National Osprey Class Newsletter



Inside: 0786

OSCAR'S TRIP TO LAGOS
CHEAP BEER
CLUB REPORTS

RULE QUERIES & CHANGES
AGM - RULES & PLANS - PROPOSALS
ASSOCIATION INFORMATION

Editorial

Who switched the heat up, Marg's stretched out in a cold bath, Hector's in the fridge, and I'm joining him as soon as I finish this! This England, this green and pleasant land, well my bit's beginning to look more and more like the backdrop for some spaghetti western. Still, before I ride off into the sunset, time for a few pearls of wisdom. (*Editor's licence*).

One thing about increase in temperature, no matter how marginal, it usually heralds the forthcoming Nationals. By the time this gets into print and into the hot paws of the avid readers, Mounts Bay will have become your temporary home. Books on tuning, endless tinkering, dreams about tactics, and leading the fleet up the final beat, are now behind you, the reality looms like a thundercloud, the lightning will soon strike, dispelling that hollow, sick feeling in your stomach, and will either highlight you entry into the realms of the untouchables or turn your 1986 dreams into a pile of smouldering ruins. A bit melodramatic, the stage may be set, but hardly on such a Wagnerian scale. Certainly in order to attain any measure of success your attitude must be positive. Psychologically, failure cannot be considered, but are you sure that you have set the right target? Reality must play a very important part in your plan of attack. The Nationals may well be your holiday and many a holiday has been spoiled by unrealistic attitudes to your Nationals chances, where a slightly more modest approach may well give you a higher position than if you strive for the unattainable.

Being realistic is not always synonymous with defeatism, on the contrary this attitude could help you to much higher achievements. It does, however, force a more long-term aproach. Not that everyone can aspire to the heady heights of the National Champion, only a few reach these levels, but there is plenty of room to achieve success. The higher the level you wish to attain, the longer it will take. 'Boys Own' ideas of jumping into a boat and becoming National Champions are for those destined to stagnate in frustration. There is no alternative but to practice, and learn, treat every race, every failure, as a lesson to be learnt, a stepping stone to a future goal.

Above all, sailing, especially sailing Ospreys, is a sport we all love. Stand back, look at yourself in a mirror and analyse your own standards; are your goals too far away, are you being realistic, a slight revision may well prevent a frustrating week. Now go out and enjoy your racing. You may even find the more relaxed attitude will gain a few places.

Dave

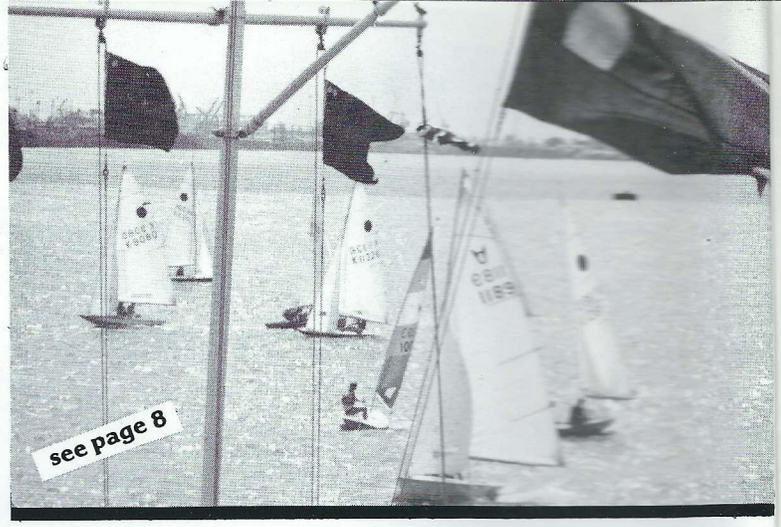
Rule Changes for 1987

New Buoyancy Test Rule.

7.2 Measurers shall check all watertight joints and satisfy themselves that these are efficient and that the hatches are adequately watertight. The joints of all the bulkheads shall be tested by floating the boat on each side for 5 minutes whilst supporting a crew member and with the stepped mast horizontal. For this test of buoyancy the mast may be supported above the top band. The boat shall then be righted and the cockpit filled with water until it overflows the top of the centreboard case, or as near as possible. After 5 minutes in this condition and suporting the crew members, the cockpit shall be bailed out and the tanks inspected for leakage significantly in excess of a total of 20 litres.

New Composite Rule

3.A.1 Delete - In the Mark III composite ..... G.R.P.
3.A.2 Delete entire rule.
3.A.2 New Rule - In the Mark III composite versions all materials must comply with the official drawings and rules for the version and materials used. Where the forward and longitudinal bulkheads are of wood, they shall be securely bonded into the hull shell moulding prior to the hull and shell being lifted from its mould.


see page 8

Secretary's Report

Your Secretary has never been so busy, welcoming so many new members and taking all your money (we'd like it all!).

Having smashed through the fifteen new Osprey's in '86 barrier, we now look set to break through the 200+ membership target.

In between nappy changes your Sec, and Nick of course, have been out and about at some of the meetings, pitting our wits against some formidable opposition. Who are going to be our champions this year? Oscar and Tiger continue to be the tactical genii (Marconi on board guidance system?) but beating at the door are some very fast new names: Vanslow Page, Chris Gorrige and Nadia (First Lady Crew National Champion?), watch out also for Dave Griffiths, that Mooney fellow; also Porter (the one who did it in Jonathan's Potti last year - remember - or was it his own?)

SERIOUS BUSINESS - Attention Fleet Captains

Open meeting results are not getting through to your secretary, despite me sending out results sheets and reminders before the events. (Keel hauling suggested for above offence; you're all lucky an Osprey is only 17' 6").

ADVANCE NOTICES:

Osprey Round the Island Race - 6th June, 1987
Lymington Town Sailing Club

P.S. Andrew Hardy 1087 has renamed his boat 'Romponfergie'! Is this a good wish or an improper suggestion and can anyone take part?

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

1987 Tenby
1988 Paignton

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

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.

BITS & PIECES

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

Credits

Thanks to: Ian Proctor, Richard Marshall, Peter Stubley, Ian Porter, Oscar and everyone else that has helped in the writing of this issue.

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CLUB NEWS & OPEN MEETING REPORTS

Easter Regatta
Royal Lymington Y.C.

No visiting Ospreys, as weather was so poor, and bitterly cold. However, four local boats turned out, to be relegated to the Fast Handicap Class against Tornado Cats! and 505's, which meant no prize money this time.

On 17/18 May six Ospreys raced up to Hamble and back, OK, OK, Annual Hamble Scramble turnout, and meal, and a few pints in the local hostelries on Saturday evening. A very fast reach up to Hamble saw D. Pitman in his Tornado Catamaran finish in 42 minutes over the 18 mile course! with Steve and Paul Smoker second in Osprey 'Lethal Lime', J. M. Corbin third in Osprey 'Flying Star'.

Sunday for the race back to Lymington and the start in Southampton Water 25 knots, with an 18 mile beat back, into 25-30 knots, wind against tide, Solent chop, seemed daunting! to say the least. However, apart from some small gear breakages, everyone got back safely, with first class rescue boat back-up. Again the Tornado 'flew back', to gain line honours and take the trophy overall, with the 'Smokers' in Lethal Lime 2nd, and 'Sugar Plum Pig', P. Stubley and M. Simmonds 3rd.

We are turning out, now mid season is upon us, up to six Ospreys for class racing at weekends, with another three boats joining us. At least six boats will be coming to Nationals at the end of July at Mounts Bay.

Peter Stubley

Osprey N.W. Coast & Int. 14 Open
Morecambe & Heysham Yacht Club
10-11 May, 1986

Sixteen Ospreys and Eleven International 14' combined fleets for their annual open meetings. Racing on Saturday was cancelled due to high winds and heavy seas. Conditions improved slightly on Sunday but the wind was still a force 5-6 with a very choppy sea. After a postponement the race started. Oscar Chess led at the windward mark with the Ospreys of Alf Hawksworth, Vane Page and Chris Abel close behind. The first four Ospreys quickly pulled well ahead of the rest of the fleet. Oscar led until the finish but the other three swapped places several times on the beats. Vane Page capsized on the last lap, allowing Alf Hawksworth through, but recovered very quickly as Chris Abel closed on him and that was the order of finishing.

The rest of the fleet took quite a battering, only three more Ospreys and two 14's were given a finish. Paul Roberts and James Whiteside were towed in with broken masts. A certain helmsman, who shall remain nameless, but is known to be a newsletter editor, was rumoured to have abandoned ship for the comforts of a rescue boat. Another race was offered to both fleets but everyone declined and headed for the club bar. Oscar also took the prize for winning on handicap overall. The first 14 managed 5th overall to the delight of us Osprey types. No doubt they will be back next year with a vengeance.

On behalf of the club I would thank all the competitors for their support, especially the crews from the South coast for travelling so far.

Chris Abel, Dinghy Captain
M.H.Y.C.

P.S. Could anyone knowing the whereabouts of two missing N.W. coast trophies please contact me on Morecambe 415947.

RESULTS:

Posn.	Boat No.	Helm/Crew	Club
1.	1161	Oscar Chess/Nick Willis	Mumbles
2.	1225	Alf Hawksworth/Paul Green	Blithfield
3.	1230	Vane Page/Simon Wetherall	Hayling Island S.C.
4.	832	Chris Abel/John Gillow	Morecambe
5.	834	Alan Smith/C. White	Hornsea
6.	1215	Stephen Sharp/ Russell Butterfield	Hornsea
7.	1107	Don Flannery/Peter Howarth	Ribble C.C.
Rtd.	903	Dave Norris/Marg Norris	Blithfield
Rtd.	882	Paul Gilmour/Richard York	Morecambe Y.C.
Rtd.	804	David Hollinrake/ Margaret Hollinrake	Morecambe Y.C.
Rtd.	740	Paul Roberts/Bill Evans	Roa Island B.C.
Rtd.	662	Colin Greenhough/ Martin Lightoller	Ogston
Rtd.	1143	A. Whiteside/J. Palmer	Glasson S.C.
Rtd.	110	John Abraham/Steve Barry	Ribble C.C.
Rtd.	1113	F. Worsley/M. Jaggs	Ribble C.C.
Rtd.	847	Bob Thomas/ Elizabeth Thomas	Netley S.C.

Southern Area Championships
Poole Yacht Club - 14/15 June

A weather forecaster's life cannot be an easy one and they must be subject to constant criticism from the uninitiated. They certainly were from the competitors on this two day event.

On what promised to be the ideal conditions of continuous sunshine coupled with moderate to fresh breezes, the reality fell some way short. The sunshine was there in abundance but with never more than a force 2 for power and with l-o-n-g spells of flat calm, there too was an abundance of frustration.

It was a pleasure to welcome 16 visiting boats, faces old and new. Twelve entries from the home fleet made up the total and it was particularly good to see two entries from young sailors.

The first of two Saturday races was postponed to allow the wind to settle with, hopefully, the expected sea breeze filling in. A light breeze established and the race started but before long there were the frustrating calms, with whiffs of a breeze which seemed to select just sections of the water for action. At other times the wind, though fairly light, was steady and provided good competitive conditions.

The fleet came ashore after 7½ hours - Isn't it funny how the ground moves up and down?

An earlier start on Sunday also had to be postponed for the breeze to fill in, though conditions remained much as Saturday with spells of calm and light breezes.

The races were keenly contested and although the conditions were responsible for a good deal of the place changing (it mattered more **where** you were rather than **what** you were doing!) the leading boats showed some remarkable consistency - it can't all be luck! Chris and Nadia Gorringe displaying excellent form took a 1st and two 2nd places to win the Championship Shield and local Ball's Lake Trophy, ahead of last year's national champions Ian Porter and Jonathan Clark.

Best offer of the weekend came from David Burden in Surf Rider when, fully equipped with knotted handkerchief on head, he offered to be the ice-cream boat with shouts of "Luff me and buy one."

Ah well - next year, I promise, we'll get the weather organisation right.

1.	1223	C. & N. Gorringe	(Poole)
2.	1233	I. Porter & J. Clark	(Hayling Island)
3.	1198	P. & B. Small	(Poole)
4.	963	M. Lewis & D. Brophy	(Poole)
5.	1187	T. Brown & S. Hooper	(Poole)
6.	1225	A. Hawksworth & P. Green	(Blithfield)

British Steel Port Talbot Open 21/22 June

A disappointing turnout of just eleven boats came to the line for the first race of the BSCSC Port Talbot Open on Saturday 21st June, but they were greeted by a good force 4 breeze, albeit blowing off the land. The fleet were led up the first beat by Oscar Chess as usual in 1161 followed by Roger Battersby in 1165, and Ian Wilson in 1150. These positions remained the same until the second lap when Roger and then Ian both got past Oscar, but the prospect of glory was too much for them both, and by the third lap Oscar was back in front and Dave Griffiths was up to second in 1066. The finishing order was 1161, 1066, 1165, 1150.

The second race, after a brief break for lunch, was an Oscar Chess benefit, leading from start to finish. Roger in 1165 was comfortably second until a capsize put him back to fourth. The order at the finish was 1161, 1066, 1150, 1165.

On Sunday morning the wind was very fickle, just a light southerly blowing from across the Bristol Channel. The third race had to be abandoned when it became apparent that boats were sailing different courses and the error lay with the O.D.

After lunch it was decided to sail the final quota of races with the rerun 3rd race and the 4th race held back to back. The 3rd race ran the same way as the abandoned race with Dave Griffiths leading all the way, Andy Harrop in 1218 challenged on the first lap but fell back to finish 6th. Oscar pulling up to finish second with Vanny Page in 1230 third.

With just one race to go it was still possible for Dave to win by winning the last race and indeed he led round the first lap with Oscar chasing hard, followed by Roger. Finally on the second lap, Oscar took the lead, but was unable to pull away and Dave pushed him hard round all four laps, but although he was close he could not pass and Oscar won both the race and the meeting.

Posn.	Boat No.	Helm/Crew	Club
1.	1161	O. Chess/T. Bridges	Mengham Rythe SC
2.	1066	D. Griffiths/R. Davies	BSCSC
3.	1165	R. Battersby/R. Taylor	BSCSC
4.	1150	I. Wilson/D. Shepherd	BSCSC
5.	1230	V. Page/N. Willis	Hayling Island SC
6.	1218	A. Harrop/H. Pearce	Datchet Water SC

Hayling Island Sailing Club Osprey Open Meeting

Held over the weekend of June 28th/29th, the H.I.S.C. open meeting attracted a healthy entry of 19 boats including several past and present class champions.

With a variable easterly breeze over the weekend, the boats raced in Hayling Bay over Olympic type courses. The first and only race on the Saturday proved to be something of a procession with Oscar Chess and Tiger Bridges in Easy Picker leading throughout. Richard Marshall and Nick Willis in 1195 defended their second position to the finish ahead of Ian Porter and Greg Lamb in 1233 from the host club.

The second race, on Sunday morning, was led throughout by Marshall who took first gun ahead of Chess with Porter again in third position.

The final race was punctuated by a period of some 15 minutes on the first beat when the wind died completely. When it came back in, Marshall was left well behind by the majority of the fleet. Andy Harrop and Huw Pearce led at the first mark with Chess in second and Richard Bowens and Graham Mant ahead of Porter in third. Chess took the lead from Andy Harrop whilst Porter passed Bowens and came within ½ boat length of gaining second place at the finish. This last race disaster for Marshall meant that Chess was left in first position overall with Marshall second, Porter third and Harrop 4th.

Results Overall:

1.	O. Chess & T. Bridges	N.R.S.C. 1161
2.	R. Marshall & N. Willis	L.S.C. 1195
3.	I. Porter & G. Lamb	H.I.S.C. 1233
4.	A. Harrop & H. Pearce	D.W.S.C. 1218

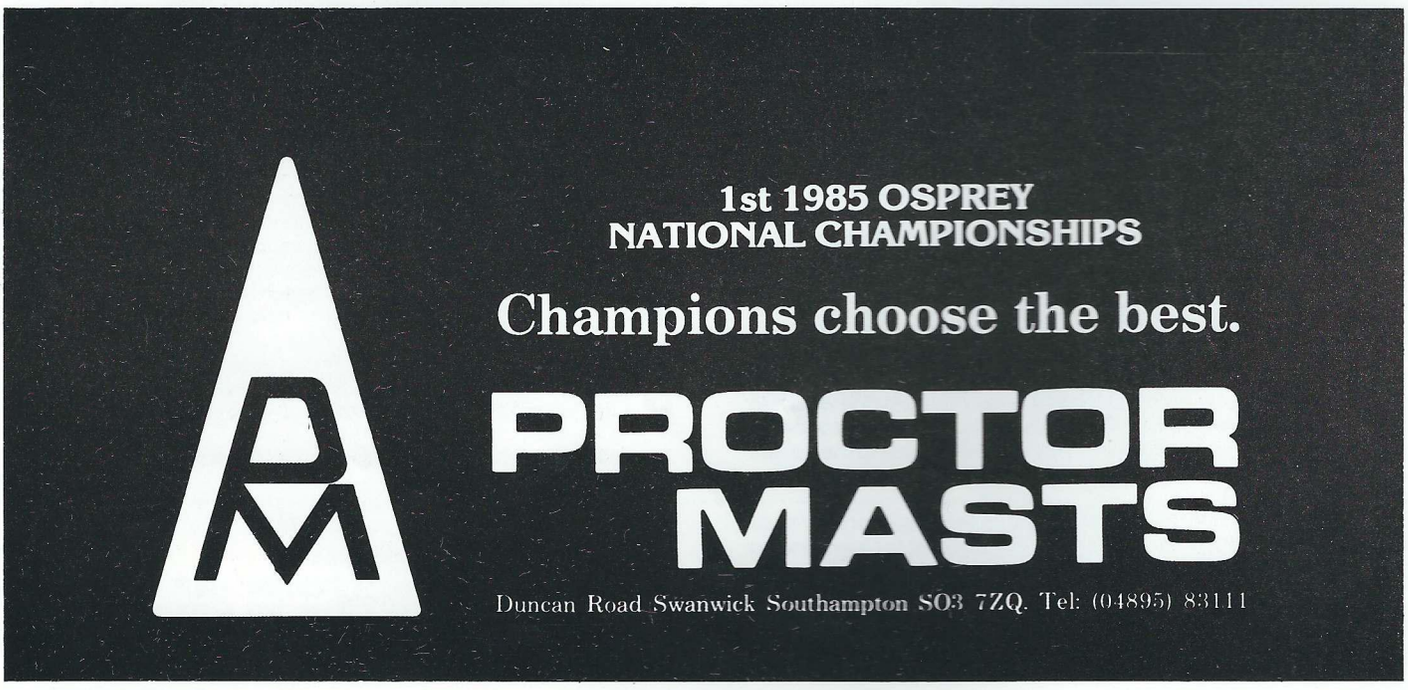
British Steel Corp. S.C. Port Talbot Club News

The Osprey fleet here in Port Talbot is enjoying some of the closest racing ever seen at the club. We have just finished the Tuning Fork Series and with virtually all boats winning at least one race there is no established pecking order in the fleet, and the racing is becoming very intense.

Bob and Roger sailing 1165, Movie Star, eventually won the Tuning Fork Series, but the result was still in doubt until the final race. They were hotly pursued by Colin Evans now teamed up with Phil Jones in 1199, Merlin; Dave Griffiths and Roger Davis in 1066, and Ian Wilson and Dave Shepherd in 1150. Towards the end of the series Mr. and Mrs. Murray even made an appearance in 1166, but while their minds have been on other things their sailing seems to have taken a back seat.

Tuning Fork Series B.S.C.S.C. - Port Talbot

1st	1165	Roger Battersby/Bob Taylor
2nd	1199	Colin Evans/Phil Jones
3rd	1150	Ian Wilson/David Shepherd
4th	1066	Dave Griffiths/Roger Davis
5th	1166	Mike Murray/Pam Murray



Right Norrises!
STOP SNOGGING AND PAY ATTENTION!

10 The Roothings
Heybridge
Maldon, Essex.

1. Enclosed is an absolutely brilliant article on bulk carriers as sailed by Gibbo/Tiger Fools '85 productions. Maybe there will be space in between all the pictures of Ian Porter.

2. The training weekend was great fun and thanks to everyone from Stewartby from me, and from Ian too, although I'm not sure about mentioning the tradesmen, is it OK? If so, we both will do it next spring provided a heated reservoir can be found!

3. The Wilkinson Sword, if not a 'super league' of nominated opens changes the face of the season somewhat, were the proles consulted?? The radical mould breaking solution is to nominate half a dozen long distance races and major handicap events, to get us out in the public eye rather than noses to our own circuit. Examples include Stokes Bay Pursuit, Bala Long Distance, Bloody Mary, Sheppey, Anglesey, Round Caldey, Royal Sov, Ukrainian Dash, etc. Any thoughts on that, only takers for that matter??

4. If the Waterlooville Pixie is correctly reported and hull shape development is in the offing (Y&Y May 2, p21. 'On the wire' by Charlie's pet giraffe) let' have it stopped, now. Los Pickos have enough trouble with rig and sails, without the hideous expense of a hull shape arms race. Westerly Assymetrics are ideally suited to Mounts Bay conditions with a S.W. wind and a left moving break anyway!

5. More Publicity! Here we are, with Ol' Silvertooth giving it all he's got, let's have some back up by Fleet Captains and committee members. The right victims can be seduced in, e.g. at Ogston, more of that, and more people from smaller classes.

6. If you don't print this letter you are an utter, utter, utter, utter, utter,
utter, utter, utter, utter, utter -

Tiger

Stranger in a Strange Boat

Last spring I was lucky enough to wheadle the loan of an elderly Flying Dutchman for the season. How it came about is unimportant, but I remain very grateful, and hope to do the same one day. Thanks Dave, may the Irish luck be always with you. This is not a plug for the class, purely my impressions of a different kind of sailing from making sure that Oscar had been to the loo before we leave the beach.

Comparing the boats first, the initial impression is one of space, nearly a yard longer and a good bit more beam. The hull is shallower than the Osprey; rolled over it looks like a Laser or Contender (There is room for three people to gambol about on the upturned hull without slipping into the icy December Rutland Water), while underneath it is clear that the foils are short stubby things, and the lengths the megastars go to to tweak the hull shape is ridiculous; someone was babbling on about the difference that 3mm less rocker between the plate case and the transom was going to make! I just got my man to give a pre-race rub-down of the filler with some 120 grade wet and dry.

Back on top, the half double bottom seems to be superseded by full length double floors, and stern decking has given way to an open transom. Competitive boats are so hi-tech as to beggar belief, the materials more common in advanced weaponry and space travel (large S.A.E. for the 10 worst shuttle jokes). Our boat was good old timber, like the man upstairs intended, though few are built like this one any more.

Internally, the optimum layout is one where the opposition are psyched out by expensive American fittings and miles of wire. Two best examples were 32:1 shrouds on fore and aft tracks, coupled with 8:1 lowers; and a mighty screw rigged to lift the centreboard bodily upwards without changing the C.L.R. All the attention to detail was very impressive and the result of obvious dedication.

The main is similar to the Osprey, maybe slightly higher aspect ratio. The genoa, listen right, I'll tell you about the genoa; The helmsman's aft cheek is forward of the windard fairlead as he sits out. Unrolling the sail takes several seconds, during which the sky darkens and no birds sing, horses and women rear up or swoon, internal fear meters overload and continent wide climatic changes occur. Sheet it in and the main boom clouts you in the face from the backwind, the bow falls to leeward filling it even more and the scenery looks like the middle bit of 2001, (like the Pearl and Dean Ads, peasants).

Upwind, on the sea, is just as unbelievable as two sail reaching. Great gouts of power hurl you out over the trough, straight up the face to the next crest, and up into space again. The big flat hull doesn't slam like a laser, but when I got the waves wrong we both shut our eyes and prayed, wondering if we would open them to a pile of crumpled plywood and wire. The thrillometer falls as you sail further off the wind, 3 sail reaches are not as exciting as the Osprey, the pole is a shrivelled limp little thing just poking out round the forestay and the boat doesn't seem to lift and go like an Osprey. As the pole comes back and the genoa is rolled it all gets quite sedate. Just as well, there is a four volume check list to set up the rig before the next beat. Steering off downhill is odd, the bow is three waves ahead of the rudder, like the big dinosaurs, it needs a control centre at both ends.

Going round corners is easy and predictable, the paramount consideration is freeing the genoa no more than one second after it starts to back, or the new tack is started with a swim at worst, or mild heart failure at best. Working the boat is easy because of the vast space inside, although we never got the roll tacking sorted out, it's quite hard turning 20 ft. of almost rockerless hull. It's also nearly as far to get across as my old moth, and another unforeseen problem was that crews under about 5 ft. 9 inches tall have to climb onto the foredeck to put the pole on the mast.

I spent a lot of time pottering, like going for a little spin on a Laverda Jeta, taking out a wide variety of novices, some of whom having never seen a racing dinghy before. The size and shape of the boat make it a very stable trapeze trainer, set the victim up with the boat pinched above a close reach and just bear off as they go out. In light airs, four up is no real problem, especially with just the main on and a bottle of wine cooling over the stern.

I was scared before we went to Weymouth (thanks for the trailer, Jake!), that Gibbo and I would be stuffed silly. I was scared that the mast would come down, the genoa halyard was more barbed than the Greenham perimeter wire. In the event, neither happened, the fleet has two divisions, those who take it seriously, of which there is about half a dozen at most, and those who enjoy sailing a bigger Osprey, who don't get all twitchy when Korea is mentioned. All of them were really friendly to the wild-eyed barefoot boys camped on the beach and, after we rounded one windward mark third, their amusement changed to genuine encouragement. Someone with no grap of our financial reality asked us if we were going to Italy for the worlds, but only in the same way as Osc & I asking an Osprey novice if they were going to make Mounts Bay.

Sailing an F.D. to Olympic standard must still be the uttermost dream of very many dinghy sailors, I'm just very glad to have had the experience of a glimpse into that world. In addition to that view through the mainsail window, I'm very glad to have had the chance to teach Cathy about all the different aspects of sailing, from sponging the tanks in a cold rainy dusk, to the thrill of overtaking another boat, and from the smell of warm varnish in the sun to the urgency of a spinnaker hoist in close company, all on an old wooden racing boat.

Dear Dave,
The Osprey Newsletter gets better and better. I think that the efforts of you and Alfie are really great and am sure that class membership growth owes very much to you.
I enjoyed the Digging Up the Past bit, but whoever wrote it got some of it wrong - that's what comes of puddling around trying to keep up in a 17-ton yacht I suppose.
For instance, *Coronet* actually had a bigger spinnaker than ours, but they twisted it off Bembridge with a twist in the head, like a strangulated hernia, and as it did not seem to be causing them any pain and they did not even notice it, we thought we would not upset them by mentioning it. *Coronet* was actually the forerunner of the 505, but 18-foot instead of 16 ft. 6 in.
Marianne was a very fast boat. She carried a lot of sail and was very lightly built. I never heard of her again after the race and I guess she may have fallen to bits fairly soon afterwards. The designer, owner and builder was a friend of mine who used to sail Merlin-Rockets of my design. He was a wine importer and the only person I have dined with who has had the nerve - and knowledge - to sniff the wine that the waiter poured into his glass to taste, and declare that the wrong year was on the label and to take it away and bring something else (which he also sniffed, but which apparently measured in).
Marianne overtook us near Ryde sneaking close inshore in slack water while *Coronet* was fruitlessly luffing us out into the adverse tidal stream trying to stop us passing her, although they had relieved their spinnaker from its painful condition. We got past *Coronet*, we headed back inshore as quick as we could, just in time to make a nuisance of ourselves on *Marianne's* weather and keep her great spinnaker under-nourished. They didn't like this and after a few tentative luffs which did not do them much good, they had a real go at us, whereupon their spinnaker pole (wood in those days) snapped as it whammed against the forestay. They quickly replaced it with a spare and chased us to the line, but perhaps now being wary of another luffing match with the roles reversed, they tried to go through to leeward. We sat on them effectively and we were absolutely neck and neck as we came to the line, on a very broad reach. I whispered to Cliff Norbury and John Oakeley to be ready to luff and about 30 ft. from the line we did a gentle luff that accelerated us just enough to put us the 1 second ahead that won us the 64 mile race.
As a matter of fact our main problem was medical rather than to do with sailing. We all got fairly tensed up about the race, which was the biggest dinghy race there had ever been and which was highly publicised. This tension affected Cliff's tummy in a way that was obviously going to cause extreme complications in a dinghy sailing flat out, whilst wearing the complicated sailing clothes of those days. So John O' and I found a chemist in Cowes the afternoon before the race and obtained a bottle of medical Loctite. We administered a double dose to Cliff, although he did not know it was a double dose, and hoped that it would take effect before dawn the following morning. It worked all right. Though he did seem to nod off slightly on the trapeze.
Off Bembridge we knew we should sail between St. Helen's fort and the land if we could, to save distance and to avoid the worst of the east going stream. This meant sailing over the causeway that ran out from the shore to the fort - and we guessed there was only about a foot of water over it. We were about 4 minutes astern of *Coronet* there, and she had only two aboard, so was lighter than us. We reckoned she might get over the causeway, but we might stick.
So we decided to lighten ship. We hadn't fed since the 4 a.m. breakfast, but over the side went sandwiches, thermos, a super cake my wife had specially made for us, everthing that we could legitimately jettison. And finally, we agreed we all ought to have a pee, as we'd done about 45 miles sailing without one and we thought we might lose a few more pounds that way. No self bailers in those days, so we carried two bailers of the current type which were very useful on such occasions. When it came to Cliff's turn, time seemed to be ticking on when he demanded, in some alarm, the second bailer. John and I were aghast by this performance and when he asked for the first bailer again, having exhausted the capacity of the second, we began to worry about what further physiological manifestations the double dose of Loctite potion might have. We visualised complete dehydration and final disintigration to a cloud of dust.
Just then *Coronet* hit her rudder on the causeway and they leapt out and manhandled her across. We did not think this strictly legal and debated taking the rudder off (not a lifting type), but instead hurriedly jettisoned both bailers and Cliff and John clambered onto the foredeck while I steered over the causeway with what remained of the rudder in the water.
Osprey, Marianne and Uffa Fox in *Jollity* all carried three crew, as we thought we might have to take watches off for rests! *Coronet* had only two aboard, so was much lighter, but we were faster off the wind. The graph reproduced in the last Newsletter is hopelessly wrong as far as the times at Ryde are concerned (30 minutes out I guess), because we passed *Coronet* just before Ryde and certainly were not 30 minutes astern of her. There must be a cosy bar at the end of Ryde pier that ensnared the time keeper there.
Yours sincerely Ian Proctor

Round the Island Race for Dinghies
6 June Cowes

This race has been described as an event unparalleled in the history of yachting. It was, indeed, certainly the first time that dinghies had been raced round the Isle of Wight and there is no doubt that it will live long in the memories of those who sailed in the 196-boat fleet on this 64-mile marathon.
The event had some strong critics of great experience and things might well have developed exceedingly unpleasantly if adverse conditions had beset the fleet after they had got round to the back of the Wight. But as it was, good fortune favoured the enterprise, and conditions were wellnigh perfect.
All those who took part must feel very grateful to the Cowes Corinthian Y.C. and especially to Mr. F. G. Mitchell, its Commodore, for having the temerity to put the race on and keep it on in the face of some very telling criticism. As an annual event it might justifiably be called foolhardy - as an event for special occasions, such as Coronations, it is superb, but even then must cause much anxiety to the organisers, even after the most careful preparations. It must be remembered that, however good the rescue facilities, they could scarcely be anything but inadequate if such a vast fleet, spread out over so many miles, got into difficulties outside the Island - there

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were 30 miles between the first and last boat when the finishing gun went.
The largest fleet of dinghies ever seen in Britain came to the starting line at Cowes at 0530 on Saturday, 6 June. Imagine all the competitors in all the classes during the most popular day of Cowes week all starting together, and some impression of the magnitude of this fleet will be obtained. About 450 dinghy sailors took part.
This fleet was divided into six clases. The most coveted award was the cup for the first boat home, but the handicap, Hornet, International 14, Merlin-Rocket, National 12 ft and Firefly, and R.N.S.A. 14 ft classes each had their own trophies as well.
The handicap class was a varied assortment of dinghies. There were several 18-footers, 14 ft Sprogs, G.P. 14's, Swordfish, W.E.C. Redwings, Solent Seagulls, as well as a Wildcat with a sliding seat, a Hamble Star and an East Cowes O.D. Then there was quite an impressive array of potential performers for the International two-man trials at La Baule, including Uffa Fox in Jollity, Max Johnson's Coronet, Claude Nethercot's Marianne, and Osprey.
As a competitor, it was impossible to get an overall picture of the race, but nearly everyone seemed to have similar excitements to ourselves in Osprey, so our own experiences will give a fair picture of the kind of race it was.
We held a council of war the night before and decided to sail as hard as we could for the first 5 miles to try to get the lead. The rest of the race we thought would probably be in the nature of a fast cruise - perhaps with a special effort towards the end. It seemed unlikely that this marathon could be sailed like an ordinary flat-out dinghy race. How wrong we were!
We were reaching along the line looking for a wide gap where we should get a clear wind on the run away from the start when the starting gun went. We went on reaching till we found our gap and this paid, for we soon had the spinnaker drawing with nothing astern to disturb it and we went into the lead about 5 min. later.
Most of the fleet at the start kept close in to the Island shore, seeking a favourable eddy that had been predicted there, but the 10-knot north-easterly breeze caused an early change of tidal stream farther out and they did not fare so well. Osprey was well out, but not so far out as the National 18-footer Chaos, which was also holding us. Marianne, further in, was also holding us, but we reckoned that Chaos was probably not quite so fast as Osprey and therefore that she must be sailing in better conditions; we went out a little more and started to draw away from her.
Marianne, with her large and effective spinnaker and longer waterline length, was going exceedingly well and we came together off Yarmouth and kept in close company to the Needles, chatting on the way. The next boat was about 3 min. astern.
We rounded the Needles with Marianne, but much closer in, only a few feet off the rocks and inside the wreck. This paid, because Marianne was pushed down to leeward by the current.
The few minutes after rounding the Needles were the most difficult. Heavy whirligig 25-knot gusts, interspersed with complete calms, pounced down at us from over and around the pinnacles of the Needles. One moment we were sitting out hard to keep Osprey on her feet and the next we had to fling ourselves back into her to prevent capsizing on top of us.
We then made several mistakes. Firstly, we should have luffed, or even tacked, into Freshwater Bay to avoid the ebb running strongly against us, but were tempted to sail straight for St. Catherine's, visible 11 miles away.
Secondly, as we had worked out a lead of about 10 min. and the wind was freshening slightly, we changed to a smaller jib, to help conserve our strength for the harder sailing anticipated after St Catherine's.
After about ½ hour with the small jib it became obvious that one boat was coming up on us fairly fast. It was Coronet, using her trapeze. We watched anxiously for a few minutes then changed back to our big jib, but had difficulty in getting the luff really taut and when we had settled down to sailing properly again we had lost about 7 of our 10 min. lead. With our own trapeze in action, we started to draw away from Coronet again. It was then that we realised it was to be a flat-out race all the way.
Meanwhile Jollity had been coming along inshore - where we should have been. We were just dithering whether to tack in to cover her or to cover Coronet, when Coronet made our decision easy by tacking herself. At St. Catherine's black gusts came sweeping down off the heights and we kept about 2 cables off shore, expecting there to be an area of calms close in, but we sailed into a flat patch nevertheless and were out in the current, while Jollity and Coronet came romping up close in out of the current and with a better wind than we had further out. Jollity was only a minute astern of us round St. Catherine's with Coronet 30 sec. after her.
Then came 7 miles of very short tacking close inshore to avoid the adverse current. We did over 120 tacks, Cliff Norbury using our trapeze all the time with great skill. We went inside many of the rocks, sometimes having to go into the breakers forming off the beach to dodge rocks farther out, but Uffa went farther in than us most of the time, knowing the place better. The sea was most kind and we took no water aboard from the long waves, but the trapeze proved to be easier than sliding seats in those conditions, for however much the boat is bouncing one cannot fall off a trapeze.
We kept ahead till Dunnose, where we sailed too close in, found a flat patch and also caught a great bunch of weed on the centreboard. We lost the lead after having it for 37 miles.
Coronet went away fast while we pinched to clear Culver and she was 4½ min. ahead by Bembridge Point. We should have tacked out into stronger current, then in our favour. We luffed ahead of Jollity again and planed away from her when we eased sheets slightly.
Starting the run home we were fairly confident of catching Coronet and more concerned about Marianne, 6 min. astern, as the wind was lightening. We rapidly left Jollity and by Seaview had reduced Coronet's lead considerably; off Ryde it was only 1 min. and we passed her off Wootton - she had led for 19 miles. We had virtually the same sail plan, with slightly smaller spinnaker, but with two to trim it continuously to the shifting wind, were able to keep it drawing properly more of the time than Coronet, which sailed with only two aboard.
Nevertheless Coronet was lighter and forced us out into the adverse current before we could shake her off, while Marianne crept along inshore, untroubled. We joined Marianne about 1 mile from Cowes and battled with her all the rest of the way.
We knew she would pass us in that very light wind if we let her get clear, so we clung to her for dear life, purposely keeping astern of her so that we could gybe across her transom and sit on her weather whenever the wind shifted, which it frequently did. We kept her great spinnaker looking under-nourished most of the time.
We were neck and neck 20 yd. from the line - and only then did we leave Marianne. We luffed a little, our smaller spinnaker pulled us well on the reach and we squeezed over the line just 3 ft. ahead. The guns went almost simultaneously, only 1 sec. between them. It was a wonderful finish to a splendid race.
Coronet crossed the line 4 min. later to take third place, Jollity was fourth and F. Brown, in his National 18-footer, Silhouette II, fifth.
Eighty boats finished in the Handicap class; the winner on corrected time was the Halcyon class Yam Su Su (K. Crawley). The next largest class was the National 12 ft. and Fireflies. A National, Flip McGilda (K. Pearce) was first and a Firefly, Lucciola (D. Fleming) second.

Proposed Alterations to Rules and Plans

by Alf Hawksworth

The following rule changes are being put to the A.G.M. and under each proposal I am attempting to explain the reasoning behind it.

1. Rule 3.A.2. amendment:

In the Mk. 3 composite version, they shall have temporary struts bonded into the hull before it is taken from the mould, one in front of bulkhead No. 2 and three aft of this, to be fixed clear of the side tank profiles. These to be kept in place until the forward bulkhead, any tank framings, plus inner timber gunwhales have been fixed. In the aft position, temporary struts screwed to the gunwhales can be substituted after gunwhales have been fixed. Also the hull is to be decked out whilst located in a cradle giving adequate support to the hull (show construction on composite plans).

The original rule, which the above is intended to replace, is worded as follows:

In the Mk. 3 composite version, prior to the hull and shell being lifted from its mould, the forward bulkhead and longitudinal bulkheads, which shall be of wood, shall be securely bonded into the hull shell moulding as detailed on the official drawings.

This rule is now further amended as mentioned elsewhere in this newsletter and for ease of reference, this is also shown here:

3.A.2. New Rule.
In the Mk. 3 composite version, all materials must comply with the official drawings and the rules for the version and materials used. Where the forward and longitudinal bulkheads are of wood, they shall be securely bonded into the hull shell moulding prior to the hull and shell being lifted from its mould.

The reason behind this change is that if you look at the rule

Proposed Alterations . . . .

carefully, you will see that only approved constructors of glassfibre boats will be able to carry out the construction of a composite boat. I think this is totally against the idea of having a composite version; there is no reason why this should not be completed from a bare shell by either an amateur or some other professional builder, and I am not clear quite why the rule is worded in this way. I would venture a guess that it is concerned about distortion of the hull and, therefore, that is why I propose installing the temporary supports which can be taken out when the rest of the construction reaches a sufficiently advanced stage.

In the past I have actually constructed a composite boat myself, but this was some 15 years ago, and although it was a little wobbly, I had no problem whatsoever. I have a strong feeling that this rule may come about because there is, in fact, a twist in the mould and I think all the glassfibre boats are out of straight; perhaps this rule was brought in because it was felt that distortion was taking place after removal, which I think is highly unlikely. The whole idea of this rule modification is so that anyone can complete a true composite boat, which is precluded at present under the rules. I do not really feel that most glassfibre builders would want to be involved in woodwork to this extent and indeed, Messrs. Porter's version of a composite boat is only to have a timber foredeck, which is hardly what could be termed composite construction.

2. The second proposal is that the drawings should be completely redrawn; I don't think anyone would disagree with this unless they are totally ignorant of the state in which the drawings are now in, and this has been requested for quite some time. I will list some of the points to give an idea of the depth of the problem.

The Osprey has undertaken a number of alterations over the years, these have been rather closely controlled and the conversion of a Mk. 2 to a Mk. 3 was the first step in the constructional change of the boat. For this purpose an amended drawing with deck profiles was produced. However, all the old drawings still exist in their present format and all the dimensions are in Imperial, whereas the rules are in Metric. Also, more modern construction using more up-to-date glues means that the fixings shown are not necessary.

Therefore, it is proposed that the drawings should be redrawn incorporating up-to-date constructional methods, an improvement to the profile of the side decks, as these are a very poor fit at present, suggested alternatives for some of the construction details which are now adopted within the cockpit and, quite important, a cutting list of timbers with information on how many sheets of plywood are required to cut out the materials, as the plans have been prepared purely to indicate assembly from a kit of parts and, as far as I know, no-one produces a kit of parts any more. Further improvements can be made such as outlining on the drawings where scantlings have a minimum rule size, clarification on the keel rocker which is extremely difficult to reconcile with the rules until you have actually built an Osprey, for example, the stations; the plans for constructing the boat are numbered from the transome, 1 upwards; the stations for measuring the boat, particularly the keel rocker, are numbered from the front end of the boat, so it requires a set of comparable measurements to the rules to allow for measurement to take place, whilst the hog is laid down in the dry, so that one can check the keel rocker before the plywood and keel are actually fixed, after which time you can imagine it is somewhat difficult to carry out amendments if the keel rocker does not in fact measure.

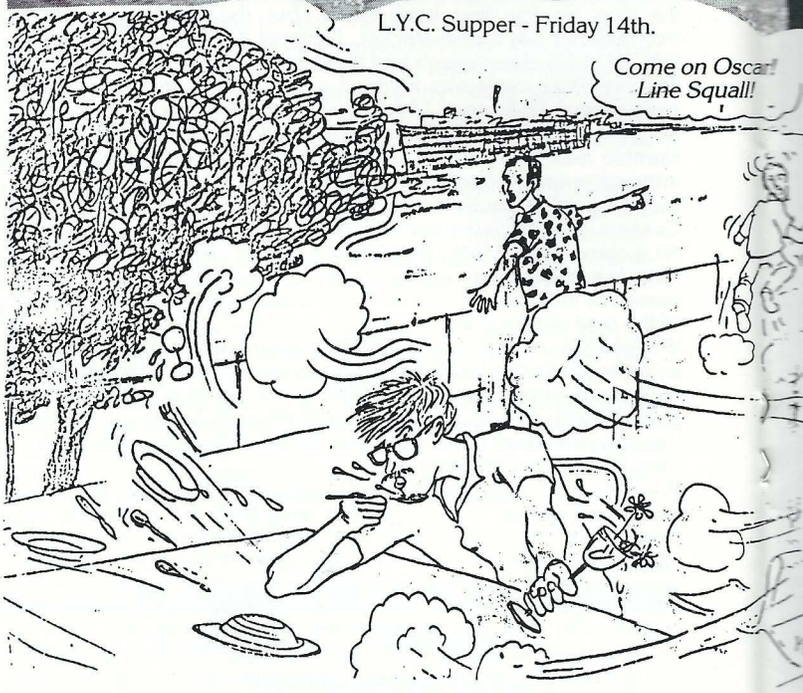
I would be prepared to carry out the redrawing of the plans and would, of course, obtain the approval of the designer, the R.Y.A. and the Osprey Association. This would, of course, take a little while, but in the end I think it would be worth it.

3. The third proposal involves revamping the rules and making them clearer. There are numerous areas which require clarification and improvement which Nick Willis will testify and from a questionnaire elsewhere in the newsletter, one can see some of the problems. One of the main difficulties with the rules is the rocker measurement, which one would not appreciate until they started to build a hull, which urgently needs clarifying to make it easier to check the shape during construction.

Nick Willis also tells me that the way the rules are laid out, if you followed through when measuring the boat, you would have to turn the hull over something like twenty times just to follow through on the form. The number of items which need modification are too numerous to mention; what is needed is for one or two people to be appointed to go through and alter the rules and then put them forward in draft form to be approved by the Osprey Committee and the R.Y.A. This is basically what I am seeking approval for and again I would be prepared to help in revamping the rules.



L.Y.C. Supper - Friday 14th.



Diary of a Well Travelle

Like all fleets that have overseas sections, keeping the valuable contact can often be difficult. The Osprey fleet is no exception, and with thriving fleets in Holland, Canada and Lagos, not to mention many smaller groups throughout the world, communication is a never ending headache for the Association. It was therefore with some delight that an invitation was received from the Lagos fleet for the current National Champion (1986) to go out to Lagos. Following is Oscar Chess's own day by day accounts of the trials and tribulations of the travelling man.

THURSDAY: Got to Gatwick O.K. (no mean feat these days - Ed). Caught British Caledonian aircraft "Mungo Bay" for Lagos. The Sahara desert was fabulous, very clear and errie, no sightings of camels or tribesmen though.

Lagos Airport is a wild and woolly place. Met by Peter and Mag. Nice drinky poohs that evening at Peter & Margaret Barraclough's in the flat on Apapa Island. Met some of the Osprey legends of these parts. Bacon and egg sarnies for dinner - I feel at home here from the start.

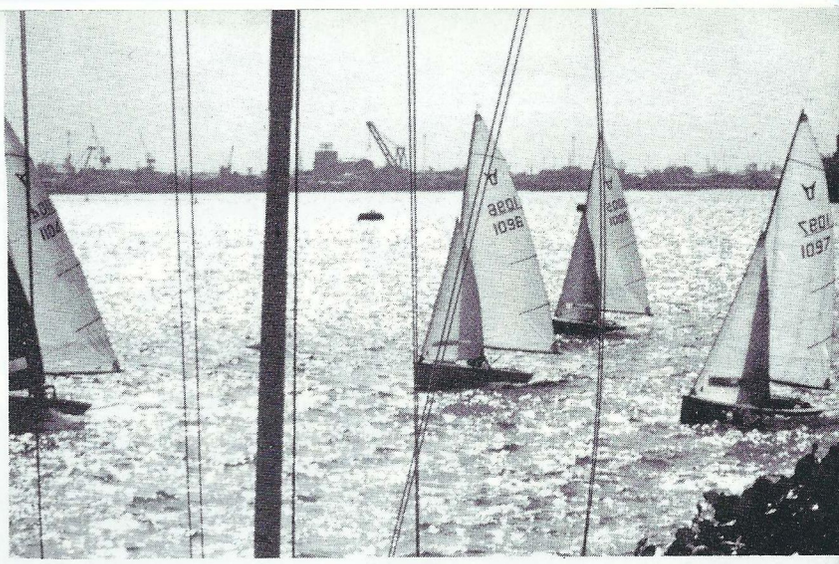
FRIDAY: Following a massive northern breaky, had a tour of the A.B.C. (Apapa Boat Club) on Apapa Island. Lunch at the Lagos Yacht Club. It is a brilliant place - a sanctuary in a city of instability and change, commanding a fabulous spot on the corner of the harbour. At last, my first victim, Debbie. I was handed Pete's boat upside down and the dreaded weed from the creeks got us, covering the boat completely. Then followed a sail with L.Y.C. Commodore, Malcolm Frost, in his very smart wooden boat (1208).

Later, dinner was laid on on the Club verandah, which was interrupted by an amazing "line squall", bringing wind, rain and confusion to the proceedings - quite a night!

SATURDAY: Started with a visit to an Irish mission in Lagos, right in the heart of the local community, where a very special event was taking place. At least 30 local landlords and a number of Unesco big wigs had been invited to the opening ceremony of the Mission's new latrines. Well someone has to explain the intricacies of the "ventilated improved (alternating) pit" latrine (VIP for short). Some Aussies turned up to perform the ceremony, as the six loo device had been built with an Aussie 7000 niara donation. All very interesting and good humoured, but unfortunately a foretaste of things to come.

From there back to the L.Y.C. for lunch, followed by a harbour race

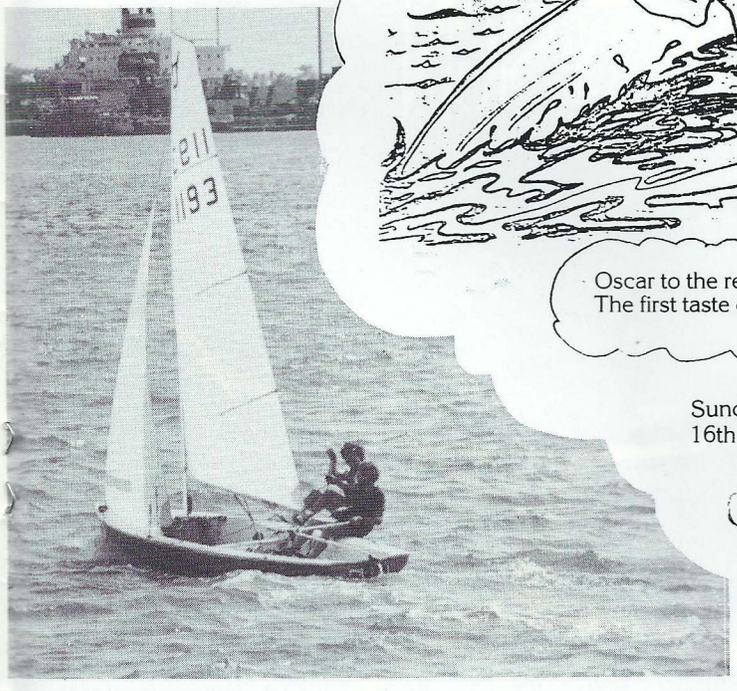


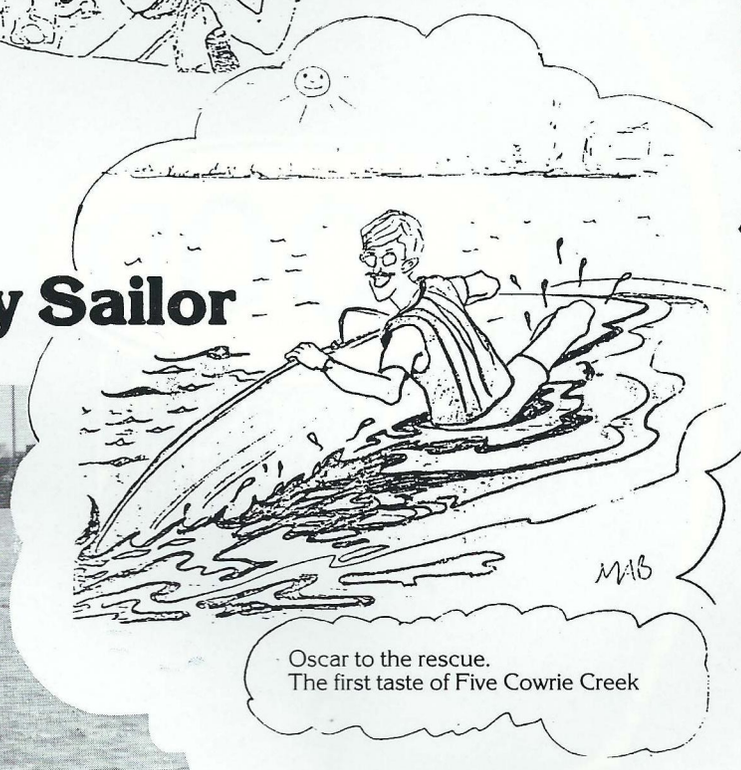


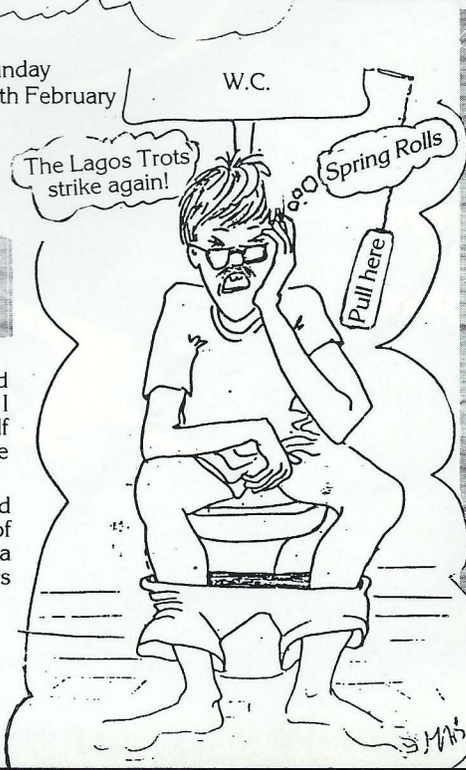


lled Osprey Sailor











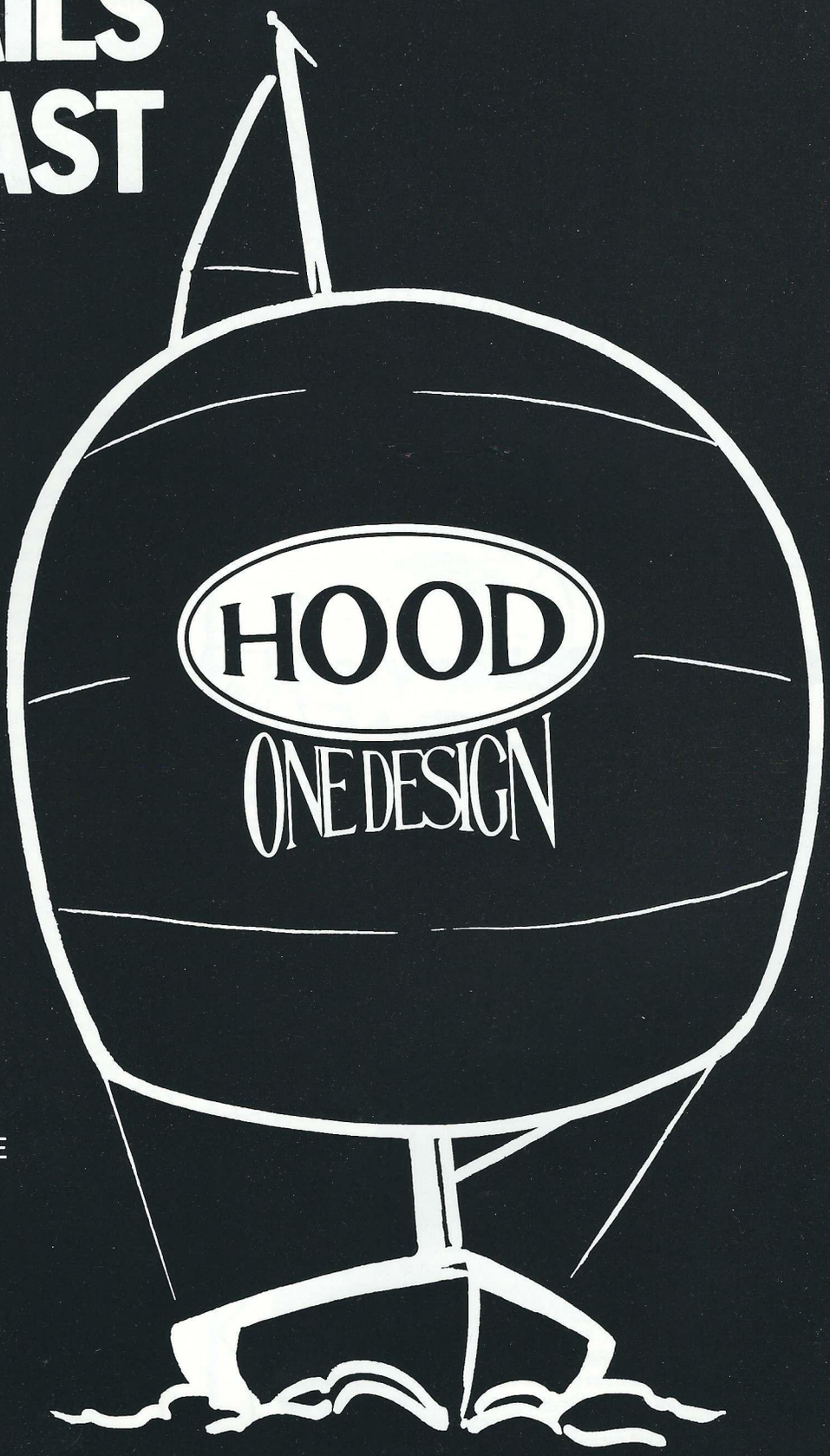
with Debbie. Despite getting rather lost early on, an exciting sail and a respectable 3rd. The weed in the harbour is most annoying, but I surprised the locals by sailing the whole race with the rudder half up, a decided advantage in these conditions, but the boat must be sailed upright - a little skill picked up at Sheppey.

Saturday evening was jolly old "Red and White Party" at Jo and Andrew Johnson-Marshall's stately home. Yet another in a row of great social gatherings of the stalwarts of the Osprey fleet, with a sprinkling of meatballers, hobieists, not to mention the shearwaters and lasers. Unfortunately the spicy cuisine set off my dicky tum.

SUNDAY: Kaolin and morphine in full use.

Read the next issue for the gory details.

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Mk. II Conversion

Although converting a Mk. II to a Mk. III is not a particularly difficult task, as those that have done it will tell you, there are often a few grey areas. Below we print recent correspondence received by Nick Willis (RYA Centreboard Rep.) together with his replies.

Dear Nick,
I believe you are the person to contact about Osprey class rule queries. Enclosed are a few to keep you busy! - I'm involved in revamping a Mk. II this winter, so a reasonably early answer would be appreciated. Presumably they have to go up before the R.Y.A. Centreboard committee, though.

Yours
Tim Thornton

OSPREY RULE QUERIES

1. Please confirm that, apart from the need of ply panels mentioned in the rule, there is no restriction on the species of timber or the grade of ply used.

2. There is a discrepancy between the rule 5B.2.2 and item 3 of the measurement check sheet concerning the minimum depth of keel. Should it be 4 or 14mm?

3. Could you confirm that, as there is no minimum depth given for a keelband, none is required.

4. I assume that the term 'gunwhale rubber' refers to the part of the gunwhale outboard of the topside panel at the sheer, irrespective of the material used.

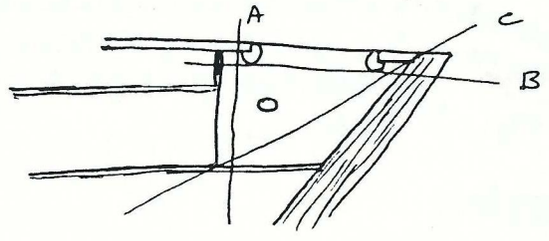
5. Rule 5B.2.16. Please confirm that the wide longitudinal capping, if fitted, may be used instead of the capping with minimum size 31 x 22mm.

6. Rule 5B.3.3(a). For the purposes of the rule, is a 'fair curve' a curve without any hollows in it, or one without any discontinuities (kinks), or both, or what?

7. Rule 5B.3.5. Along a similar line, does progressively mean that the rubbers cannot, say, be tapered to 10mm at 1000mm from the bow, and then flare out to 70mm again at the stem? Or does it just mean a fair curve again? Also, does this rule effectively prohibit any changes in rubber width within the tolerance of 73 - 79mm in the midships area?

8. Rules 6B.1, 6B.4. I presume that there is no limit on permitted materials for the covers to the hatches and inspection ports, so long as they are watertight.

9. Rule 6B.6. If the spinnaker chute consists of a tube leading into a watertight compartment bounded by a full-width bulkhead and a horizontal base, in what plane is the cross-section area to be measured in the bow area? (See sketch below) - A, B, C or where?



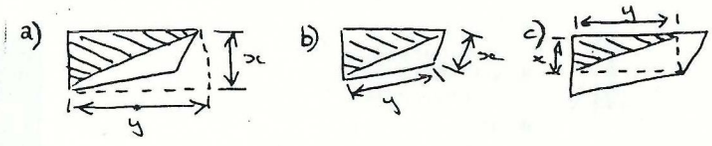
10. Rule 9.1. Where a length of running rigging is spliced or seized to part of the hull or its fittings such that it would require cutting or the unbolting of the fitting to remove the rigging, is the rigging to be regarded as part of the permanent fittings for the purposes of this rule (e.g. the line inside a muscle box, or an endless control for the mainsheet traveller car).

11. Rule 10.3. Is the limit of bevelling to be measured square to the edge of the board, or horizontally with the board fully lowered, or how? If the former, what happens at the tip of the board where the bevelling allowances meet?

12. Could you clarify whether or not Carbon fibre or other materials are permitted to reinforce a wooden or aluminium mast.

13. Rule 13.1.2. Could you confirm that the term fabric includes a Mylar cloth, as the term woven is not used. Also, that there is no ban on Kevlar for mainsails or jibs.

14. Where dimensions of a stringer or similar strip of wood are given, are the minimum dimensions to be measured:
a) before the wood is bevelled to suit the panel angles
b) along the gluing surfaces
c) after the wood has been bevelled.



15. Where not specified by the rule, is there any limit on the amount of material that may be removed from the shaded regions in the sketch?

Dear Tim,
Sorry about the delay in answering you queries but I have had to do quite a bit of checking with the rules and Ian Proctor. Anyway, here are some answers to the points you raised.

1. The timber spec. is included on the plans and the plywood spec. mentioned in 3B.1.

2. 5B.2.2 + item 3. Error printing - should be 14mm.

3. The keelband has to extend the full length of the keel so it must, at least, exist.

4. Yes, 'Gunwale Rubber' is an accepted term for gunwale rubbing strake.

5. 5B.2.16 - Yes - but the rule needs clarification.

6. 5B.3.3(a) - the rule says 'a fair concave curve' (though some feel it should be 'convex'). Anyway, it cannot have kinks or hollows.

7. 5B.3.5 - 'Tapered progressively' means that when the Taper commences, it continues progressively i.e. the gunwale gets narrower continuously. This does not clash with the tolerance which is only + or − ¼ inch.

8. 6B.1, 6B.4 - Fore and Stern hatches must be of plywood (5B.4.1 + 5B.4.2) as detailed in plans. There is no material specified for inspection port covers.

9. 6B.6. In the same plane as the foredeck and in the same plane as the bulkhead.

10. 9.1 - Rigging is Rigging. Technically this includes control lines though in practice they would only need to be removed if the boat was very close to minimum weight.

11. 10.3 - Measured at right angles to a tangent to the edge.

12. The rules say the mast shall be of wood or aluminium alloys. This covers the spar, excluding fittings.

13. 13.1.2 - Mylar is permitted.

14. Answer (a) is correct.

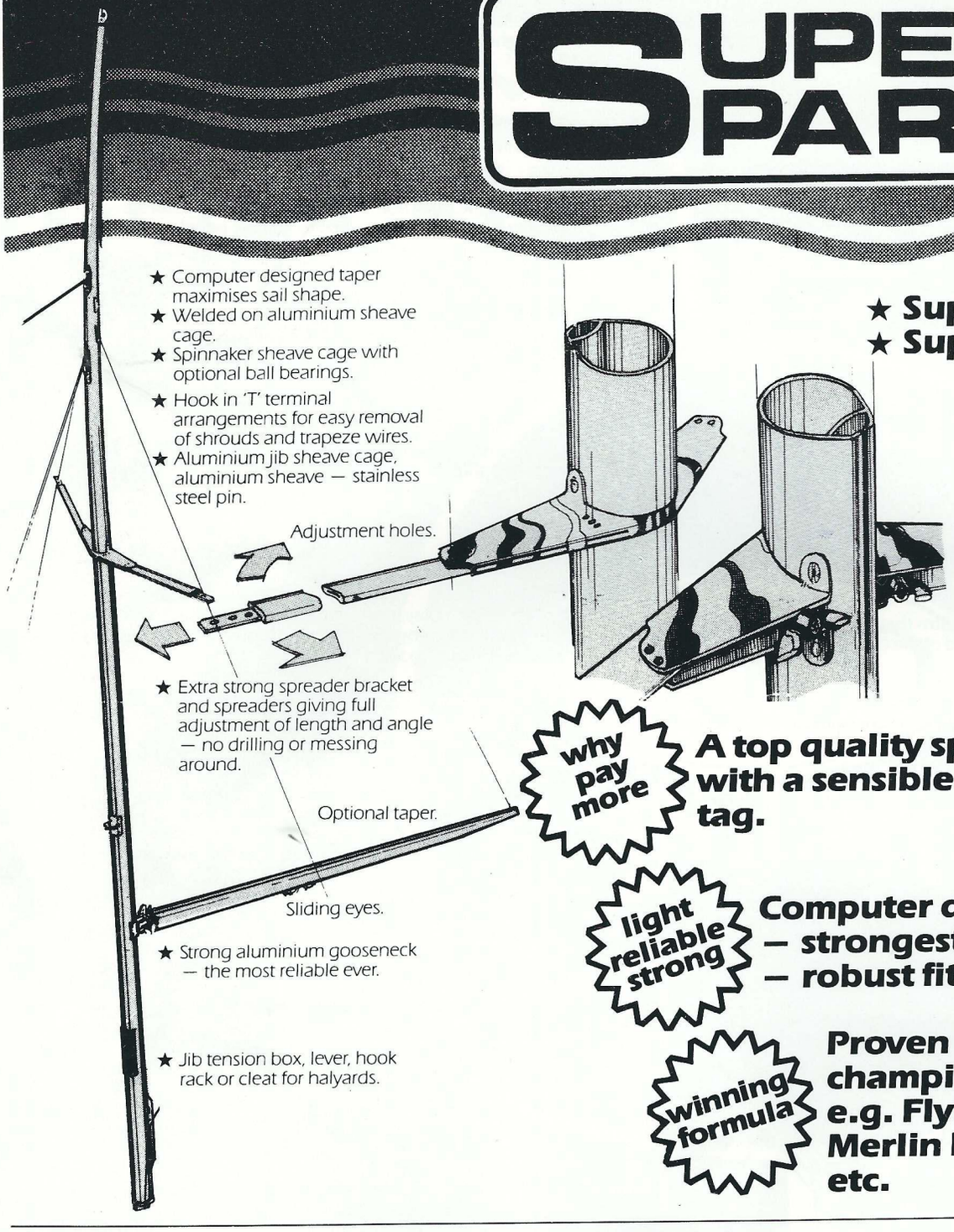
15. Guidance supplied by Rule 1.6.

I hope these answer all your queries. I would draw your attention to rules 1.2 & 1.3 and refer your enquiries to the R.Y.A. should you wish.

Yours sincerely

Nick Willis

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ASSOCIATION INFORMATION

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.

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Sizes: 34, 36, 38, 40, 42, 44, 46, 48. £13.50

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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

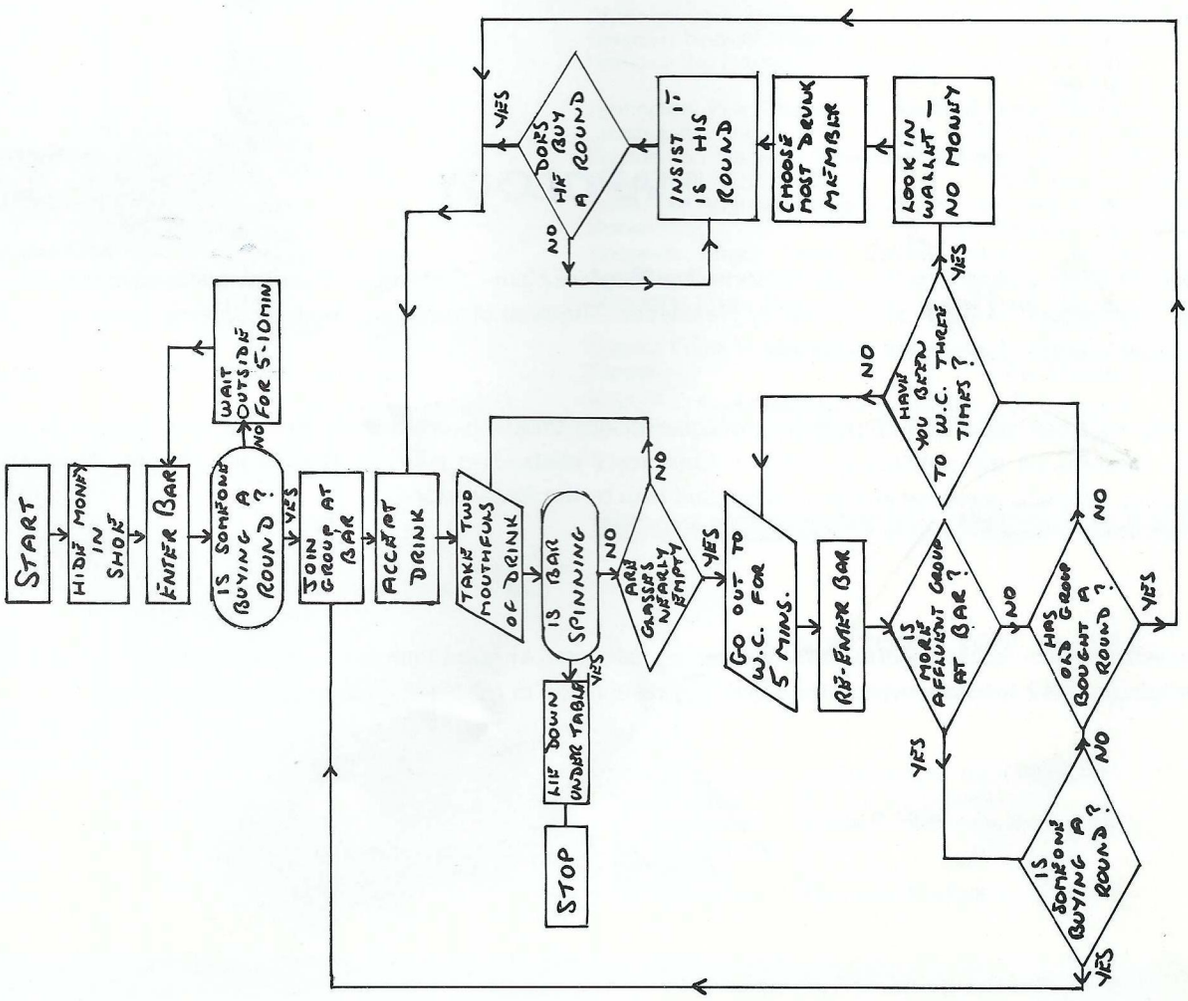
NEW STYLE TIES ..... Should be ready for Dinghy Exhibition.

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

Some Thoughts on Cheap Drinking

Contributor : Anonymous



FAST SAILS

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1985 NATIONAL SUCCESSES -

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Super Spinnakers in H.S.T. 46.

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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 December issue (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.

NATIONAL OSPREY ASSOCIATION 1986

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Southern Area

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31A St Andrews Road,
Hayling Island.
Tel: 07016 5002

Mounts Bay SC
Malcolm Woolcock
Bryher
Turnpike Hill,
Marazion, Cornwall.
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North Devon YC
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Tel: 02372 6934

Poole YC
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Saundersfoot SC
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Tel: 0834 812845

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Glen Adcock,
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Peterborough, PE4 6LH.
Tel: 0733 79370

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Tel: Dudley 239512

Filey & Ribble
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15 Rydall Avenue,
Garforth, Leeds, Lancs.
Tel: Leeds 864048

Hornsea
Ray Brooks
7 Sawley Close,
Hornsea, E. Yorks.
Tel: 04012 2270

Ogston
Ian Madeley
283 Abbeydale Road South,
Dore, Sheffield.
Tel: 0742 366873

Roa Island Boating Club
Paul Roberts
28 Cheltenham Street,
Barrow in Furness,
Cumbria.
Tel: 0229 54554

Royal Tay YC
Ian Steven
10 Maitland Street,
Tayport,
Fife.
Tel: 0382 553302

Royal Yorks YC
Mike Mooney
654 Anlaby Road,
Hull, Nth Humberside.
Tel: 0482 52068

St Andrews SC
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Lyndhurst,
St Andrews Road, Upper Largo,
Nr. Leven, Fife.
Tel: 03336 393

South Gare Marine Club
Jon Denley
139 Broadway East,
Redcar, Cleveland.

Tees SC
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16 Woodside Grove, Hartburn,
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Tel: 0642 580845

Overseas Clubs

Guernsey YC., Channel Islands
Andrew Dorey
Belmont, Hogue du Pommier Rd
Castel, Guernsey.
Tel: 0481 56921

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Ghyseland 164,
Rhoon, Holland.

Lagos YC, Nigeria.
Peter Barraclough, Bad-Co.
c/o Peter Rigdon, T.D. Baileys,
Bailey House, Bartelot Road,
Horsham, West Sussex.

Mombassa YC, Kenya
Barry Mitchell
PO Box 84105
Mombassa, Kenya.

Tanta YC, Tanzania,
G R Blakeway
PO Box 117,
Tangan, Tanzania.

Canada
The Canadian Osprey Assoc.
Dick Clift,
1758 127 Street,
White Rock,
British Columbia, Canada.

The Osprey Committee

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Stewartby: Roger Mant, 121 Cotton End Road, Wilstead, Beds. Tel: 0234 741382

Sussex: Frank Powell, 60 Old Shoreham Road, Hove, Brighton, Sussex. Tel: Brighton 720708

B.S.C.S.C: Roger Battersby, 215 Meadow Rise, Brynna, Llanharan, Pontyclun, Mid. Glam. Tel: 0443-228265

FIXTURE LIST 1986

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

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)

Ospreys For Sale

436 Mk. 2 Wood 'Soft Spray' 1st Mk. 2 '85 Nats. 1st Old Boat Prize. Trolley and new Hood sails. £775. Altermatively with old sails £595. Hood main/genoa only £200.
Nigel & Liz Walbank (0243) 670162.

511 Mk. 2 Wood. Good condition. Re-painted and varnished. £250.
Bernard Taylor (0443) Pontypridd 207447.

562 Mk. 2 Wood. Good condition incl. road trailer & genoa. Requires boom, mainsail & rudder. £450.
Glenrothes 752666.

629 Mk. 2 Wood. Combi trailer. £450.
Colin Morton (0705) 266882.

697 Mk. 3 Wood (conversion) 'Sound and Vision'. Hoods, mustos, needlespars. New board. £450.
Ken Brown (0622) 56912.

706 Mk. 2 Glass. New supaspars. Morrison sails, trolley & cover. £550. (0273) 592012.

726 Mk. 2 Glass. Complete, stored 10-12 yrs. Offers.
Mr. Pugh 079430-424 (home), Andover 810513 (work).

736 Mk. 2 Westerley wood. 2 suits sails, large & small spinnakers, cover, trolley, trailer. Proctors. £450.
Northwood 26576.

761 Mk. 2 Wood. New mast, good sound competitive boat. £550 o.n.o. G. S. Bacon, Clacton 420646, 421097.

804 Mk. 3 Wood (conversion) Westerly. Stiff hull. 'Ogopogo'. New genoa 1985, new combi trailer 1985. New spinnaker 1984. Very good condition. £750.
D. Hollinrake 0524 61778.

833 Mk. 2 composite. Westerly. 'Lucky Star'. Good condition. 1st 1972 Nationals. Good competitive boat. Launching trolley. £475. (0603) 35316.

834 Mk. 2 Wood Westerly. Excellent condition. New cover & leader sails. £750. Combi trailer negotiable.
Alan Smith, Leeds 435513 (work), Hornsea 2747 (home).

901 Mk. 2 Wood Westerly. Proctor E. 2 suits sails, 3 spinnakers, cover. Combi trailer. Needs attention. £650 o.n.o.
David Hoare, Beaconsfield 5945.

1069 Mk. 3 Wood. Proctors, mustos. Good condition. Trolley only. £800. Phil Davies, Swansea 60876.

1074 Mk. 3 Wood. 2 suits sails. Good condition. Trolley/trailer. £950. Ray Brooks (04012) 2270.

198 Mk. 2 Wood, re-decked, repainted. Proctors. Combi. £350-£400. Tom Ashwell, 07786 253.

1167 'Dodger', 2 masts, new main, trolley/trailer. Mark Duffield, 0493 844891.

Bits and Pieces

Genoa. Oscar, 0705 482599

Main - Leader brand, new £140. Richard Marshall, 0794 522486

Mast - unused, Proctor. Fully rigged. Offers.
Ann Watson, 06632 3815

Spinnaker - good condition. £60. P. Stubley, 0590 42647

Wanted

Mast - Simon Bridges, 0202 604065.

OSPREY BUILDERS

For G.R.P. Boats:

Porter Brothers
47 Cavendish Drive
Waterlooville
Hants.
Tel: 0743 377522

For Wooden Boats:

John Claridge Boatbuilders
Sadlers Farm
Lower Pennington Lane
Pennington, Lymington, Hants.
Tel: 0590 74821

Guy Winder Boats
Hollins Hill Garage
Baildon, Shipley,
West Yorkshire.
Tel: (Works) Bradford 583223
(Home) Bradford 586642

Jim Corcoran
Unit 3, Hammond Ind. Estate
Stubbington Lane
Stubbington
Fareham, Hants.
Tel: 0329 667814

KARNWORTH LIMITED trading as

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Tel: Emsworth (0243) 377522

FOR EVERYTHING FOR THE OSPREY

Builders of Composite & All GRP Foam Sandwich Boats.

Suppliers of Sails, Spars, Foils, Fittings, Covers, Trailers, Trolleys -

In fact, everything you could need.

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