns).

Dear Ken,

Thanks for the N.O.C.A. info. The rep. for Hornsea is Ray Brooks, Tel: 0412 2270. He is on the Osprey committee and was at the November meeting. Surely he is sorting out the S & N details and will supply a list of Hornsea boats.

I hope you can arrange a West Coast Open. Mally and me will force as many boats as possible to travel.

Regarding Ullswater, why not include the Lord Birkett Trophy in the calendar. It's always a great weekend. We never miss it. It's usually held the first weekend in July. The U.Y.C. secretary is John Robinson, Tel: Skelton 507.

A list of Filey Boats enclosed. The date for Chalmers Park/Filey Regatta is July 14th/15th.

Two new boats turned up at Filey at the end of last season, but I have not been able to track down the owners. I think their numbers are 752 and 1054. John Lang has bought 1178 from me. I am building a new un.

Pauline gave birth to No. 2 daughter in December, both O.K. I hope the Carroll clan are in good nick. See you soon. Mike Moore.

1178 John Lang, 15 Rydal Avenue, Garforth, Leeds. Tel: 864048.
1163 John Prosser.
1146 Richard Plowright, 'Newlands' Thorner Lane, Scarcroft, Leeds.
1074 Ray Drayton — See year book.
1007 John Raynor — See year book.
892 John Littlewood — See year book.
834 Jim Haddock — See year book.
1144 Hector Watts — See year book.
752?) 1054?) Will find out a.s.a.p.

JOHN CLARIDGE

BOAT REPAIRS AND FOILS

Osprey Centreboard, Epoxy Sheeted Spruce with Toughened Edges £100 + VAT.

Rudder (as Centreboard) £65 + VAT.

Sadlers Farm,
Lower Pennington Lane,
Lymington, Hants.

Tel: 0590 74821

Crystal Palace '84 March 10th & 11th

Normally towing a boat through the centre of London during the early evening "rush hour" on a Friday night, is not as difficult as most people imagine, other drivers seem to shrink back out of the way from this refugee from the park "boating pond" wielding his boat and trailer like a club. However, when you have just sacrificed all of your winter sailing and a lot of hard earned cash titivating your boat, the journey through the "city" becomes an epic more suitable for the "Hammer House of Horror." Whilst the better half wrestles with the car (I'm the navigator, on account that I can read) I hide under the dashboard "popping" valium and only emerging to glower at some unfortunate soul who comes a little too close to the boat.

Crystal Palace emerges sooner than expected and filled with a heady euphoria after having survived this far without a scratch, we pull the boat into the main hall tripping over bits of Tornado, to find the Osprey stand more crowded than a Nationals start line. Still, all the more hands to help rig "Le Chien" before being "booted out" by the Crystal Palace S.S. (Security Staff?).

A quick dash across London to the Willis abode, do all London drivers drive like that, or does Nick moonlight for the local scrapyard. Did someone mention dinner? Well they should have done, I'm starving, so the intrepid five (this is getting like Enid Blyton), the Willis's, us (no not with Hector) and Mike Jakeways descend on some poor defenceless Indian Restaurant. I think perhaps we were a little late, by one a.m. the waiter was serving us with his overcoat on, was he hinting? Never mind, the meal was nice, even if we did have to suck mints all the next morning to avoid giving visitors to the stand third degree burns!

Saturday morning arrives with the usual last minute panics, no video, Nick rushes off to get another video as we, now augmented by the arrival of the front half of "Easy Picker," Tiger, head for the show. A few last minute touches, a quick polish, and before you have time to breathe the hordes descend.

Well, we all thought we had one of the best stands at the show and judging by the number of visitors we had on the stand everybody else seemed to agree with us. Isn't it funny that everybody you meet at one of these shows seems to have fond memories of having sailed an Osprey at some time in the past. The new Glass boat was worth waiting for and Ian Porter deserves as much support as possible; it will be interesting to see him on the Open Meeting circuit. On the whole, a well presented stand, that attracted a lot of attention. Of the other stands, well plenty of pretty little boats, lots of innovation, lots of string, especially on the "International 14" stand and lots of booze being guzzled in the bars. For the first time, even a commercial section, not a bad idea that, even if it did encourage Tiger to buy a length of the brightest coloured main sheet ever seen (even on a Laser).

Apart from being a good opportunity to review developments in other classes, the show once again proved to be the event that marks the end of the hibernation; pale, sun starved figures creep out of the woodwork and begin to prepare for the season ahead. Enough, a blow by blow account of the Show you will find in all of the Yachting magazines, those of you who have never been to the London Dinghy Show will never know what they have missed, until they go; those that go will need no description; it is not a collection of boats, but a gathering of people that sail those boats. Sunday proved to be as busy as Saturday and by the late afternoon I was beginning to wish that it was a furniture exhibition so that I could sit down. Still the show was soon at an end and then only the long trek home. That just leaves one last thing: my thanks to the Willis's and to everyone who worked to prepare or run the stand.

Dave Norris.



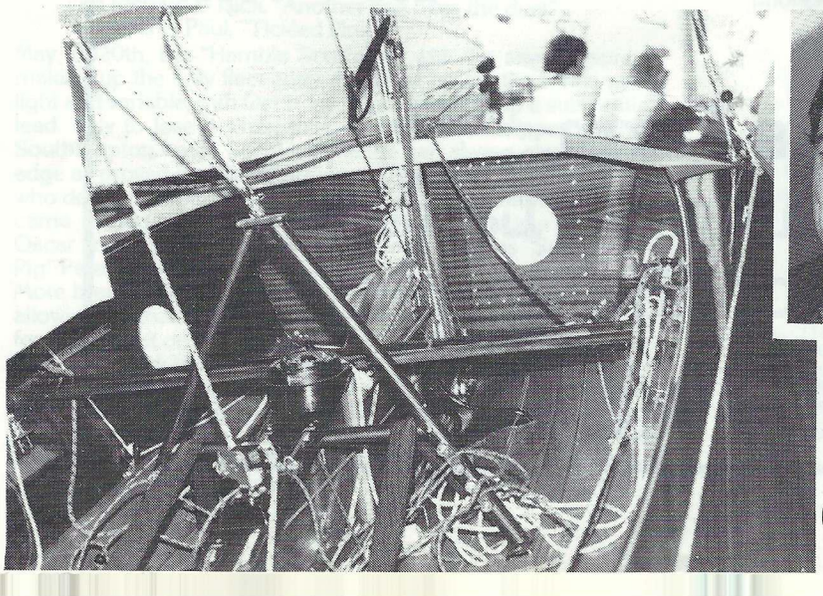
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LONDON DINGHY EXHIBITION

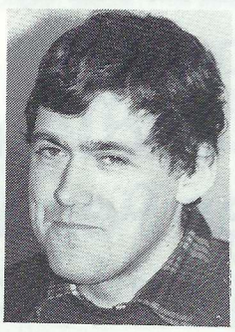
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1,2,4,5 & 8 - Some general views of the Show.

3 & 7 - The Willis's.

6 - Cockpit layout of "Le Chien Noir"

9 - Knighted or de-Knighted! Nick trying to find a good use for the Wilkinson Sword.





PROFILE



Ian Proctor

Born 1918

Ian started sailing at the age of 13, and owned his first boat (a 12ft Australian Vacleuse Sharpie) at the age of 17. Not being satisfied with the way she was rigged, he proceeded to design a new rig and with the new design proceeded to win every race in which she sailed. Thereafter followed a period of trying out the development classes of the day, owning International 14's "Flying Fox," and "Huffer," whilst in 1939, at the ripe old age of 21, he went on to win two races in the Burton Cup (National 12) in Mimulus.

The war brought an abrupt stop to dinghy racing, but the sea still played an important part in his life, spending his service years as cox'n on a variety of high speed air/sea rescue launches, moving on to command a 63ft. Miami launch in North Africa. A two year stint in hospital ended in Ian being invalided out of the R.A.F. but not before he had successfully brought a fleet of nine German yachts, taken from the Luftwaffe, home to Britain. Incidentally, four of these turned out to be Dutch yachts stolen by the Luftwaffe, and were subsequently returned to Holland.

It was shortly after this that Ian turned his attention to literature, well perhaps journalism is more appropriate, whilst Managing Director of Gosport Yacht Company, he wrote his first book "Racing Dinghy Handling" followed soon after by "Racing Dinghy Maintenance," and became joint editor of "Yachtsman" magazine in 1951. He became Daily Telegraph Yachting Correspondent and retained this position for 13 years, during which time he wrote "Sailing: Wind and Current" (now retitled "Sailing Strategy").

Boat design had not really been a serious occupation until 1950, but soon his designs were to be seen at the front of most of the major designs of the period. Ian Proctor designed National Merlin-Rockets have won the Championships 15 times, National 12's 10 times, International 14's 3 times and International Canoes 3 times. Quite an impressive record in itself, but if you consider that Ian now has 101 designs to his credit from which 46,000 boats have been produced, including, of course, the Osprey. Amongst his other designs you will find the Wayfarer, Gull, Kestrel, Bosun, International Tempest, Topper, Wanderer, Minisail, Blue Peter and a few cruisers, such as Prelude, Pirate, Eclipse, Nimrod, Seagull and Seamew.

A very impressive record which has been justifiably rewarded on a number of occasions, "Yachtsman of the Year" in 1966, Council of Industrial Design Award in 1967, and Design Council Awards in 1977 and 1979, in addition to being appointed "Royal Designer for Industry" in 1967.

Ian is perhaps known better now for being the designer of the first one-piece extruded aluminium alloy mast for dinghies in 1953, and for Proctor masts, started in 1955. He remained chairman of the company until 1975 when he retired, only to be re-elected in 1982.

For a man with so much experience of boat design and theory it is perhaps understandable to see a list of personal sailing triumphs nearly as long as his list of designs. Placed in the first four in National 12's, "Burton Trophy" on four occasions, in the first three in Merlin Rockets four times, won the Osprey Championships once and second three times, he won the Wayfarer Championships and the Coronation Round the Island Race for dinghies in 1953.

Still very active in the sport, Ian can these days be found in his 19ft. Prelude around the Dart estuary, or dashing about, at what he insists are shameful speeds in a Fjord 827 24ft. cruiser.

No Points of View this time - Nobody it would appear, has anything to say - Perhaps you are all shy - Let's have those letters. Anyway, instead of Points of View, a brief Autobiography of an important figure within the Class. Over the next few issues autobiographies or various well known figures within the Class will, I hope, appear but to start, who else but the designer, Ian Proctor himself.

"Tempest" and the latter part of the season promises some keen sailing from what is now Sheppey Yacht Club's largest fleet.
As Publicity Officer, I would be failing in my duties to part without mentioning the recent modernisation work carried out at the club. We've completely rebuilt out bunk rooms on the ground floor now to make room for a very impressive sea-view lounge in the central tower. This is soon to be fitted out with a new bar.
Also, for the few discerning urologists who have previously been perturbed about the state of the club's smaller offices - we've improved the bogs as well!
Well, I hope to see you all at Sheppey for the Challenge in August and don't forget there will be a special celebration for our 25th Round Sheppey race on September 2nd.

Andy Fray.
(Publicity Officer - SYC)

Ospreys at Sheppey

			Owners
484 Tempest	Mk II	Wood	A. Duff
704 Phyllosan	Mk II	Wood	R. Taylor
431 Dillema	Mk II	Wood	T. Williams
333 Tarpon	Mk II	Wood	Sittingbourne Sea Scouts
617 Wicked Lady	Mk IIIc	Wood	L. Allen
869 Windy Anna	Mk II	Wood	R. Myatt
853 Past your Eyes	Mk II	Wood	T. Lang
1077 Tri Ardour	Mk III	Glass	A. Fray/M. Garland
805 Granny Smith	Mk II	Wood	S. Garland/P Borras
132 The Owl & The Pussycat	Mk II	Wood	J. Sherbourn
697 Sound & Vision	Mk IIIc	Wood	K. Brown
845 Flying Menace	Mk II	Glass	P. Walton

U.K.'s Longest Distance Dinghy and Board Race to break attendance record

Sheppey Yacht Club, organisers of the Sheppey "Island Race" are expecting a record number of entries for this year's race (the 25th) which is being held on Sunday, 2nd September.
The round the Isle of Sheppey race is the longest distance and duration race for Dinghies and Boards in the U.K. It should not be confused with so-called 24 hour races, which allow a change of helm and crew. The course is between 30 and 40 miles, depending on wind and tide, and all types of sailing conditions are involved - including sea, estuary and river.
The race starts at the Sheppey Yacht Club premises, Marine Parade, Sheerness, with four staggered starts for Dinghies, Boards and Multihulls between 10.30 a.m. and 12 noon. Due to tidal conditions, there will be a committee boat start.
The course is a clockwise circumnavigation of the Isle of Sheppey, firstly by sea to Leysdown and around the N.E. top of the Island, Shellness, and into the Swale estuary. The Swale gradually narrows, into the river, with the lifting road bridge at Kingsferry acting as an obstacle at its narrowest point. Larger dinghies and multihulls have to be stopped, heeled over and walked under the inner span of the bridge. The course then continues up the Swale, through the ancient port of Queenborough and into the mouth of the Medway, finally rounding garrison point to the open sea and the short distance back to the Yacht Club.

In 1982, 155 dinghies, catamarans and boards participated. This year, a record entry of perhaps 200-250 boats can be expected. Boardsailor entries are being permitted for the second year running and are expected to significantly increase. However, only competent and experienced adult sailors are being accepted and the Club reserves the right to limit entry on the day - dependent upon numbers, competence and experience, in relation to weather conditions and rescue facilities. The club will be augmenting its own rescue boats with local coastguard, RNLI and Sheppey Cruiser members' craft. The club is recommending that Dinghy and Multihull boats carry a kedge anchor and that boardsailors carry flares.

Typical passage times could be from 3-10 hours or longer dependent upon weather and yardstick rating. Several landing points are available and identified on the sailing instructions for those boats or boards wishing to retire.

All those competitors completing the course are presented with a Circumnavigation Certificate, and a range of trophies will be presented for Dinghies, Multihulls and Sailboards.

DINGHY SPECIALIST

PAUL CLARK (Rigging)

11, Church Lane,
Bishopston Valley,
Bishopston,
Swansea.

Tel: Bishopston 4256

Secretary's Report

Not having seen most of you since the Dinghy Exhibition in March, may I begin by thanking everyone who helped to make our stand such a success. Much money was taken, and from an aerial viewpoint (the exhibitors' bar) it seemed that most of the people coming through the door drifted naturally onto our stand. The stand looked very attractive, the new Porter Boat and "Le Chien Noir" admired by all. The enlargements of the photos taken by Nick Champion at the Nationals, and the video running in the background gave us a very professional look, and I think all those who helped should give themselves a pat on the back. Thanks very much to everyone.

Two weekends later we went up to Draycote for the Nathan; the Osprey team was Pete Northen and Nick Willis in "Prickly Pair," and Dave Pitman and Gordon Kingston in "The Think Tank." Pete and Nick came 17th, which they were most chuffed with. Unfortunately Dave and Gordon had to retire with gear failure.

Since then I have been keeping fairly busy with Osprey work - answering enquiries, writing our receipts, etc. We now have 91 full members, 22 club members, 1 junior and 8 support. There seem to be a lot of new names joining the Class; welcome everyone who has joined for the first time this year. Please remember, if there is anything you wish to change in the class, or the way things are run, suggestions are always welcome.

Speaking of changing things, this will be the last report I will write as Secretary to the Osprey Class. If you would like to take on the job, and would like to know a bit about what it entails, please give me a ring, and I will be pleased to discuss it with you. Nominations should be made, in writing to me, at least 7 days before the AGM, where the vote will be taken. I enclose an Agenda for the AGM to be held on Thursday, 26th July at 5.00 pm at Tenby Sailing Club. Please also think about elections for the Committee, and let me have nominations in writing again, 7 days in advance.

I quite often get enquiries from people looking for second hand spinnakers, spinnaker poles, etc., so if you are thinking of selling any item such as this, please let me know, I may be able to help. The other enquiry which I often get is for a book helping people who have no previous experience with the Osprey, to rig and tune the boat. If anyone has any suggestions along these lines, perhaps they could let us know, through the columns of this newsletter.

It only remains for me to thank everyone who has helped me over the last 2 and a bit years, since I've been Secretary. I have enjoyed it immensely, and look forward to welcoming a new Secretary at the AGM at Tenby.

Thanks again everyone. Good sailing, and see you all at the Nationals!

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Car Stickers	£0.35
Boat Badge	£1.00
Car Badge	£3.00
Ties	£3.00
Lapel Badge	£1.00
Pennant	£1.00

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350 Wood, v.g.c. good suit sails, inc. large spinnaker. New trolley and cover. £525 ono. Tel: Newton Abbot 2242.

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685 Westerly, wood, good condition, trailer, trolley. Offers £375. Tel: Tavistock 4935.

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1144 ex-Infidel national champion. Special stiffened GRP plus combi-trailer. £1,100 or near. Tel: 0723 890560 (evenings).

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631 Wooden Mk II. Combi trailer and cover. Proctor E. £550. Tel: Mike Jakeways, Oundle 73168.

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CALENDAR 1984

July 22-27	**OSPREY NATIONAL CHAMPIONSHIPS at Tenby Sailing Club**
Aug. 5	505-Osprey Challenge at Sheppey.
Aug. 25/26/27	BURNHAM OPEN MEETING (Wilkinson Sword Event). Burnham Week goes on until September 1st.
Aug. 25/26/27	Saundersfoot Regatta.
Sept. 2	Sheppey Round the Island Race.
Sept. 8/9	RIBBLE CRUISING CLUB WEST COAST OPEN (Wilkinson Sword Event)
Sept. 15/16	MOUNTS BAY PANMORA CUP.
Sept. 29/30	Lytham Regatta.
Oct. 6/7	**LYMINGTON SOUTHERN AREA CHAMPIONSHIPS** Wilkinson Sword Event
Oct. 13/14	**BLITHFIELD WELSH & MIDLAND AREA CHAMPIONSHIPS** Wilkinson Sword Event
Oct. 20/21	STEWARTBY OPEN MEETING.

ADVERTISERS WANTED

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