National Osprey Class Newsletter



Inside: **0386**

DIGGING UP THE PAST
(Round the Island)
HOW IT ALL STARTED
CLUB NEWS

MORE
CHAMPIONS TIPS
BOATS FOR SALE
ASSOCIATION INFO.

Editorial

1986 emerges, not quietly like most years, but with a clap of thunder, the echoes of which will reverberate throughout the Association and with your help, throughout the British sailing scene. Within the first month of 1986, sales of new Ospreys are already 40% up on the whole of 1985. Interest in the Class is higher than it has ever been; whatever the Chinese say, 1986 could well be the Year of the Osprey. With Nationals entries already proving that the Ospreys are the keenest fleet in the country, the 1986 Nationals may very well put us into the 100+ category, a record unattainable by other classes with registered boats numbering only in the 1200's.

Careful management by an enthusiastic and hardworking Association will, hopefully, nurture this growth trend and continue to direct the fleet's development along the right track. Very few serious dinghy sailors leave the Osprey fleet once they enter, for another dinghy, and even those that just dabble in the fleet usually for professional reasons, seem to be attracted back, again and again.

Your part in all this, well in 1986, you must be vocal. We all know how ridiculous it is to sail anything other than Ospreys, now you have to make everyone else aware of it. Ospreys do not appear enough in the press. The number of Open Meetings that were reported in "Yachts & Yachting" in 1985 could be counted on the fingers of one hand. It doesn't take very long to write a report and even less time to post. In 1986 try a little harder to get those reports in on time; apart from making interesting reading for fleet members that can't get to your meeting, they also help to bring the Class to the attention of potential new members.

Dave.

Chairman's Comments

Mid-March and the season is, for most of us, just about to start. With the sailing season for a great many Osprey sailors now extending for nine months of the year, one hardly seems to have put the boat away for its winter lay-up, than the frantic rush to complete the annual maintenance tasks is upon us with only a few weeks left before the cycle of regular races and subsequent inquests begins. Even the owners of GRP boats do not escape the maintenance cycle entirely, as leading edges of centreboards and rudder blades on all boats need restoring to the ultimate profile in the quest for hydrostatic perfection. That is until one abruptly ruins the hours of loving care by suddenly hitting the submerged rock or obstacle which a few months of sailing inactivity had caused a lapse of memory.

At this time of year, of course, our thoughts are turned towards that great current event - the Crystal Palace Dinghy Exhibition. Once again the National Osprey Class will be exhibiting two superb examples of the breed which continue to show to the dinghy sailing world what magnificent boats we are lucky enough to sail and what the unfortunate rest who sail other classes are missing out on. The Osprey - the boat and the Osprey - the people who sail it, are a winning combination which are envied by many others. The Ospreys on show once again prove that the class is keeping pace with modern developments and new technologies but, at the same time, under the careful control of its Class Association and National Committee, boats which are several years old still remain fully competitive.

I don't know whether it is because we had the 1985 National Championships at Poole, but it looks as though this year we shall have several new faces and boats participating in our racing. Reports from Osprey builders and Clubs indicate that interest in the Osprey is on the increase and hopefully with more new boats being built this year, then a supply of good used examples will be released onto the second-hand market.

The National Championships this year are, once again, being held at that classic Osprey venue - Mounts Bay. Richard, your Class Association Secretary, has been working closely with Mounts Bay S.C. regarding the organisation - it only remains for everybody to attend to ensure success. Last year's figures of 79 entries at Poole once again continued the upward trend - being the highest recorded in the previous five years. There is no reason, with the current level of enthusiasm within the Class, that the attendance figures this year should not be well into the eighties. With the excellent range of Open Meetings available at many venues throughout the country, there is nothing preventing 1986 from being another Classic Osprey Year. Good Sailing.

Secretary's Report

The Osprey Fleet is absolutely wonderful; bow, scrape, let me lick all your boots individually! You're now telling me when boats are being bought and sold, half of you have even paid your 1986 subscriptions and it's only the second month of the year! (I can hear the tinkling of porcelain as the rest of you rush and smash your piggy banks so as not to be left out!)

PLUS: FOURTEEN NEW BOATS ARE ALREADY BEING BUILT FOR THIS 1986 SEASON.

Wonderful. Well done:

	Club	Construction	Builder
Alfie Hawksworth	Blithfield	Wood	Self
Chris Gorringe	Poole	Wood	Jim Corcoran
Clive Hill	Hornsea	Wood	Self
Ray Brooks	Hornsea	Wood	Self
Peter Barraclough	Lagos	Glass	Porter
Vanslow Page	Hayling	Glass	Porter
Ian Porter	Hayling	Glass	Porter
Paul Thomas	Blithfield	Glass	Porter
Andrew Turner	?	Glass/Wood Foredeck	Porter
Tony Oliver	Mounts Bay	Ditto	Porter
Frank Powell	Sussex MYC	Ditto	Porter
Mike Storey	Portishead	Glass	Porter
Ken Robertson	Rock	Glass	Porter
P. Walton	?	Wood	?

Are you going to be next on this list? If you are already building a wooden boat and not included above, apologies and please let us know.

Boats registered:	1985	= Ten
	1986 Target	= Fifteen

At this rate we could reach 20+, very healthy. New boats seem to bear a direct relationship to membership:

	1984	Total 142	
	1985	Total 173	22% Increase!
Including			
Full Members	142		
Club Members	14		
Support Members	14		
Life Members	3		

Motto therefore for 1986: A friend who sails an Osprey and doesn't pay his/her subs, is not a friend and should be relegated (Osprey sailors are superior beings) to the optimiflying SO meatballgeepent - ybox class - or other!

For those of us who attended the now legendary Bloody Mary in January, being part of a World Record Fleet of no less than 449 boats, was an occasion where just to be a part was as good as a result. Well done to Huw for being first Osprey. We had eight Ospreys this year, quite creditable; this type of event is good for giving our Class and sailing in general, good viability and I would recommend the event to everyone with a sense of humour (You need it particularly when negotiating marks 20 or 30 boats deep, water is none existent, so don't ask for it, just push and barge and forget the rule book!)

Wilkinson Sword & Lang Trophies

All the events included in our Racing Calendar in this issue are Sword & Lang Trophy qualifiers (Travellers Trophy and Novice Travellers Trophy). Four meetings are the minimum number required to qualify. RYA Short Series Rules apply.

Thanks

Thanks to Phil Holt for computerising our current membership - saves hours of handwriting or one finger typing addresses on your envelopes.

Cover Pic:

The Pink Panther's Coming Back! .....

Editor's New Address:
Dave Norris,
34 Ashenhurst Road, Russells Hall,
DUDLEY, West Mids. DY1 2HH.
Tel: 0384 239512

Secretary's Address:
Richard Marshall,
24 Westerings,
ROMSEY, Hants.
Tel: 0794 522486

Also to Report:

Wedding Bells in Wales (Kenfig to be precise) between no less than Rambo Murray and Ospreys Queen of the Wire, Pam Gough - 1 minute's silence please - I don't believe it either, they have been building a house together for three years (mattress in the corner of the garage for at least that long without Pam's Mum finding out). Splicing Day: April 1st, 1986. Well done Pam and Mike; does this mean more possible Osprey prodigies! Strong rumours from Leicester-way, our Ex Editor and twice National Champion crew, Tiger and Cathy are also making vows this year - What about Chess we speculate; I think Helicopters, Windsurfers, Missiles, Gilberns and Ospreys come first Lisa!

See you all at Crystal Palace on March 8th/9th.

Membership Notification

Re: Data Protection Act - Every Osprey Association member's name is now included on a computer disc, to be used primarily for mailing purposes - does anyone have any objections?

Sec.

FOR SALE OSPREY MK. III - GOOD CONDITION

If you have one for sale, please tell your secretary and more importantly, if you are considering a new boat, there's never been a better time - Used prices are up and new boats are still quite reasonable.

BITS & PIECES

Advertise your bits and pieces on our travelling notice board or in your Newsletter.

ADVANCE NOTICE

Your holidays have been organised for the next three years as follows:

1986 Mounts Bay
1987 Tenby
1988 Saundersfoot

These places also coincide with the Nationals benue (don't tell the wife).

Finally, we have had several requests for information and help on how to convert a Mk. II to a Mk. III. Can we persuade one of you out there to write an article (e.g. Shaw, Willis or even Norris?)

Richard.

Rumours:

Rumours have it that the 1986 Nationals may become the battle of the boat builders, with Ian Porter invoking J.C. for his hopeful double, Ken Robertson with a new boat and whispers of some little known youth with the surname Barker emerging from his fiery habitat to do battle once again. Someone even breathed the mystical sound "Blatchford". Is there any foundation in rumour, only time will tell!

Credits

Thanks to: Trevor Brown, Richard Marshall, Roger Mant, Ian Madeley, Jonathon Clark, Ian Porter, Huw Pearce and Suzanne and everyone else that has helped in the writing of this issue.

Apology

"I hereby publicly apologise to Mr. Jeremy Sothcott of Saphire Marine Systems for the misleading advertisement placed by me in the 1285 edition of the National Osprey Newsletter. The boat pictured was built by Jeremy Sothcott of Saphire Marine Systems and not by J. Corcoran as stated."

J. Corcoran.

"The Osprey Association wish to publicly apologise for any undue inconvenience caused to Mr. Jeremy Sothcott of Saphire Marine Systems by the publishing of Mr. J. Corcoran's misleading advertisement in the last issue (No. 1285) of the Newsletter. This was accepted and printed in good faith by the Association."

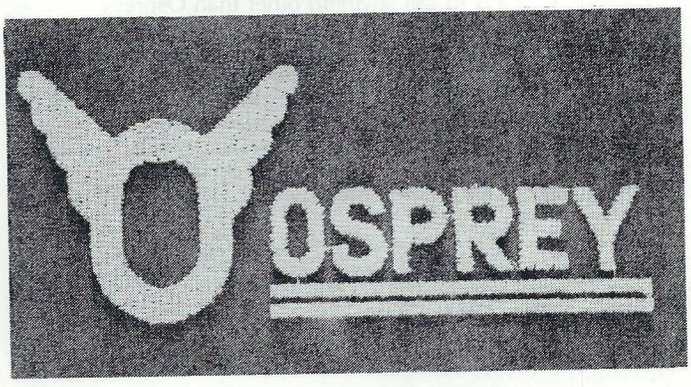
All advertisements appearing in this Newsletter are accepted in good faith, and neither the Editor nor the National Osprey Association can be held responsible for any misrepresentation or misleading information reproduced.

ARFUR DALY'S EMPORIUM

As you will have read in the last Newsletter, some new style Jerseys and Sweatshirts can be ordered. Now some of you have taken the plunge and invested in one and some of you will be looking decidedly unfashionable as the season wears on (almost a pun there I think).

You will also be aware that I have madly agreed to take your orders for these and other Osprey goodies, so don't be shy, drop me a line together with a cheque and I will endeavour to send the items by return or in the case of items that need printing, as soon as possible.

Sadly, as always happens, prices of the new Jerseys and Sweatshirts have had to be increased. Never mind, they are still good value for money. If you would like to order one or more, be sure to tell me how much of the logo you require (see photo). You can order just the class symbol, just the word Osprey or the whole thing. Each one is embroidered to order and will take approximately 6 weeks from receipt of order.



Prices are as follows:

V NECK LAMBSWOOL JERSEY
Colours: Navy, Pale Blue, Grey, Bottle Green, Maroon, Red, Sand, White, Black.
Sizes: 34, 36, 38, 40, 42, 44, 46. £19.50

V NECK ACRYLIC JERSEYS
Colours: Same as Lambswool.
Sizes: 34, 36, 38, 40, 42, 44, 46, 48. £13.50

SWEATSHIRTS
Colours: Navy, Pale Blue, Grey, Bottle Green, Maroon, Black, Red, Royal, White, Cream, Pink.
Sizes: Small 34/36. Medium 38. Large 40/42.
Extra Large 44. XX Large 46/47. XXX Large 48/50. £11.50

Childrens sizes are also available from Size 24 - 32.
Acrylic £9.00
Sweatshirts £9.00

Remember, I need:
The Garment
Material (i.e. Lambswool or Acrylic)
Size
Colour
Colour and Version of Logo

Other Goodies still available:

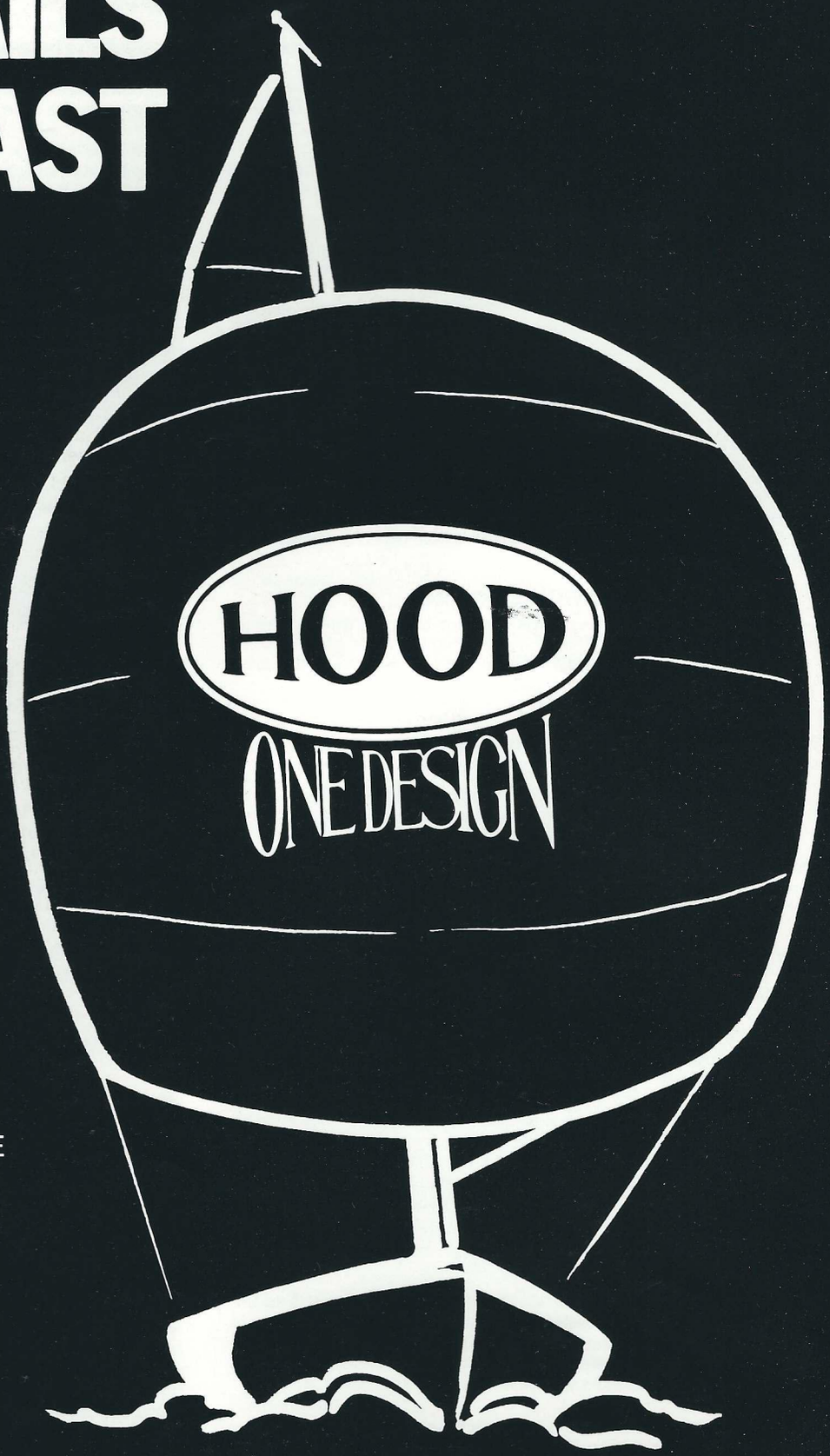
Round Car Stickers	£0.60
Car Badges	£3.00
Boat Badges	£1.00
Gold Lapel Badge	£1.00
Pennants	£1.00

NEW STYLE TIES ..... Should be ready for Dinghy Exhibition.

IF IN DOUBT, GIVE ME A SHOUT. After 7 p.m. but please before 10 p.m. (Unless your name is Graham Mant who always rings at 11 p.m. - yawn, yawn).

ROGER MANT
121 COTTON END ROAD, WILSTEAD, BEDS.
Telephone : 0234 - 741382

FAST SAILS THAT LAST



TUNING GUIDES AVAILABLE

Contact Ivan Coryn:
Hood One Design
Bath Road, Lymington,
Hants., SO4 9RW
Tel: (0590) 75011
Telex: 477085

CLUB NEWS

Hayling Island Sailing Club

Surely one of the hottest items of news ever to reach the Osprey Mag is of the introduction of the Osprey to Hayling Island SC as a fleet. The group of sailors currently coalescing (or perhaps congealing) at HISC with boats now numbers a definite five, all keen to pit their wits against the National Champion on his home waters. Three of the five are completely new to Ospreys whilst one of the remaining is new to the club. The Group are:

Vanny Page (Class Captain): Vanny is a nutter. He has been elected Class Captain because he is a despot. He is now enduring a self imposed exile from the Fireball fleet because they wouldn't let him get drunk at Open Meetings, Vanny has experienced some of the Osprey fleet and decided that it is the class to be in. For the new season Vanny has a new plastic racing machine coming, and with luck this should be the class exhibit at Crystal Palace in March. Vanny is an ecologist incidentally, he doesn't believe in the slaughter of all those trees to make an Osprey when plastic is so fast!

Ian Porter: This full time reprobate has another black plastic thing coming this year. However, by the sailing season, he could have a new Osprey which will keep his mind on normal hobbies. His "steed" of last year, Plonkadin, has been sold to Lagos where apparently the natives know what the name means. Ian has been sailing in the fleet for two years now and yet he still does not own any pink trousers.

Richard Browning: A recruit from the Wayfarer Class, Richard has bought 1076, the aptly named Touch and Go, in order to gain experience in the fleet. Richard is a poseur. He's got a telephone in the car, which is useful at Open Meetings, and drives what I am reliably informed is a Cabriolet. Rumour has it that he has his own tuxedo: now that's pretty cool! He is new to HISC this year, but his reputation came before him.

Geoff Saunders: Geoff sails with Ted Gadd: both new to the Class from the Wayfarers. He has recently bought 1119 Crusader which is a Mark III Westerly glass boat, and has done a lot to bring it up to scratch. Geoff is famous at HISC for having the most infectious laugh in the club, and Ted has an endless supply of sick humour, so they should get on well in the fleet generally!

Simon Townsend: Simon attended last year's Nationals and made a lot of friends. However, he has paid most of them back, and been forgiven by the remainder now! He is a new member at Hayling, joining for the keen fleet racing, and because most of the fathers down there don't know him yet, so he should be temporarily safe. It is nice to know that when Simon's around, you will not be the scruffiest dressed Osprey sailor at the party!

To this hideous group we are hoping to recruit Peter Tart from neighbouring Mengeham, and Nick Willis, with the lovely Jane, has been seen frequenting Hayling doss-houses with many of the group, so we are hoping that he will also be a convert before long.

Any queries re: sailing at Hayling should be addressed to Vanny: Hayling Island 465875 : why not come for a weekend to try it!

Blithfield Sailing Club

1985 proved to be the most successful year for Ospreys at Blithfield so far. Boats have figured in the results of virtually every Open Meeting entered in the year, starting at Ogston with three out of the top six, and culminating in winning the Team Trophy at the Nationals, and an entry of eight boats. Spring, Summer and Autumn sailing days often see fleets in double figures and even in the depths of winter, when all good sea sailors are tucked up in their beds, a fleet of seven Ospreys can be seen on odd occasions, to break the ice.

As for 1986, Alfie's taken up glue sniffing between knocking nails into a new boat, Paul Thomas has a new Porter Potti on order, and two new members, Frank Worsley and Gareth Caldwell are joining us with two boats to swell the fleet. As for the racing, much feverish activity behind closed doors, rumours of secret weapons and surreptitious tuning. Whatever is going on, competition is hot, no single boat dominates and the fleet is getting faster. 1986 will see a faster, fitter and even more competitive fleet emerging. The Nationals? This year we already have A, B & C Teams for the Team Trophy, we are also well on the way to a D Team.

See you all later. Sweet dreams!

Osprey West Coast Open & International 14 Challenge!

1985 saw Morecambe making a tentative bid at a come back! Some of you will remember the keen racing at Morecambe with both the excellent sailing the bay can offer and competitive Open Meetings of the past.

More recently the club has been rejuvenating its fleet! We are all relative beginners (with one seasoned exception!!), well practiced at capsize drills and observing the rear of more experienced and "chaotic" helms.

Last year Morecambe hosted an Open Meeting for Ospreys. Those of you who came will remember the sailing can be just as good. The bay offers the possibility of full sized Olympic Courses with fast and exciting reaches. This year the Osprey dominance at Morecambe is being challenged by a strange beast called the "International 14". Those of you familiar with this breed will be aware of some of its stranger characteristics :

- the peculiar steering technique, which when possible is conducted from the outside of the boat.
- the designer sails and Gucchi trolleys.

and not least

- its drunken attitude - bottoms up at every jibe mark!

On 10 and 11 May, 1986, an "Osprey and International 14 Open" will be held at Morecambe. A challenge that cannot be refused.

Racing will take place on Saturday, 10th May at 11.00 a.m. and Sunday, 11th May at 11.30 a.m.

Two races to be held each day, with three from four races to count.

The Club House has recently been rebuilt with a new dinghy park. Food and bar facilities will be available over the weekend. A Social Evening is planned on the Saturday with a warm welcome from club steward, Maureen Carroll, who now runs our bar with loving care.

All visitors will be welcome. Any queries regarding the weekend, directions, sailing or accommodation, etc., can be aimed at Margaret Hollinrake (Osprey Crew no longer plastered!), Tel: 0524 61778 (evenings), or, Dinghy Captain, P. Jenner, 0524 734417.
Entry Fee: £5.00.



NATIONALS 1986
Mounts Bay

DON'T FORGET TO BOOK YOUR ACCOMMODATION EARLY. 1986 WILL BE A BUMPER NATIONALS AND ACCOMMODATION WILL BE SCARCE.

ACCOMMODATION INFORMATION
TOURIST INFORMATION OFFICE
ALVERSTON STREET
PENZANCE

TEL: 0736 62207

A number of Association Members would like to come over from Lagos to sail in the Nationals. So if you know anyone with a boat to loan/hire for the '86 Nationals contact:

P. BARRACLOUGH
c/o P. RIGDEON
T.D. BAILEYS
BAILEY HOUSE
BARTELOT ROAD
HORSHAM, SUSSEX.

or contact the Class Secretary.

Wilkinson Sword & Lang Trophy 1986

In future all Open Meetings carry Wilkinson Sword & Lang Trophy status. Qualifying requirements remain unchanged.

Stewartby News

So 1986 has arrived and whilst 1985 was a quiet one for our fleet, we are determined this year to put our club back where she was a few years ago.

Probably due to the unfortunate mix-up over our 1985 Open Meeting date clashing with Lymington's Jack in the Basket, we had to do some rapid date changing and sadly we only had a few visitors (the worst for years). Anyway we won't let that happen this year will we folks. We have brought our Open Meeting date forward a bit this year and as we have been given the Welsh & Midlands, make a note of the date - **6th & 7th September.** You can camp at the club by prior arrangement or you can occupy some of the floors at members' houses. As usual, the Mant mansion will be available but be quick as the regulars Mike M, Malcolm, John Lang, Oscar & Co. book early. Joking apart, we will accommodate you one way or another.

What else have we in store for you? After the success of the Grafham Training Weekend last year, our Vice Commodore, Barry Harvey, suggested we could do the same. So being gluttons for punishment, this is what we have done.

Over the weekend of April 19th/20th we are having a Race Training Weekend for Ospreys. Oscar has agreed to be an instructor and also very kindly has Ian Porter. I believe Rob Shaw may have volunteered his services as well. Now put that together with our usual Stewartby welcome and we will endeavour to make this a useful weekend on and off the water. All this for only £10.00 per person. Sumptuous food and alchoholic beverage will be available at reasonable prices. Accommodation will be available, same as for our Open Meeting: Guest houses, camping or crash out on a floor. We would love you to come and would also appreciate it if you could let us know if you are (even if not sure but would like to come)

OSPREY RACE TRAINING at STEWARTBY

APRIL 19th/20th

IMPROVE YOUR ABILITIES
WITH THE HELP OF TWO
NATIONAL CHAMPIONS
OSCAR CHESS
IAN PORTER

START AFTER LUNCH ON SATURDAY
FINISH SUNDAY AFTERNOON

ONLY £10.00 PER PERSON

Good Training · Good Food · Good Drink
and of course Good Company

RING ROGER MANT 0234 741382
AND BOOK YOUR SPACE NOW!

STEWARTBY MEASUREMENT COURSE

APRIL 19th/20th

To be held at the same time as the Race Training.

START 1300 HOURS SATURDAY

Designed for
All current Osprey Measurers, those wishing to become Measurers and those interested in Osprey Measuring.

It is strongly recommended that all in the above categories who are able, attend the Course. There will be no formal charge for the course, but donations will be welcomed to cover the expenses of the visiting Lecturer.

so that we can have some idea of the numbers. Just a quick phone call to me on 0234 741382 after 7 p.m. is all that is needed.

Also over the same weekend there will be a seminar for Osprey Measurers, this is being arranged by Nick Willis and you will find details elsewhere in this newsletter.

May I then, on behalf of the Stewartby contingent, wish you all well for 1986. We hope to see you at various Opens and look forward to your company at our two events. Roger Mant.

Stewartby! - The Osprey Place that's setting the pace!

Ogston News

Following archaic defamatory forging work from "Kindly Lights" ageing helmsmen portrayed falsely as young, heroic and still driving the Infidelic Drongo thing I have already experienced sale problems.

This elegantly painted commodorial transport with blue/gold flash and letters (Deep Purple could have looked a bit sickly), has carried me many sea miles and taught me many things. How could he paint such a drab picture?

Where are you Dennis? Come out of hiding and fight. Come to think of it, we might be better if some others did as well.

However there are stirrings. John Lang is coming to join us and two past Osprey sailors are making promising noises which could give us a possible fleet of eight or nine this year.

Last year's showing was somewhat poor considering the success of our last Open Meeting, but with all these sailboards, the crews have disappeared. The wet summer affected 1090's helm and crew and unfortunately Bob and Sharon got a little out of practice due to the farming bit.

The Madeley team got around a bit though, picking quite a few of the blown off meetings which became a bit wearing really, still with the blow we had last April I suppose it wasn't anything worse.

Our next Open is to be held on 26th/27th April, 1986 with a 505 challenge for the first race. They usually pull the names and it will be interesting to have a crack at them.

So remember the date and get the boat out and come and visit us. See you soon. Ian Madeley, Osprey F.C.

Osprey Yotting

Mounts Bay 1986 appears in my diary for July, when I believe I am to renew my acquaintance with Mr. Ian Porter Esq., well known potti-builder. At least this time I won't be able to pull my "Who is Ian Porter?" stunt in the dinghy park on arrival. The venue will provide (so I hope) a blessed relief from all those kamikaze pilots with whom I normally have to deal in dinghies as diverse as the Fireball, 505 and now even more expensively, the FD. When asked to write a few words about Osprey sailing, the suggestion was that I might know about it. I rather doubt it as the measure of my outings in the class seems to have been set by a dip at the gybe mark in the Nationals practice race.

The Nationals at Poole did provide an interesting week and the club played a blinder, considering my efforts on the first night. As I think I may have mentioned on the last night, the only problem was when a start was recalled with one or two other competitors of note moored on the committee boat, but such is life. One point that did occur to me at the Nationals, is that the forward thwart could be usefully moved back to prevent damage to crews' knees. With the mast rake Ian and I ended up using, getting under the boom was quite hard enough without this impediment.

For a boat that was once described as a "trainer" for the FD, the Osprey does seem to have a much more attractive financial impact. Having said that, I suppose I must put in a plug for the FD. Plug over. The main points that did occur after Poole were that a surprising amount of ale was drunk and I watched a lot of Test cricket on the telly. In terms of sailing the ships, I would have thought that some refining of fittings would help. I saw quite a few boats with jib tracks on the top sides, ouch! Our own boat had a jib cleat in a slightly difficult position and I suspect moving this aft to its own platform (à la 505) would be helpful. Ian fitted twinning lines and I think these are a great help to control the kite on a windy messy gybe. They tend to be less messy with twinners as the kite can be choked. Obviously, if the helmsman helps out post gybe, by cleating the guy in the approved position, this is a great help!

Downwind seemed to be difficult as the bow does get in the way on a dead run, so I suspect pumping may need a bit of practice. On the reach we found that getting the weight back helped in a bit of breeze. Other things we tried were to use a straight mast (slow) and more leech tension on the jib. This latter proved quite an asset in the medium breezes when coupled with a fuller foot. However, if you try this it is worth knowing that I normally weigh 14 stone and am 6'3", so the extra power could be tapped. The use of the mast rake meant that in theory we could dump power from the genoa via the fairlead, open the leech of the sail and foot like crazy.

Maybe we'll find out in July if this workd, I hope so! See you then.
Jonathon Clark

OGSTON SAILING CLUB

Osprey Open Meeting 26th/27th April, 1986.

This is a three race series with a practice race as an Osprey/505 Challenge to be sailed as Ogston Osprey Open 1986. Prizes will be awarded for the first 20% of turnout.

1330 hours	Practice Race	Saturday, 26th April, 1986.
1605 hours		Saturday, 26th April, 1986.
1035 hours		Sunday, 27th April, 1986.
1335 hours		Sunday, 27th April, 1986.

Registration and signing on in the Club House 1030 hours - 12 noon, which may be followed by a briefing at 1230 hours on the foreshore.

Scoring will be by the R.Y.A. Low Points System.
Camping is available close to the Club site.
Overnight sleeping in the Club House will also be possible.
Evening Meal will be served at 1900 hours.
Breakfast will be served at 0800-0900 hours.

There will be evening entertainment in the form of a Disco. Tickets covering Dinner/Disco/Breakfast are available on arrival.
Dinner and Disco £2.50. Breakfast £1.50.
All Osprey Sailors will be welcome.
Decontamination is necessary before any visiting boat is launched. Please leave 30 minutes extra to carry out this procedure. Members of the club will be on hand to assist this operation.

OSPREY OPEN MEETING 26th/27th April, 1986.

Entrant's Name: .....

Address: .....

.....

.....

Telephone No. .....

Entrant's Club: .....

Crew's Name: .....

Sail No. .....

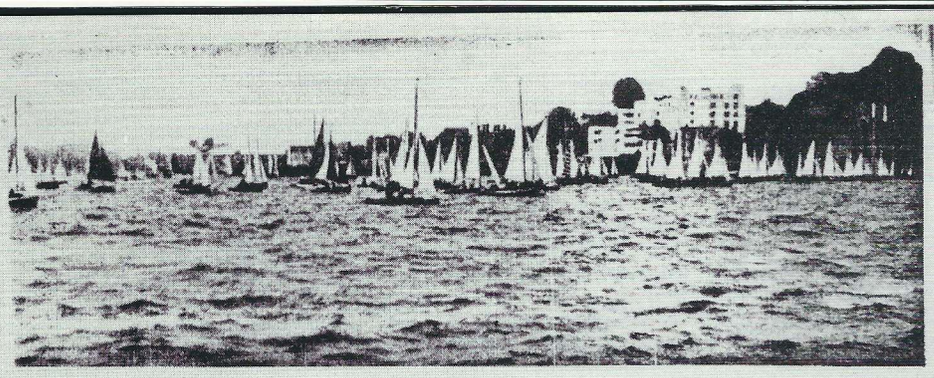
I agree to be bound by the I.Y.R.U. and R.Y.A. rules and also the Sailing Instructions and Rules of the Ogston Sailing Club.
Closing date for postal entries : Sunday, 20th April, 1986.

Signature: .....

Date: .....

Entry Fee: £5.00 per boat (meals extra).
Cheques to be made payable to 'Ogston Sailing Club'.

Please post to: Godfrey Wilkinson, Hon. Sailing Secretary,
Ogston Sailing Club, 75 Devonshire Road, Dore,
Sheffield, S17 3NU.



Part of the fleet at the 5.30 a.m. running start

Round the Island Dinghy Race

TWO HUNDRED STARTERS—SPLIT SECOND FINISH

In 1952 the Cowes Corinthian Yacht Club with an annual subscription of 10s was formed under the chairmanship of Mr. F. G. Mitchell who, since 1932 until his resignation this year, has been commodore of the Royal Corinthian Yacht Club. The new club offers almost unparalleled facilities for members to work on their boats besides providing the usual club amenities. This was not all done by waving a wand, neither was it the gift of a fairy godmother.

On a recent visit, no fewer than twenty-two members were found to be working on the club. Members have, for instance, built a concrete causeway and it is no uncommon thing for them to start work on it at 4 a.m. on a Sunday morning, if the tide serves, with the women on duty with a cooked breakfast by 6.30 a.m. Such is the enthusiasm which is fired by the personality and initiative of F. G. Mitchell.

With such a background and with such a driving force in the gigantic figure, both literally and metaphorically, of its chairman, the sailing world must expect surprises from this club which, having established its shore base over the past year or more, on June 6 staged an event unparalleled in the history of yachting—a race for small centreboard boats round the Isle of Wight.—Editor.

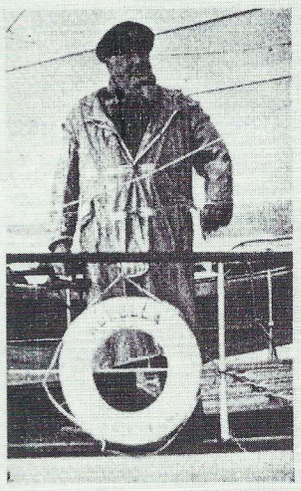
WITH only a second between them, Ian Proctor's 17ft 6in *Osprey* and C. Nethercot's amateur-built 17ft *Marianne* took the first two places in the Cowes Corinthian Y.C. Round the Island Dinghy race, completing the 56-mile course in eleven hours. It was one of the most exciting finishes I have ever seen and a fitting end to what will probably be the most memorable, if controversial, event of the year.

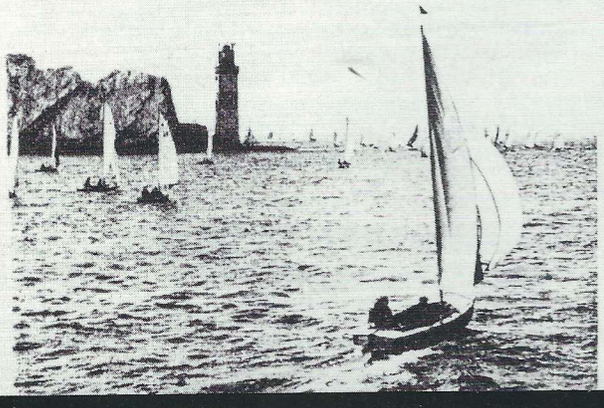
Nearly 20 centreboard boats from 12ft to 18ft long came to the Royal Corinthian Y.C. line off Cowes at 0530 on Saturday, June 6, to make a running start in a light easterly breeze. And what an incredible sight this fleet was—the largest fleet of dinghies ever to be seen in Great Britain—as it swept down the Solent on the first of the west-going tide. There were 14ft Internationals, Y.W. Hornets, 18ft Nationals, Merlin/Rockets, 12ft Nationals, Fireflies, as well as a large miscellany of handicap boats consisting of local Solent classes, Y.W. G.P. Fourteens, amateur-built boats and even a canoe.

With such divergent types, the fleet soon spread out, those with spinnakers taking the lead and, by the time the leaders reached the Needles, the tail-enders were still three miles away. *Marianne*, setting a huge spinnaker on a long boom, was first round, followed by *Osprey*, and for the next half-hour there came a continuous stream of boats, some cutting in close to the Needles, others keeping their wind and water clear further out.

Mr. F. G. Mitchell

Continuous stream of dinghies rounding the Needles





Yachting World

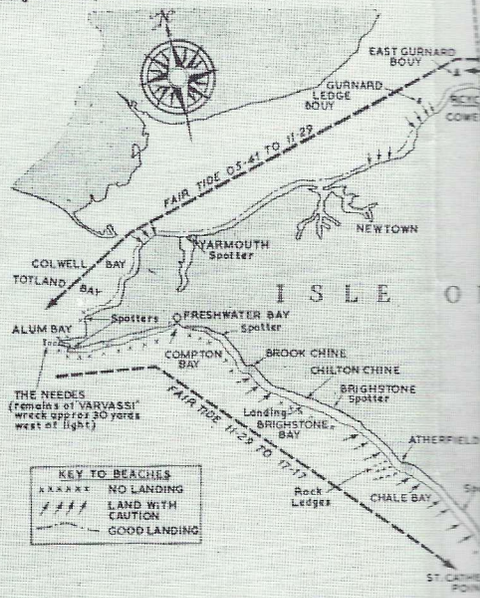
DIGGING UP

The next leg of the course, to St. Catherine's Point, was the most tiring of the whole race. Once clear of the Needles, the fleet encountered a foul tide and a freshening easterly wind, which just allowed a close-hauled course for the point, some fifteen miles away. Although there was no tacking, not for the leaders anyway, it was obviously going to be hard work. Ian Proctor, crewed by John Oakeley and Clifford Norbury, set *Osprey*'s small foresail to conserve their strength for the difficult part round St. Catherine's, soon getting to windward of *Marianne*. However their peaceful sail was short lived as *Coronet*, with owner Max Johnson on a trapeze and sailed by her designer John Westell, began coming up fast. This was too much for *Osprey*'s crew, who promptly changed to a large jib and set a trapeze, which enabled her to draw ahead again.

Another challenger was *Jollity*, the first of the Fairey Marine 18ft Jolly boats, sailed by her designer Uffa Fox, who, making full use of the freeing puffs, worked his way up to windward into Freshwater Bay. This paid because, apart from much less tide, the wind, coming off the land, seemed to free a little; those who kept out found themselves headed and swept westward by the tide, leaving a long beat back. Behind *Jollity* came *Silhouette II* (F. Brown), and a Swordfish, followed by two Y.W. Hornets, Jack Holt's *Dandy* and *Jackanapes*, sailed by the Jardine twins, Bruce Banks' 14ft International *Windsprite* and another Hornet, Beecher Moore's *Flying Frog*.



Chart which accompanied the sailing directions for the race



1986 Bloody Mary - Competitor's View

At last! The Osprey's achieved class status with eight boats arriving from far flung corners of Britain. The cast for this waterborne Piccadilly Circus rush-hour derby were:

242 Lady Anne	Richard Browning & Simon Weatherall H.I.S.C.
905 Moonlight	Ian Madeley and Paul Madeley Ogston.
936 Lethal Lime	Paul & Stephen Smoker Lymington.
1110 On a Promise	Roger Battersby and Ian Williams British Steel.
1161 Easy Picker	Oscar Chess and "Tiger" Bridges Mengeham Rythe.
1184 Nifty Shifter	Dave Chalkley and Steve Watson H.M.Y.C.
1195 Another One Bites the Dust	Richard Marshall and Nick Willis Lymington.
1218 Mistress	Andy Harrop and Huw Pearce Datchet.

Released 54 minutes after the first starters, and the vast majority of the 449 other boats from 140 clubs and 40 classes, the Ospreys took flight in a very light southerly breeze. Gliding up the first leg to the rounding mark, pondering strategies to keep moving through the massed ranks, 'Mistress' swooped to best advantage, 'Lady Anne' pursuing. 'Another One Bites ...', 'On a Promise', 'Lethal Lime', 'Easy Picker'.

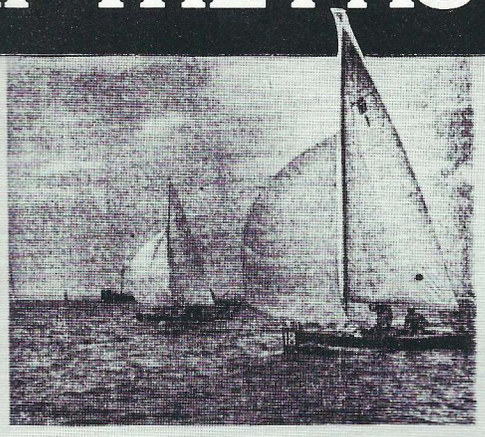
Over the next few legs the traffic gradually thinned out with 'Another One Bites ...' moving up into second place. 'Easy Picker' fought back from a bad first beat and after a fierce running battle with 'Lady Anne' gained third place followed by 'Lethal Lime', 'Nifty Shifter', 'On a Promise' and 'Moonlight' had some good racing and held back a lot of the later boats with some brilliant rearguard action. On the run down the west side of the spine towards the clubhouse in the last 15 minutes Richard and Nick worked hard, almost overtaking Andy and Huw.

A better rounding onto the penultimate leg by the 'Mistress' crew opened up the gap to about 100 yards. At 2:34 the Shepperton Studios special effects department gave an explosive finish at the end of the spine. Those nearest were warmed thoroughly by the heat wave.

'Mistress' rounded the final mark, with a '14', just behind a gaggle of boats and headed for the finish. 'Another One ...' rounded and hardened up to get above the other boats. Halfway down, a look over the shoulder and a white kite blossomed - 10 seconds of discussion and up spinnaker.

The gap is closing - but, is the distance to the finish far enough for Nick and Richard? No. 'Mistress' wins by six inches, so your correspondent is reliably informed.

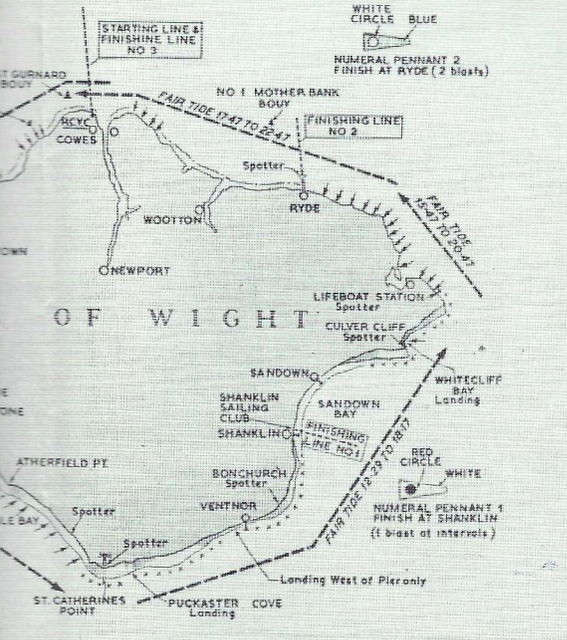
UP THE PAST

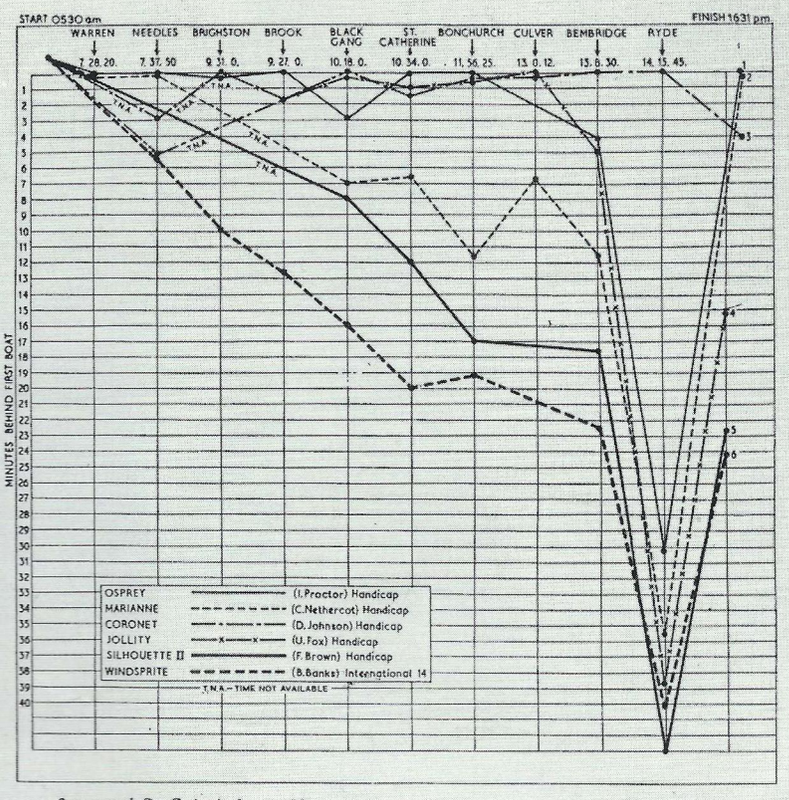


[Beken & Son] *Split-second finish*

Dinghies everywhere : running down the Solent







Osprey was first round St. Catherine's, roughly the halfway mark, just after 1030, followed closely by *Jollity*, which, short-tacking close into the rocks, managed to pass *Coronet;* but when the leaders got to Dunnose Head, just as the tide was on the turn, the wind dropped considerably and the race suddenly took on another aspect. *Jollity* started to drop back, *Osprey* was becalmed. *Coronet*, on the other hand, seemed to like the lighter going with her 14ft International rig and was soon in the lead. Off Bembridge she was four and a half minutes ahead of *Osprey* and *Jollity* with *Marianne* about six and a half minutes astern. After her came *Windsprite, Dandy, Flying Frog, Flame* and *Mordicus*, both 14ft Internationals, and *Jackanapes*.

From Bembridge to the finish it was a dead run and *Osprey* began to close up on *Coronet*, the latter with only a small spinnaker. *Osprey* got within striking distance when *Coronet* ran aground going inside St. Helen's Fort, but it was not until Old Castle Point that she was able to get clear ahead. Meanwhile, *Marianne's* large spinnaker had been doing sterling work, and, while *Coronet* and *Osprey* were engaged in a luffing match, she slipped through to leeward. But luck was against her and, off Old Castle Point, her spinnaker boom broke. Rigging a temporary boom her crew got the spinnaker drawing again, but she had lost several seconds and although she took the lead again she could not get clear ahead of *Osprey*.

Within a few yards of the finish *Osprey* managed to blanket *Marianne* and, despite a frantic luff from the latter, crossed the line about three feet ahead.

The performance of the six leading boats can be studied in the above graph. Had *Coronet* possessed a big spinnaker the finish might have been different.

So, after eleven hours, less than many fast cruising yach take to get round the Island, this dinghy marathon w over, without any serious damage or any of the chaos ar mishaps forecast by the critics. But, and let there be no doul about it, competitors and organizers were lucky with tl weather. Following the race in a 17-tonner, from which v were able to get a good overall picture, we could see that t the time the leaders reached St. Catherine's, the fleet w spread over an area eight miles long and four miles wid over thirty square miles! As it was, stragglers were still beir rounded up at 11 p.m. It would be tempting fate too muc to make this an annual race.

However, enough of this justifying the critics, includir ourselves. The worst did not happen and the race was a gre success. We envied the happy and triumphant smiles of tl organizers at the R.C.Y.C. cocktail party that evening. Thei had been a difficult job, but they had had the courage of the convictions and had done it well. Everything was provide for the competitors, accommodation, food, and even a ma to paint numbers on the hulls. We envied, too, the happy, tired, smiles of the successful competitors, for they had had grand sail.

ROUND THE ISLAND RACE

Results

First 12 Finishers.—1, 113 *Osprey* (Ian Proctor), 16.31.20; 2, 18 *Mariani* (C. Nethercot), 16.31.21; 3, 98 *Coronet* (M. Johnson), 16.35.26; 4, 1 *Jolli* (Uffa Fox), 16.46.41; 5, 107 *Silhouette II* (F. Brown), 16.53.54; 6, 179 *Win sprite* (Bruce Banks), 16.55.29; 7, 177 *Dainty* (S. Waters), 17.1.48; 8, 79 *T* (P. Parham), 17.3.17; 9, 65 *Flame* (J. Knights), 17.3.37; 10, 58 *Mordic* (A. Martin), 17.6.0; 11, 6 *Flying Frog* (Beecher Moore), 17.6.23; 12, *Jackanapes* (A. & S. Jardine), 17.7.20.

Handicap Class.—1, 172 *Yom Su Su* (K. Cawley); 2, 212 *Gorgeous Gus* (D. Peacock); 3, 214 *Glen D* (sailed by B. Waight); 4, 10 *Niblich* (sailed F. May); 5, 99 *Leprechaun* (sailed by H. Fairbrother); 6, 135 *June* (sail by G. Pike); 7, 37 *Vixen* (sailed by V. Tremlett).

Reproduced from Yachting World, July 1953.

Apologies for the bias to this report but with the lack of wind, time for looking around was very limited, concentration on sail trim of paramount importance!

The details of the rest of the fleet will have been reported elsewhere, but, where were the Ospreys? 116th and 117th the leading two.

OSPREY FINISHING POSITIONS

Finish Position	Boat No.	Boat Name
116	1218	Mistress
117	1195	Another One Bites the Dust
145	1161	Easy Picker
169	936	Lethal Lime
219	242	Lady Anne
235	1184	Nifty Shifter
247	1110	On a Promise
276	905	Moonlight

1986 Bloody Mary - Spectator's View

What am I doing here? thought I, as I caught sight of this long frozen body in a reflection and realised it was me. A repeat performance of three previous years and still I hadn't learnt my lesson. I wasn't the only member of the Osprey pit crew, along came Jayne, Lisa and Cathy, all in a similar state of hypothermia.

After waving our men off to war and scuttling the opposition, we gals retreated to the clubhouse for some warmth and sustenance. The upper deck was already heaving with like-thinking followers from the other 449 competing boats. Our stand-up meal in these somewhat overcrowded conditions left a lot to be desired.

Tired of being buffeted about in the thronging mass we braved the elements to view the race. Our men were to be seen heading for the second mark, with that 'fated' white boat with the 'go-faster' red stripes out in front of the class. As I focused my binoculars to verify this apparition, Jayne (supporting 1195) confirmed my observations. Our best viewpoint from the end of the spine was abruptly terminated by the men from the Thames Water Authority who pointedly informed us that as the finish was to be denoted (sorry, detonated) by a quantity of dynamite, we might like to move to a safer spot!

Jayne and I sought another patch from where I could do my David Bailey bit with Huw's camera, (one of those with knobs and things on - not a bit like my Brownie!) and difficult to use with frostbitten fingers. As the end of the race neared, and with the 'Mistress' still leading the Ospreys, I positioned myself ready to capture the pyrotechnic finish on film. However, at 2:34, the ball of flame, signifying the end of the 1986 'Bloody Mary', escaped the camera lens forever - I was aiming at the wrong place!!

Oh well, there's always next year!

OSPREY Mk. II *Designed by Ian Proctor*

A WELL TRIED FAST AND STABLE DINGHY OF MODERN DESIGN

Frequent enquiries for a larger and faster boat with the versatility of the G.P. 14 convinced us that such a craft would prove popular. Ian Proctor's "Osprey" design seemed a possible answer, as this boat, carrying a crew of three, had not only won the classic 64-mile Coronation Round the Isle of Wight race for dinghies against 190 of the fastest centreboarders in this country, but had also been sailed for two years in every sort of weather on open water without showing any unpleasant vices and had frequently been used for family racing and cruising.

The designer had already improved the design and construction from lessons learnt with the prototype, but was anxious to reduce building costs by quantity production methods. This combination of his design and our experience of production and kitting seemed ideal and we proceeded without delay to build a prototype of this modified version.

This prototype was sent to Wales and given exhaustive sailing trials throughout the summer of 1955 by many different helmsmen from many clubs, both to test her constructional soundness and her performance and handling qualities. They were all enthusiastic, but still some improvements were indicated and a second prototype incorporating these improvements was built and tested. The final production version of the Osprey Mark II therefore has an almost unprecedented development history for any new class.

The Osprey Mark II is wider aft than her predecessor and therefore more stable and quicker to plane. A deeper centreboard improves windward performance and wide gunwale rubbers increase her power without detracting from her sleek sailing lines and attractive appearance. She now carries a little more sail area, but the luff of the mainsail has been shortened and the foot increased to give more drive off the wind and less heeling moment. There is a spinnaker of moderate size and all the sails are easily handled by a crew of two.

The hull form gives an attractively lively feel to the boat, but stability rapidly increases as she heels and she is easy to handle and does not spring surprises on her crew. She planes early and fast, but the wide gunwale rubbers keep her comparatively dry even when travelling at speed across waves. She has exceptional ability in light airs.

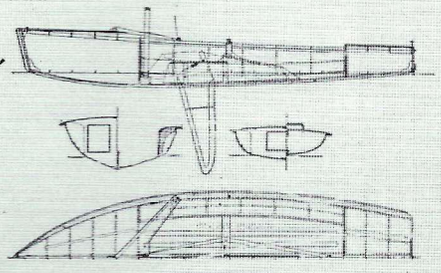
Versatility is the keynote of this boat. Because her length reduces her sensitivity to weight variations, she can be raced with two or three aboard and she is safe for family sailing with greater loads. Easily handled out of the water, she is no more trouble to trail than a 14-footer. She will lie safely on suitable moorings if necessary.

Transverse and longitudinal watertight bulkheads are integrated with the hull structure, giving it exceptional strength and a vast reserve of buoyancy in the unlikely event of swamping. Though weight saving has been studied carefully wherever possible, constructional soundness has been given precedence and Osprey will stand up to very hard treatment.

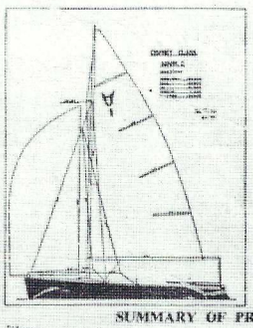
The rules are framed to keep this a strict one-design class and the easy lines and form of construction are ideally suited to economical quantity production methods and amateur assembly from kits of parts. This, together with our knowledge of the requirements of the amateur builder has permitted the production of very fully machined components at extremely low cost. The price of completed boats compares favourably with many much smaller and less well equipped and finished dinghies with nothing like the Osprey's performance or versatility.



Comfortable Family Sailing



Ample reserve built-in buoyancy
Bare hull weight less centre-board is only 300lbs.



L.O.A.	17' 6"
L.W.L.	16' 7"
Beam	5' 10"
Hull draft	7"
Hull draft with centreboard	4' 6"
Displacement with 2 crew	650 lbs

Sails Areas :—

	sq. ft.
Mainsail	100
Genoa jib	50
Storm jib	33
Spinnaker	150

SUMMARY OF PRICES

	£ s. d.
Plans	10 0
Prefabricated Timber Parts incl. spruce mast	90 0 0
Fastenings	6 5 0
Fittings and Rigging	25 6 0
Paint Kit	4 17 6
Total delivered price to build *	£127 8 6
Bare assembled hull with all remaining timber parts of kit with spruce mast sent loose including fastenings, fittings, paint, plans, ex works	£149 13 6
Completed boat, ex sails, ex works, with spruce mast	£199 0 0
Extra for metal mast with kit or hull	£15 5 6
Extra for metal mast with completed boat	£12 15 0

* Plus £10 deposit on crate and frames.



Fast, Strong, Light and Safe

PLANS AND HOME BOAT BUILDING

Four sheets of Plans fully detailed for use in assembling and rigging boat :

12-0d. post paid

Booklet 'Home Boat Building' should be used with these Plans.

3/- post paid.

Note : Plans are only suitable for assembling kit.

KIT OF PREFABRICATED TIMBER PARTS

Every wooden part necessary to complete boat is included in this kit.

Bulkheads and temporary building frames, transom and inner stem are sent out ready assembled to set up on the floor, according to plans, to receive the hog, chines, gunwales and stringers, so that only a few hours' work are necessary to complete the framework ready for planking. Scarphing and fixing planking is comparatively easy as no difficult bending or twisting is necessary.

Centreboard case is sent out made up as a unit, and centreboard is fully machined, complete with friction device. Rudder parts are also fully machined ready to receive fittings.

Mast and Boom are glued up ready for final shaping and sanding.

Metal Mast is supplied complete in aluminium alloy including necessary mast fittings. No work has to be done on mast. Extra cost of £17/10/0 must be added to kit price of £90/0/0.

Entire kit is supplied as Specification in Plans in prime Sitka Spruce and prime African Mahogany, except tiller and extension which is Ash.

All Marine Plywood is made specially for the boat and is of highest grade to the latest British Standards Specification 1088/WBP.

Price with spruce mast **£90-0-0d.**

Price with metal mast **£107-10-0d.**

carriage paid inland.

Deposit of £10/0/0d. is charged extra for the packing crate and temporary building frames, of which £9/0/0 is refunded when the case and frames are returned to our works, carriage paid, bearing the sender's name and relative invoice number.



FASTENINGS

Complete set of all fastenings, including brass screws, copper and brass nails, Aerolite Glue and Hardener, and Prestik Tape to complete the boat

£6-15-0d.

FITTINGS AND RIGGING

		£ s. d.
1.	Forestay c/w links and s/s rigging screw	1 9 6
2.	Pair Shrouds c/w links and s/s rigging screw	2 18 6
3.	Main halyard wire to rope c/w shackle	18 6
4.	Jib halyard wire to rope c/w shackles	15 0
5.	Tack strop and 2 shackles	8 0
6.	Mast spreader, jumper struts, castings, tangs, rod, wire and rigging screws	18 6
7.	Main sheet 1¼" cotton rope c/w shackle	1 2 0
8.	Spinnaker Halyard	7 9
9.	Genoa sheet 1¼" cotton rope c/w shackle	14 6
10.	Pair Mast head & butt sheaves & boxes for main halyard	* 5 0
11.	Pair Mast head & butt sheaves & boxes for jib halyard	* 5 0
12.	Pair Mast head & butt sheaves & boxes for spinnaker halyard	* 5 0
13.	Forestay tang and tube	* 7 6
14.	Pair Shroud hound plates	6 0
15.	Stem head forestay plates c/w screws	11 0
16.	Pair Chain plates with screws	13 0
17.	3 Brass halyard cleats c/w screws	14 6
18.	Sliding gooseneck c/w screws	*1 3 0
19.	2 pair Fairleads	1 4 0
20.	Sheet Horse c/w stops and bolts	1 3 0
21.	Set Rudder gear, including tiller hood, c/w screws	2 15 0
22.	Pair Boom end fittings	11 9
23.	Centreboard bolt c/w rubber rings	6 0
24.	Kicking strap wire to rope c/w fittings and shackle	17 0
25.	Pair Mainsheet blocks and shackle	1 5 0
26.	Keel and stem band, rubber strip, junctions and screws	2 5 0
27.	Centreboard retaining pin and lanyard	2 0
28.	Pair Hatch door elastics, lacing eyes and rings	15 0

* Fitted on metal mast.

Total for spruce mast	25 6 0
Total for metal mast	23 0 6

Carriage free if sent with wooden parts.

Carriage 5% extra if sent separate'y (min. 3/6d.).

PAINTS

Paint, Varnish, Primer, Stopper, Cuprinol, and thinners for painting outside hull and varnishing remainder of boat.

£4-17-6d.

Carriage 7/6d extra if not sent with kit.

COMPLETE DINGHY READY TO SAIL

High standard of Workmanship and Finish Guaranteed.

With spruce mast **£199-0-0d.**

With metal mast **£211-15-0d.**

ex works. Sails Extra.

PARTLY ASSEMBLED HULL

Two Main Bulkheads fitted only. All remaining timber parts and mast to complete boat are supplied loose.

With spruce mast **£116-0-0d.**

With metal mast **£133-10-0d.**

ex works.

Fastenings to complete this hull cost £3 extra.

Plans 10/-, Metal Fittings & Rigging £25/5/0d. (or £23/0/6d.), and Paints £4/17/6d. are also required to complete boat.

SAILS

	Cotton £ s. d.	Terylene £ s. d.
Mainsail complete with Bag and Battens, Insignias and Numbers	18 10 0	29 10 0
Genoa with Hanks fitted	8 10 0	12 10 0
Extra Sails if required :—		
Storm Jib and Sheet	7 10 0	11 5 0

Spinnaker :—	Cotton £ s. d.	Nylon £ s. d.
Sail	9 15 0	15 10 0
Boom and fittings	1 2 6	1 2 6
Guys	12 6	12 6
	11 10 0	17 5 0

CLASS ASSOCIATION

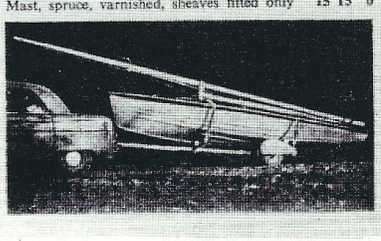
H. D. Thomas, 3 Maesheneordd, Cardigan, Wales, is the Hon. Secretary of the Osprey Class Owners' Association.

EXTRA ITEMS IF REQUIRED

	£ s. d.
Snubbing Winch (mounted)	4 15 0
Extra cost of supplying Retractable Rudder with Kit, Hull or Completed Boat	1 5 0
Toe Straps with fastenings complete	18 6
Boat Cover in Green Cotton Duck	12 5 0
Self Bailers, each	1 17 6

SPARES

	£ s. d.
Centreboard, complete with friction device	3 5 0
Fixed Rudder, complete including tiller	4 15 0
Retractable Rudder, complete including tiller	6 0 0
Mast, alum, alloy, complete	30 0 0
Mast, spruce, varnished, sheaves fitted only	15 15 0



HOW IT ALL STARTED

A DAY IN THE LIFE OF A WINTER SERIES HELM
or
"ODE TO A BRASS MONKEY"

The dim, dark months of Winter that loom menacingly as a prologue to each year, herald the onset of a mysterious plague, a plague that appears to by-pass the logical thought centres of the brain, and leave shivering human husks in its wake. Luckily, many are immune; if you are one of this lucky majority, in times of warmth and comfort, think sympathetically of those less fortunate souls, smitten with this crippling and unusually gripping ailment. The desire to sail on throughout ice and snow.

Winter sailing days start as they mean to go on, freezing, and a certain amount of natural cunning is a prerequisite of the budding, successful, winter helm. The insistent desire to be early at the club and rig at your leisure must be tempered by the knowledge that an early arrival could involve clearing snow drifts from around the club, with no steaming hot coffee available to revive freezing paws. Forget Elvström's advice, the time to arrive is just after the Officer has opened up, turned on the heating and switched on the kettle, and before the passage of many cars have turned the entrance into a stage upon which your car insists on doing impressions of Torvill & Dean. Time can now be taken in relative comfort, to pluck up the courage to brave the sub-arctic conditions outside. But, beware!! Here lies the first hurdle. Many potential brass monkeys fall here, before the race has started, mesmerized by the medicinal qualities of a bar stool, or the silken tongue of the Officer, still searching for the assistant that has not arrived, and who is probably trapped by the savage, uncompromising demands of his bed.

But don't be led astray, go out and freeze; if nothing else, it amuses the natives. Whilst on the subject of the unknowing masses, brace yourself for the disbelieving looks; you can almost hear the clink of the restraining chains that prevent them from calling the local "nut house" and having you carted off screaming in a straight jacket.

Now don't forget, winter is the time of extremes, the pleasant bright crisp days where the mist lies over the water margins, and the shallows take on that oily, almost opaque look that comes just before the freeze, alternating with those horrific days, when the banshees howl, unsheltered humans take on a 45° list, and the wintering Canadian geese shelter in groups around the GP14's, as even they have learnt that GP's are immobile features of the landscape, hewn by the elements from solid granite, and not to be confused with sailing dinghies.

The heroic struggle to rig is over, only too soon, especially on those horrific days, when there always appear to be many willing hands to push the Gladiators into the arena; although I always think of myself as more of a Christian than a Gladiator. With plucked seagulls flying backwards past the clubhouse and resident fishermen lashing themselves to the surviving, battle-scarred trees, some sadist masquerading as the Race Officer sets a gybe mark in full view of the ghouls on bar stools. Magically the cold has gone; adrenalin produces its own central heating, that will warm you through the launch and even as far as the start, if you're lucky, but never mind the first beat will always warm you up.

The sound of the start gun is dimly heard before it is snatched away by hurricane force winds that some fool insists are only Force 6. The boat, a wild thing; ever seen a terrier shake a rat - now you know what it feels like. Control!! That's a laugh - a feeling you only get in summer, or underpowered dinghies like Fireballs; and even that's an illusion to be shattered the first time you blink.

This time you're lucky, the windward mark emerges out of the blizzard, and you bear off onto a screaming reach which is far too tight for any spinnaker. Seconds later someone's firing ice cubes at your head and the crew's got you in a neck lock on the feeble excuse that they are being swept away. Suddenly the boat takes over; a wall of green oily water and spitting white foam leaps at the bow in an attempt to convert your boat into a modern day "Nautilus". Not wishing to emulate Captain Nemo, you're hanging over the transom praying for elastic toe straps and cursing the crew who appears to be dancing Swan Lake around the shrouds. The crew incidentally is desperately trying to keep a footing as ice forms along the gunwhale, casting furtive, anxious glances at that ever-diving bow. For once your prayers are answered, the bow pops up and a tight rein is held on the tiller, if not your sanity. To outward appearances all is under control; not for long.

All too soon an hysterical, maniacal sound emerges from somewhere in the vicinity of the mouth, GYBE!!! Time speeds up as you career into the mark, the boom apparently welded to what is fast becoming the windward shroud; a bang, a crash and a stifled scream as yet another section of scalp becomes separated from its home. First time round, not too bad, a firm grip on the helm, the sheet, and you're questionable sanity, coupled with a basket case, laughingly called a crew, and a good set of bicycle clips, the only problem will be a lingering smell; it's fear, well that's what I tell Marg.

Spinnaker? You've got to be kidding, nobody in their right mind hoists a kite in this wind. Whilst you're arguing with yourself, some nutter has hoisted it, and the boat has taken over again. Good strong teeth are now very important, for the sheets, even the transom; if all else fails there are always your finger nails!

Well you might have got the kite up, but how do you get it down? Well it is Sunday, a bit of God bothering works wonders, even if it is a bit heavy on the knees. Now it's simple, do it all again four or five times avoiding the pitiful wreckage of less fortunates that have disappeared in clouds of spray and squeaking.

It's all over, now to find the extremities you lost touch with during the race, and defrost the rigging enough to put the boat away. Surprise, surprise, the Race Officer decides it's too windy to hold another; amazing how observant he is, I could have told him that before I got out of bed.

Never mind, a hot shower comes like an energy transplant and the bar's open serving medicinal remedies to the ailing, that is, of course, if you can fight your way through all the heavy weather experts who appear to be suffering from paralysis of the boat cover. Amazing how you always have more control over the boat with one hand on the bar and another on a full glass.

Next week, I'm going to take the dog for a walk, dig the garden, watch the telly. Anything, but not sail. Nobody in their right mind sails in these conditions.

"Well must go lads, dinner's waiting, see you all next week."

Paints a pretty picture doesn't it, well perhaps it's not always that bad, sometimes it's ..... well ..... WORSE!

Dave.

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What is a Picture of an Albacore doing in an Osprey Magazine?!!

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More Tips from the National Champion

In the last issue, general comments were made relating to the hull and its component characteristics. This article will focus on the spars and their effect on the "rags".

MAST

Anyone turning up at the Nationals or any Open Meeting will notice the differing sections currently in use within the class. Many of the older boats have Proctor E sections whilst later boats feature Superspars, and latterly Proctor Epsilons. Whilst a few boats are also using Z Spars, Elvstroms, Sovereign, Boyce, Needlespar and special one-offs. Before trying to match the sail to the stick it is important to understand the mast's characteristics in order to attack the problem in a logical manner.

For example a Proctor "E" is a heavy mast which is more flexible than a Superspar or an Epsilon. Whilst it is currently thought that the Superspar and Epsilon are of equal stiffness but my own observations indicate that the latter spar is the stiffer section which is also slightly "harder" when overpowered or in waves.

It should be pointed out that all spar manufacturers give technical information such as moments of inertia (an indication of flexibility) based on a given average spar. But the extruders of aluminium cannot produce tubes of exactly the same thickness due to wear on the manufacturer's dies. So this can complicate the issue to some degree!

Once the spar has been chosen, the design of the mainsail must be matched in that luff-round (the amount of convex shape down the luff of the mainsail) and general seam shaping must be compatible.

If a mainsail cut for an Epsilon is unfortunately used on, for instance an "E", then the boat will be underpowered, and in wind will show creasing of the mast to the outboard boom end. If an E section mainsail is hoisted on an Epsilon, the boat will be overpowered once the wind reaches force 4, and no amount of kicker, slackening of rig or raising the centreboard will overcome this effect.

BOOM AND SPI POLE

Both of these spars should be as light as possible and yet reliable. The outboard end of the boom can be cut away, thus reducing the possibility of sticking the boom in the water, with the resultant capsize if things get a bit hectic. The boom can have a reasonable outhaul system giving a good power gain inside the section. The spar should not be any longer than necessary.

The pole should be as long as possible with efficient end fittings. Of all the chandlery that adorns racing boats, spinnaker pole end fittings take the most stick, and are probably the most neglected of the lot!

RIGGING

Well, once you have a stick, you need wires to hold it up. I use, and would thus recommend, 2 or 2.5mm trapeze wires (1X19), 2 or 2.5mm main halyard (7X19), 3mm (either 1X19 or rod) shrouds, and 4mm (7X19) genoa halyard. The use of rod rigging on the shrouds limits the stretch which will result in less mast bend and a straighter jib luff. In fact rods stretch half as much as standard wire.

I don't believe that shroud levers have a place on a rig with medium or high rig tension. Therefore my own boat has a 12" muscle box on the genoa halyard in order to generate the necessary rig tension. I vary the rig tension to suit the conditions: I ease it in light or very strong wings whilst in medium airs, I use as much as 750 lbs on the shrouds. This is much more tension than others use but there again they use a different rig. I believe that a certain Mr. Barker sailed his Osprey with a Proctor E and he used similar rig tension, so perhaps there is some food for thought!

RAKE

If a boat is to be kept in a proven "go-fast" position, measurements such as shroud tension, and mast rake, should be recorded. In the previous article I mentioned that the mast heel is as far aft as the rules allow. If a measurement is taken from the mast head (normal main halyard hoise position) to the top of the transom (on the centreline) my mast rake is 24ft - 24ft 3ins.

Likewise useful measurement checks are spreader length (from side of mast wall to shroud) and spreader deflection determined by spreader rake (i.e. distance from back of mast to line drawn between the shroud spreader intersection).

MAST CONTROL AT DECK

A casual observer to the class will notice that this is currently achieved by either "Mighty Screw", mast ram or strut arrangements. Struts are not as important a control as in racing classes such as the 505 or Fireball because these boats have little spar length between deck and mast step, whilst the Ospreys depth is higher. As mast ram can only straighten a mast: thus in light airs the mast must be in a pre-bent configuration using spreader settings and rig tension only.

The Mighty Screw can both straighten and pre-bend so flattening the sail and opening the leech (which is what you want in case you didn't know it!) In medium airs the screw is wound back to a neutral position in which it straightens but does not "S" bend the stick. In heavy airs the screw is left in this neutral position because it is the top of the mast that must work to depower the rig. Allowing low-down mast bend will allow the jib luff to fall off, so bad pointing, backwinding and slow speed result.

TRAPEZE

The last item to mention is the trapeze. Ensure that the handles are at the same height and the right height for the crew. A system for height adjustment is necessary because the boat is both long and deep. Thus the crew must go out on a high setting then adjust to suit conditions. A continuous trapeze system can be made to work by agile and regular crews as can be demonstrated on Easy Picker with Tiger.

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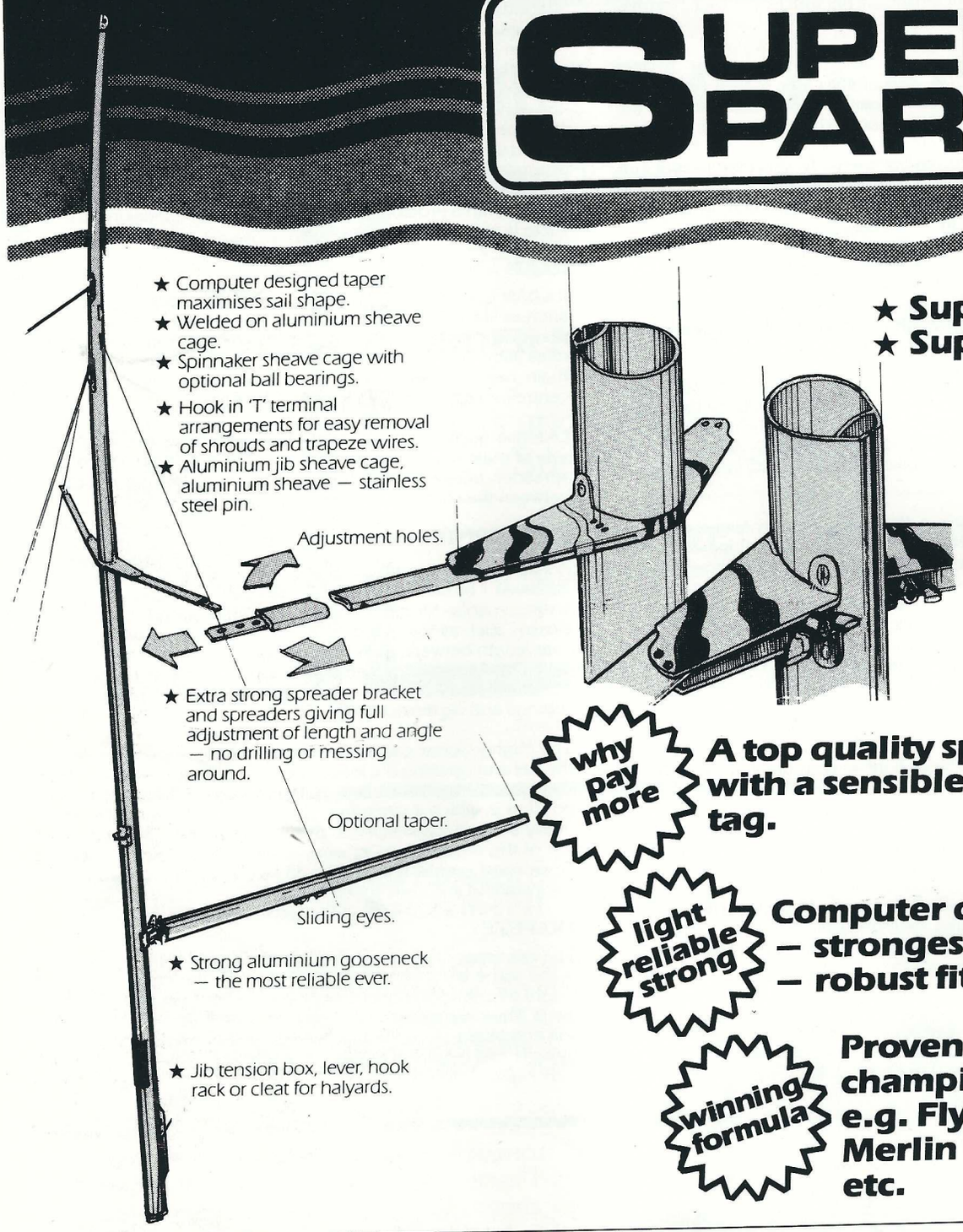
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N.B. Regatta's do not count as Sword events.

26/27 April	Ogston
10/11 May	Morecambe
17/18 May	Blithfield
	Hamble Scramble
7/8 June	**Scottish & Northerns, Hornsea.**
14/15 June	**Southern Championships, Poole.**
21/22 June	British Steel
28/29 June	Mengeham Rythe
5/6 July	Shoreham
12/13 July	Poole
27 July-1 August	**NATIONALS - MOUNTS BAY**
23/24 August	Burnham & Saundersfoot
6/7 September	**Welsh & Midlands, Stewartby**
20/21 September	Sheppey
4/5 October	Lymington
18/19 October	Plymouth (Mayflower)

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