National Osprey Class Newsletter



Inside: 0387

Club News &
Belated Open Meeting Reports
Fixtures 1987

Big Boat Tale
A Brief Look at Welsh
Early Ospreys

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

Secretary's Address:
Chris Gorringe
25 Bereford Road, Parkstone,
POOLE, Dorset.
Tel: 0202 736286

Editorial

The shortening shadows and the lengthening of the days herald the slow emergence of the new season. Around the country thoughts are turning to the boat, still, in many cases, snug under its winter cover, crews still lethargic from their self-imposed hibernation look longingly at the water, anticipating the battles to come. Some are already preparing, shrouded in paint dust and wood shavings, wafting feint fragrances of paint and nitromors in their wake as they float past with glazed eyes. The disappointments of last season frozen out of the system are being replaced by expectations of renewed challenges and hoped-for triumphs.

It is now that the plans of campaign are formulating, still unchecked by the constraints of the mundane world that will come later when the restrictions of economics, family and work come back to the forefront. In many ways planning a summer campaign is far more difficult in a class like the Ospreys than any of the more common classes. Meetings are further apart and can involve epic jaunts to get to, especially on a Friday night after work. Qualifying for the Travellers Trophy for some fleets can involve journeys that make David Livingstone's adventures look like the random wanderings of an agrophobic. This year we are trying a small experiment. In addition to the normal run of Wilkinson events, two new Osprey Open Meetings are being included as qualifying events. In the North this will be the Bala Long Distance Race and in the South it is likely to be the Royal Sovereign, subject to verification of the dates.

Apart from hopefully encouraging you all to participate in the Wilkinson Sword Trophy, the hope is to increase participation among the Osprey class of Handicap events. This has to be important to any Association in its attempts to attract new members.

Anyway, enough from me. Looking forward to seeing you all again this season - so go to those meetings and enjoy yourselves!

Dave

Secretary's Report

During this "closed season" for sailing (for most of us anyway) a visit to the boat show seemed like a good idea and it was nice to see something for the dinghy sailor in the shape of a 505, a Fireball and an International Fourteen. It would have been nice to see an Osprey as well but still, maybe next time. We came away with our new sails ordered (unable, however, to obtain a **pink** mylar genoa - a marketing oversight of enormous proportions on the part of the sailmaker, we feel), sore feet and having consumed considerable quantities of that funny coloured Irish beer.

Looking forward to the next major landmark in the sailor's calendar - the dinghy exhibition - where you may well have collected this copy of your newsletter and where you will have seen two new Ospreys on display. We are planning to have one either wooden or composite boat and one GRP boat plus videos and plenty of willing Osprey sailors on hand to provide answers and information.

After the dinghy exhibition there are only six weeks until Easter (!) - it's going to be a long winter this year. Still, I suppose it is extra time in which to work on the boat and plan your 1987 campaign.

When the season finally does get underway, let us hope it is a good one - there will certainly be some new boats and perhaps some new faces to look out for!

Chris Gorringe.

Cover Picture:

1230 "Riff Raff" sailed by Jonathan Townsend and crewed by Amanda Page - Winners of the Fast Handicap in Chichester Harbour Federation Week.

Chairman's Comments

With the full sailing season just around the corner one should be thinking of the future and good things to come. However as the editor has, in recent issues, been exposing us to and thrilling us with articles on the ways of sailing life in yesteryear, I feel justified in doing a little of the same. 1987 is this writer's silver jubilee year of sailing Ospreys and perhaps a trip down memory lane is therefore slightly more justified. The winter of 1961-62 saw everybody in our family studying brochures giving details and prices of the Osprey which I was eagerly coercing my father into buying. The thought of sailing a boat with the physical demands of the Osprey and using the then comparatively rare device - a trapeze - was indeed a whole world removed from our then current Enterprise. The cockpit featured yet another strange device for the crew to use - namely a snubbing winch mounted on an elegantly sculptured form of mahogany surmounting the centreboard case. All this created an image of unimaginable power and speed and, of course, in the event this turned out to be very true.

The price of the complete fitted out boat was £254 ex works plus sails. An optional extra was that other innovative product - a metal mast - wooden masts being what all sensible sailors used! Much debate and agonising over whether the budget could afford, I think, the additional £19. In the end it did but the cost was recouped by fabricating the launching trolley ourselves. With a set of sails (excluding spinnaker) costing £30 we were in business with a brand new boat, etc., for just over £300. Some mathematical genius could examine the increase in the RPI etc., over the previous 25 years and work out whether boats, sails and fittings are cheaper now than they were then. I suspect they are but it doesn't make going through the exercise seem any easier now than it was then. And what is left from sailing 25 years ago my first Osprey? Well I've still got the original spinnaker - a Bruce Banks special, cut for reaching, which I threaten to blow away the Poole opposition with one day and that device designed to stop any crew doing a quick tack and capable of providing a painful reminder in case he forgot - the snubbing winch, albeit without its wooden pinnacle.

Back to the present and the future. Dinghy Exhibition, Osprey training weekend, numerous Open meetings throughout the season and what should be a superb Nationals week at Tenby plus, of course, for those lucky enough to participate, a Round the Isle of Wight race organised by our friends at Lymington. 1987 should be a good year. Could be an expensive start - at least for this writer. Our last race of club frostbite series, 1986, was curtailed suddenly when we noticed the mast bend was somewhat more strange than usual. A quick inspection revealed a crack beginning to encircle the mast at deck level which finally confirmed the decision to get a new mast. What's the second hand market like for bent and cracked 'E' section masts?

Trevor Brown.

Association Membership

Your membership of the Association is now due. Those of you who have not yet paid up please do so.

Auditor

Your Association needs you. We are searching for some numerate individual to take over the position of Auditor. We do not necessarily require an accountant but some small mathematical ability would be useful. Complete the following eligibility test, answers to the Class Secretary.

$5 + 3 - 6 = ?$

CLUB NEWS & OPEN MEETING REPORTS

Chichester Harbour Federation Week

Chichester Harbour Federation Week was hosted by Hayling Island Sailing Club from August 18th to 22nd. There were 250 entries in 16 different classes. 4 Ospreys competed in the Fast Handicap Class which had 21 entries overall. The week consisted of variable winds, mostly light, which allowed for a variety of courses.

The week commenced with 3 Ospreys entered for Monday's race - Richard Westwood & Nick Willis in 242 "Lady Anne" (HISC), Simon Townsend and Nick Jay in 1220 "Up and Coming" (ESC) and Richard Browning with regular crew Nick in 1236 "Projeny" (HISC). The wind that day was very light and variable and the best Osprey result of 7th was gained by Richard Westwood & Nick Willis.

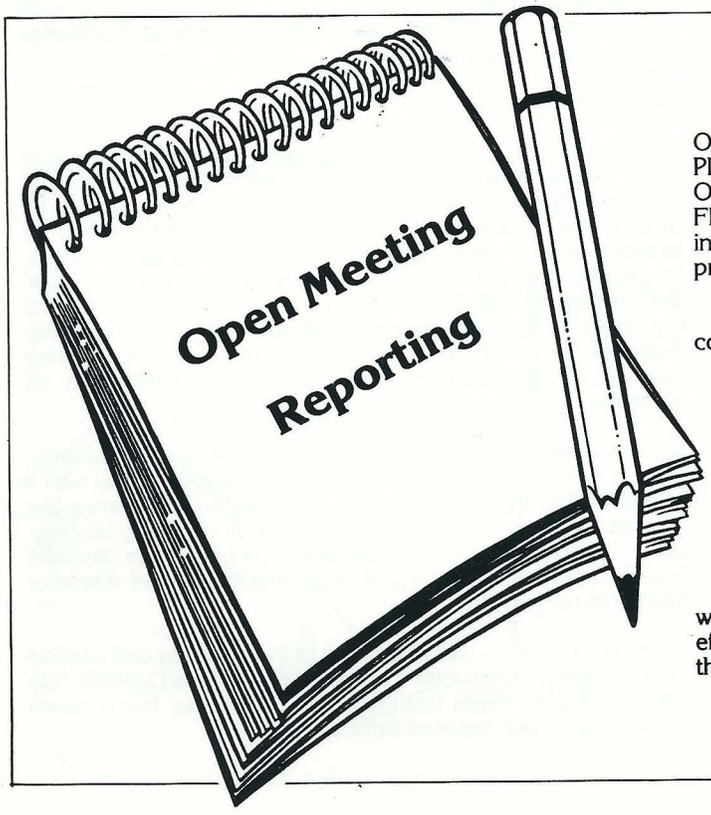
Tuesday saw a new entry from Jonathan Townsend, recently back from the Wayfarer World Championships in Canada, who wanted a relaxing week of sailing and so borrowed 1230 "Riff Raff" from Vanny Page with Vanny's wife Amanda as his crew. He managed to get the best Osprey place of 3rd in another day of light winds.

Wednesday saw Jonathan improve his position by coming 1st with Richard Westwood gaining a 2nd in a race where the wind slightly increased as the sea breeze filled in. Richard Browning and Simon Townsend came 7th and 9th respectively.

Thursday was another good race for Jonathan who picked up a second and this time was followed by Richard Browning in 3rd place. Richard Westwood came 5th and Simon Townsend 12th.

On Friday the wind increased to a Force 3-4 which resulted in a few retirements including that of an Osprey "Projeny" sailed by Richard Browning. Simon Townsend had a change of crew having his sister Annie Porter sail with him. Jonathan Townsend (ERSC) in "Riff Raff" gained a 2nd place and by so doing thus won the Fast Handicap Series. Another Osprey "Lady Anne" sailed by Richard Westwood came 2nd overall.

Due to the success of the Ospreys in the 1986 Federation Week all owners should make this a definite "must" for their Sailing Calendar. Besides an exhilarating sailing programme there are many social open evenings held at various clubs around the harbour throughout the week, including a Federation Disco hosted by HISC traditionally on the Thursday.



Last year it was noted that a significant number of Osprey Open Meeting reports did not appear in Yachts & Yachting. Please, this year let us ensure that a report on every Osprey Open Meeting gets through and is printed. If at all possible could Fleet Captains write up (and post!) the report whilst it is still fresh in their minds - on the Sunday evening following the meeting preferably.

As a reminder, here is what an Open Meeting report should contain:

the dates, host club and location (if not obvious) of the event
the number of entrants
the number of races
the weather
a brief resumé of each race, including the winner thereof
the overall results: the first six places, helm & crew names, boat name and number and club.

Please sign your reports as well, it's nice for readers to know who wrote them. If authors would also send a copy of their efforts to Dave Norris, they could be included in the next issue of the newsletter.

Creeksea S.C.
Just Deserts?

We were pleased to welcome John and Kirstie Hunter to Creeksea this year. They competed well in their lively craft when the conditions allowed, while at Mounts Bay they had sense to fear their fate too much.

Other ill fated sub mariners decided to find a secluded cove in which to retire from one potentially gruelling race. Anxious wives despatched a rescue party to a virtually unimpregnable little paradise, well the sun was shining for once. A portage seemed to be out of the question until we discovered their poor wreck. There was more water inside than around her. The crew had disappeared to get some dry clothes on or perhaps to jot down some recommendations on the parameters of performance of their hull shape. Can you believe it Dave and Harry went on to win Burnham Week?

Rob Shaw couldn't resist the fine art of selling and Bird of Prey was acquired by Greg Goodrum who gamely went high tech with his crew. Flush with success at the Nationals Rob decided to pull out all the stops during Burnham Week, unfortunately so did his toe straps.

A word of warning, our annual regatta is a highly social event with some two hundred entries overall. There is a fitness test for each race, which is to survive the the night before. For further advice contact Kenny at Sheppey. Fortunately for some, we had two races cancelled this year due to strong winds. The lull in sailing was made up for by an invitation to a Toga party. The Dangerous Brother, a notorious Osprey crew, welcomed us to their renowned club, a sort of M.A.S.H. by the sea, where various sails and articles of bed linen were employed well. For those that dare to put it to the touch, this year looks like being even better with the promise of three more Ospreys joining us. We hope to have fifteen locals out for the week. The first weekend and Bank holiday is a Sword Event so we hope to attract another fifteen to break thirty. Anyone wishing to enter this year can contact me for info on 0245 322570.

The next major event for us was the Burnham Icicle invitation race. Unfortunately no one from the top of our class was interested in competing against the likes of Ossie Stewart. We were lucky to get Kenny who was willing to let us deliver his wife from pregnancy in the lounge of the Royal Corinthian if necessary. Also along were Mike Stubbs and Dave Edwards from Creeksea. Without their support we could run the risk of losing our four boat allocation. Doesn't anyone else fancy showing off in front of lots of warm happy new year revellers.

Ken King, Phyllosan. Jan '87.

Creeksea Fleet Update

Mk.II	Mk.III
167 Light and Bitter	1087 Rompon Fergie
449 Trapezius	1088 Renegade
555 Shh You Know Who	1164 Earth Wind and Fire
606 Zebedee	1175 Able Lady
704 Phyllosan	1181 The Magician
723 Nadine	1183 Hydrobates
	1211 Potpourri

Lymington Town S.C.

Our Frostbite Series, sailed every Sunday from October to December 20th, attracted 30 dinghies in the fast-medium and slow Handicap Series. The Smoker Bros. in Osprey 'Lethal Lime' ended up 2nd overall, in the Fast Handicap with a Fireball 1st and 505 3rd.

Winter has now descended on the Solent, with no sailing until March 15th when the early points start, and it is expected to see the fleet increased by two more boats making a hoped-for average turnout, when the weather improves of up to 10 boats. There have been various meetings during the winter to keep interest going (and the bar profits) with well known speakers such as Ian Porter coming in January, so the knowledge gleaned should be invaluable and hopefully can be put into practice on the water this season.

Pete Stubley.

Ogston News
February, 1987

Goodeh Folks! Sailing starts north of the divide on 14th March, and hopefuly we shall have a few more takers in the area, but whatever else, our Annual Osprey Open will be held jointly with 505's as last year on the weekend of 25th/26th April, 1987.

The lake is full and our Social Team are already working to ensure everyone will be fed and watered both on the Saturday night and Sunday morning.

Visitors from the South are most welcome and reminded that once in the compound there is no need to drive anywhere else. This, of course, goes for anyone else for that matter. The entry information screed is enclosed as loose leaf with this issue, which this year includes map and possible hostelries.

Those of you used to sleeping bags and floor will find plenty of space to do just that.

The previous year at the Club was somewhat hectic for yours truly due to the problems of management, and as a result the correspondent bit, faded! - apoligies for that. However, the team Madeley did get about a bit furthering the capitalist gospel of South Yorkshire rather than the usual press misrepresentations of mine operatives 'bun fights' (pronounced 'feight' in this area) to put further fear into marauding foreigners.

Author's Note - 'Bun Feights' - Miner style require large masses of uniformed adults, horses, black vans and press men to be a success.
'Blind-Man's Bluff' - is also a particular feature of this area which is spreading South with dogs and pressmen - should be repelled at all costs!
Both games can be played together, the one helping the other at times - so they tell us!

Back to Sailing

Although the year promised to be better in turnout with some seven home boats turning out to our last Open Meeting including Mr. John Loveday in a borrowed boat against 16 visitors, the promised increased turnouts became lost in farming at odd times due to the weird weather of 1986, breakages and other internal events. However, 'Team Madeley' did manage to collect 2nd overall in the Frost Bite General Handicap as well as 2nd overall in the Club Fast Handicap Summer and Autumn Series against a bunch of very determined 505 Sailors - very nearly as determined as ourselves.

With reference to our last Open Meeting which, unfortunately, did not become published, the meeting was held jointly with a bunch of 505 Sailors who insisted on playing silly games like 'Tug-of-War' or the usual 'Boat Race' type and 'Wibbly Wobbly' stuff. - Size of Main Sheets are definitely under size, and the Social Chairwoman is being approached for a larger diameter hawser to remedy this!

The four race series was shortened to three, due to lack of wind on the Saturday afternoon after the Practice Race Osprey v 505 had resulted in **them** taking the glory with two home boats beating our much reduced front end lot!

I have since taken some stick for this. Please, therefore, can we

have some support. Still, the Sunday dawned with Light Easterleys. Not the best on this pond, and as a result the racing became very close at the front throughout the three races, with some infuriating results for the usual names.

Home Boats in the hands of John Loveday finishing 3rd overall and Dennis West 9th with a second place in the last race were beaten by Superstar Battersby.

The overall winners were Oscar and Tiger with Jeff Stubbs second, and Roger Battersby 4th. Well done chaps!

The wind did not behave as requested, although this year my good deeds have prevailed on the Odin's lot to give us the right 'stuff'.

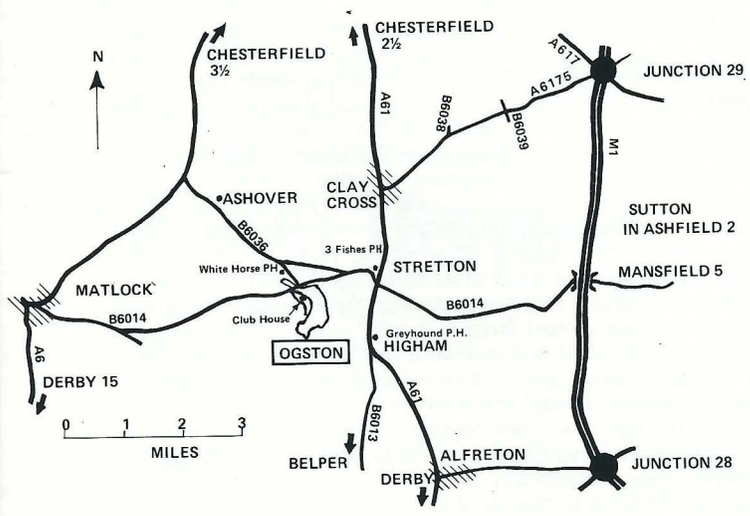
OGSTON OPEN - 1986

Pos'n	Boat No.	Helm/Crew	Race 1	Race 2	Race 3	Pts.
1	1161	O. Chess/T. Bridges	¾	2	Rtd.	2¾
2	1194	G Stubbs/M. Wetton	2	3	4	5
3	1158	J. Loveday/J. Ward	4	5	3	7
4	1165	R. Batterby/R. Taylor	8	7	¾	7¾
5=	1225	A. Hawksworth/P. Green	3	6	7	9
5=	1205	K. Gibbons	7	4	5	9
7	1230	V. Page	6	10	6	12
8	1209	M. Mooney/M. Clack	5	8	9	13
9	1195	R. Marshall/N. Willis	Disq.	¾	15	15¾
10	928	D. West/K. Gomer	16	16	2	18
11	1178	J. Lang/M. Lang	10	19	10	20
12=	1216	S. Farry/P. Frith	11	11	12	22
12=	1018	A. Mottram/J. Howard	13	9	18	22
14	884	M. Holinrake/D. Holinrake	18	12	11	23
15	1090	R. Bordokin/S. Bordokin	12	14	16	26
16	662	C. Greenhough/M. Lightallen	14	21	14	28
17	1215	S. Sharp/T. White	9	20	Rtd.	29
18=	905	I. Madeley/P. Madeley	15	15	Rtd.	30
18=	1214	J. Smith/P. Cooper	17	17	13	30
18=	1201	A. Cooper/P. Cooper	19	13	17	30
21	1184	D. Chalkley/B. Charlotte	21	18	Rtd.	39
22=	1122	C. Addy/A. Elliot	22	22	Rtd.	44
22=	903	D. Norris/M. Morris	20	DNS	DNS	44

Hope to see many of you at Ogston, and the rest here and there.
Also - come home Dennis, all is forgiven, and so and so, and so and so, etc.

Ian M. Madeley, Fleet Captain.

The way to OGSTON



Ogston Sailing Club

Osprey Open Meeting - 25/26 April
Wilkinson Sword Qualifier No. 1 of 8

This is a four race series with a practice race as an Osprey/505 Challenge.
Prizes will be awarded for the first 20% of turnout.

1330 hours Practice Race	Saturday, 25th April, 1987.
1605 hours	Saturday, 25th April, 1987
1035 hours	Sunday, 26th April, 1987
1405 hours	Sunday, 26th April, 1987
1505 hours	Sunday, 26th April, 1987

Registration and signing on in the Club House 1030 hours to 12 noon, which will be followed by a briefing at approx. 12.30 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: £3.00 BREAKFAST: £2.00
All Osprey Sailors 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
25/26 APRIL, 1987
SWORD QUALIFIER

Entrant's Name: .....

Address: .....

.....

.....

Crew's Name: .....

Entrant's Club: .....

Tel. No: .....

Sail No: .....

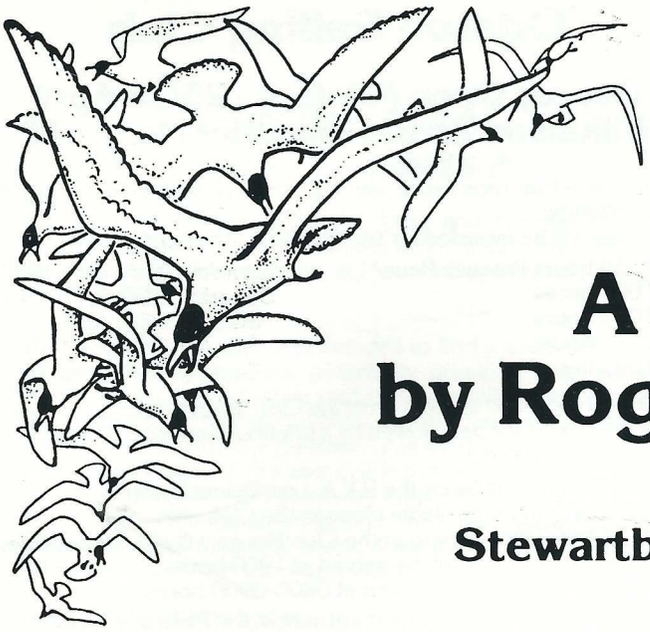
I agree to be bound by the I.Y.R.U. and R.Y.A. rules and also the Sailing Instructions and Rules of the Ogston Sailing Club.

Closing Date for postal entries: Thursday, 16th April, 1987 or Entries on the day.

Signature: ..... Date: .....

ENTRY FEE: £5.00 per boat (Meals extra).
Cheques payable to 'Ogston Sailing Club'.

Ian M. Madeley, Rear Commodore,
Ogston Sailing Club,
283 Abbeydale Road South,
Dore, SHEFFIELD, S17 3LB.
Tel: 0742 366873.



A Big Boat Tale by Roger (Seasick) Mant

Stewartby Sailors Try Something Larger

Thursday night 11th September four Stewartby members arrived at the Boot Public House near Woolverstone Marina, prior to joining Virgo's Lionness for a trip to Ostende. We met up with the rest of the crew which would make a total compliment of 9 and whiled away the time with a few bevvies whilst we waited for our skipper/owner Peter Adkin to arrive.

The boat we were going on was a 45' ketch called Roberts 450 with a beam of 13' 3" and 5' 8" draft. She really is a lovely boat to go cruising in. Peter soon arrived and after a couple more we were off to the marina.

We boarded our home for the next few days at about 10.30 p.m. and as usual Jolly (Peter's wife) put the kettle on for coffee. After a short discussion it was agreed that the First Watch should get up at 4.00 a.m. to ready the boat for leaving at 5.00. Believe it or not we were up and raring to go. Gently we slipped from the marina and headed downstream towards Felixstowe and Harwich. As we ventured out to sea the wind began to freshen and it wasn't long before we were heading past Rough's Towers (SEALAND) and setting course for Belgium. The First Watch stayed on for two hours and then handed over to the next.

After passing the Sunk lightship we approached the first of two possible hazard areas, the main shipping lines. Keeping a wary eye out for vessels of all shapes and sizes we settled down to a regular routine. The sea soon started to roughen up and with the wind on the nose it was a bit uncomfortable for those down below. You had to be quick when the spray came towards you otherwise you would get a soaking. We decided it might be prudent to put a reef in the mainsail as the forecast was for a bit rougher weather and we certainly did not want to be over canvassed. Some of us had scrambled eggs for breakfast and this helped stave off the hunger pains. It caused a few other problems a little later but we won't go into that in case I put you off your dinner!

The crossing normally takes about twelve hours and the nearer to Belgium we came the wind and sea seemed to increase. As we approached Ostend we held back to allow one ferry to come out and two to go in, we were then able to approach the harbour and as we moved between the two piers of the entrance it was all hands on deck to lower the sails and prepare mooring lines and fenders ready for berthing. Being quite a large yacht (45') we were not a moment too soon getting in as not long after a flotilla of 30-35 yachts began turning up after a race from West Mersea. If we had been delayed we would have had some fun finding somewhere to moor.

After a lovely hot shower and a change of clothes we checked and listed the items we wanted from the duty free before retiring to the club bar for a few beers whilst Jolly prepared our evening meal:

Grapefruit, Prawn Cocktail, Trout,
Strawberries & Creme Caramel, Cheese & Biscuits and Coffee.

All washed down with a choice of wines. If your mouth is watering it should be because it was delicious. We all slept very soundly that night and were not in a tearing hurry to get up in the morning.

After breakfast we collected and stowed our duty free's and some of the gang went off to Brugé sightseeing. During the afternoon some of the racing yachts started to return home to Mersea and when we heard the weather reports for the next 24 hours we were uncertain as to what the best plan would be. I was still on the boat with Peter and Jolly and it looked like being a hairy ride back on Sunday with a Force 6-7 and a possible Force 8 in the afternoon. No wonder Pete was concerned.

When the gang returned we discussed the situation and thought it might be wise not to go out on the town drinking that night as we would definitely not want to be below par on Sunday. After making a few phone calls to England and also chatting with other boats we came to the conclusion, after much discussion, that a night crossing would probably be the lesser of two evils. Some of us were keen to do this as we had not sailed at night before and with radar to assist us we were confidently ready to go. That was it, decision made, we were going! So after dinner we climbed into our sailing gear, plenty of warm clothing was the order of the day (or night).

We left Ostend about 11.00 p.m. (sorry I don't have the actual log by my side) and after clearing the harbour we set off, in light - medium winds, out into the dark North Sea. With the mainsail and mizzen well reefed for possible strong winds later (after all who wants to be messing about on deck at night in a rough sea trying to reef sails with some of the crew sound asleep) we settled down to begin the passage. A few miles offshore we realised that the wind was going to freshen and we could be in for an interesting ride. Incidentally one of Pete's golden rules at night is that whilst exposed in the cockpit you wear a harness and attach your lifeline to a strong point. A very sensible precaution, the sea is not to be taken lightly. With three of us on watch and taking ½ hourly turns on the wheel the rest bedded down for some rest before it was their turn to take over. Although the wind and sea were freshening it wasn't cold and the boat's motion was a bit easier as we were on a broad reach. As we crossed the first of the shipping lanes it was fascinating to watch the lights of other boats moving across in front of us, a couple of times we altered course to pass astern of large ships. Steam may theoretically give way to sail but who's going to argue with a big container ship!

By now the helmsman was having to keep both hands on the

wheel to keep her on course with the occasional shout of "WATCH OUT" as a bigger than normal wave came looming up out of the dark and the lee rail dipped under as the boat heeled over. At this point you began to appreciate your safety harness. Although a greater degree of watchfulness is required at night you can actually see more as the lights show up from a great distance. The wind was well up into Force 4-5 and was going to steadily increase. Not exactly what we had expected from the weather forecast. In the distance we noticed a very bright glow and as we approached we came accross a very large cargo ship with all its lights on, riding at anchor. The loading lights were on as well and a spectacular sight it made. Not much chance of hitting that unless you were asleep!

We changed watches at regular intervals and it wasn't until the early hours of the morning that a couple of us began to feel the effects of seasickness. Still we carried on our merry rolling way. By 3.00 a.m. the wind had risen to a Force 6 and how they managed to sleep I will never know. I stayed on deck as I reckoned the dreaded lurgy would take over if I went below! The wind gradually came round onto the nose and increased to just about Force 7. Difficult to be exactly accurate but the boat was well-heeled and the crests of the waves had spray blowing off the top. Sadly seasickness overtook me, it didn't quite put me out of action but watchkeeping was all I was good for, I didn't feel much up to helming. We had all done our fair share but now was the time Gerry Armstrong started his marathon four hours at the wheel and very good he was at it too. Quite the round the world yachtsman he looked. With everyone else trying to catch some sleep I still did not fancy going below so hung onto a drum winch and kept a watch out as best I could. Peter kept a wary eye on the radio and made various alterations to our course as required.

As dawn began to break, the wind and sea kept up its strength and the three of us were trying to locate the Sunk lightship which we should have come across. Unfortunately we had been blown a bit off course due to the change in wind direction in the night and were a few miles out. The echo sounder was switched on as we were in the area of sandbanks but our worries were soon over, we spotted the welcoming light upwind of us. We had to slow down to allow a big trawler to pass ahead of us and then it was back on course for home. For the first time I was feeling damp and cold and with the after effects of the previous attack wished we were ashore but that was to be a few hours away yet. Gradually those below began to awaken from their slumbers and come out on deck to see just how exciting the conditions were. It wasn't long before we were sailing down the edge of the main channel towards Harwich and a very welcome sight it was too and our spirits lifted realising that our labours had brought us nearly home.

As we approached the docks John Nye very kindly chirped up with this comment - "Look Roger over there, it's your ship". "Pardon" I said, still feeling a little green around the gills. "Over there" he repeated, "it's your ship". I looked in the direction he was pointing and there was a huge container ship moored at Felixstowe, painted green, and the name on the side was EVERGREEN in large letters. This created a bit of merriment and actually I began to feel better. By this time the wind had dropped away and we gently moved up the Orwell towards Woolverstone Marina and home. We moored up not long after 11.00 a.m. and made a beeline for the shower room. That really was ecstasy and life returned to cold bones. We all reckon we achieved a lot on that return trip and over the weekend we had all suffered from varying degrees of seasickness which was actually a good thing as we were sympathetic towards others, as we know how they must be feeling. We had also gained even more respect for the sea and realised how important safety harnesses and safety in general was, as during the night we had listened on the radio to a search going on for a missing crew member, who had gone overboard somewhere at sea, we didn't know where. We didn't hear the final outcome but sadly it didn't seem too hopeful and we knew what it was like out there and how difficult it must be for those searching.

We all agreed that we had thoroughly enjoyed ourselves and had learnt a lot and I believe had a better appreciation of life and the power of the sea. Okay, so it didn't reach Gale Force 8 and I'm glad it didn't, the boat is capable of taking more than we received but all said and done you want to enjoy yourself and sailing in survival conditions can't be much fun.

Final comment must go to John Nye as we sat having Sunday lunch in the main cabin. After we had proposed a toast to Peter and Jolly and thanked them for their, as always, fantastic hospitality he said "If you don't mind I won't come with you next weekend, but I might make it the next when I've recovered!".

Good company, Good food, a lovely yacht and exciting sailing and certainly one weekend I shall not forget for a long time to come.

Ah! well back to Ospreys. Look out Tenby.

Roger Mant.

KARNWORTH LIMITED trading as

Porter Brothers

John King Shipyard,
King Street, Emsworth,
Hants. PO10 7AY.

Tel: Emsworth (0243) 377522

FOR EVERYTHING FOR THE OSPREY

Builders of Composite & All GRP Foam Sandwich Boats.

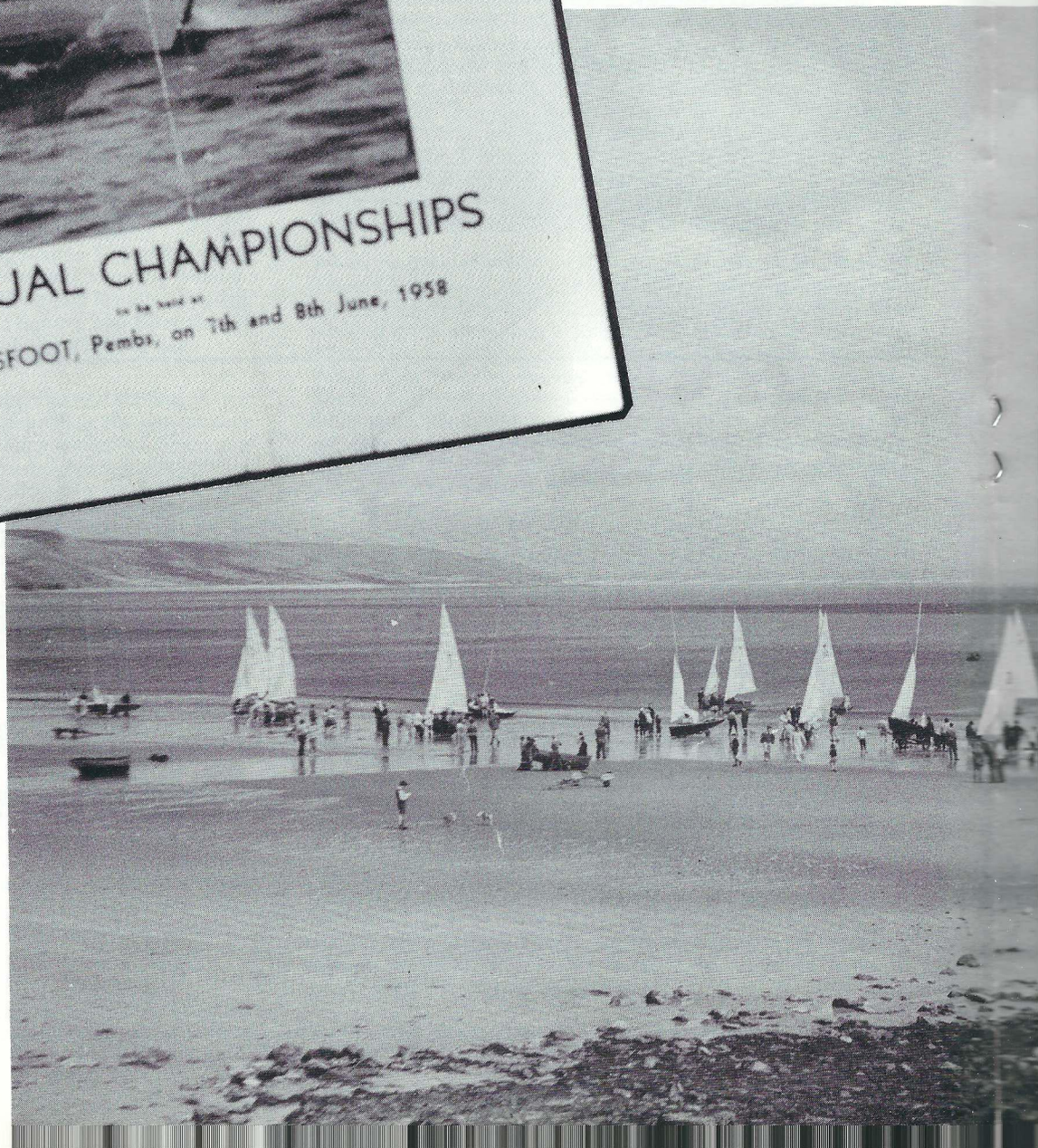
Suppliers of Sails, Spars, Foils, Fittings, Covers, Trailers, Trolleys -

In fact, everything you could need.



Not so q
Weste

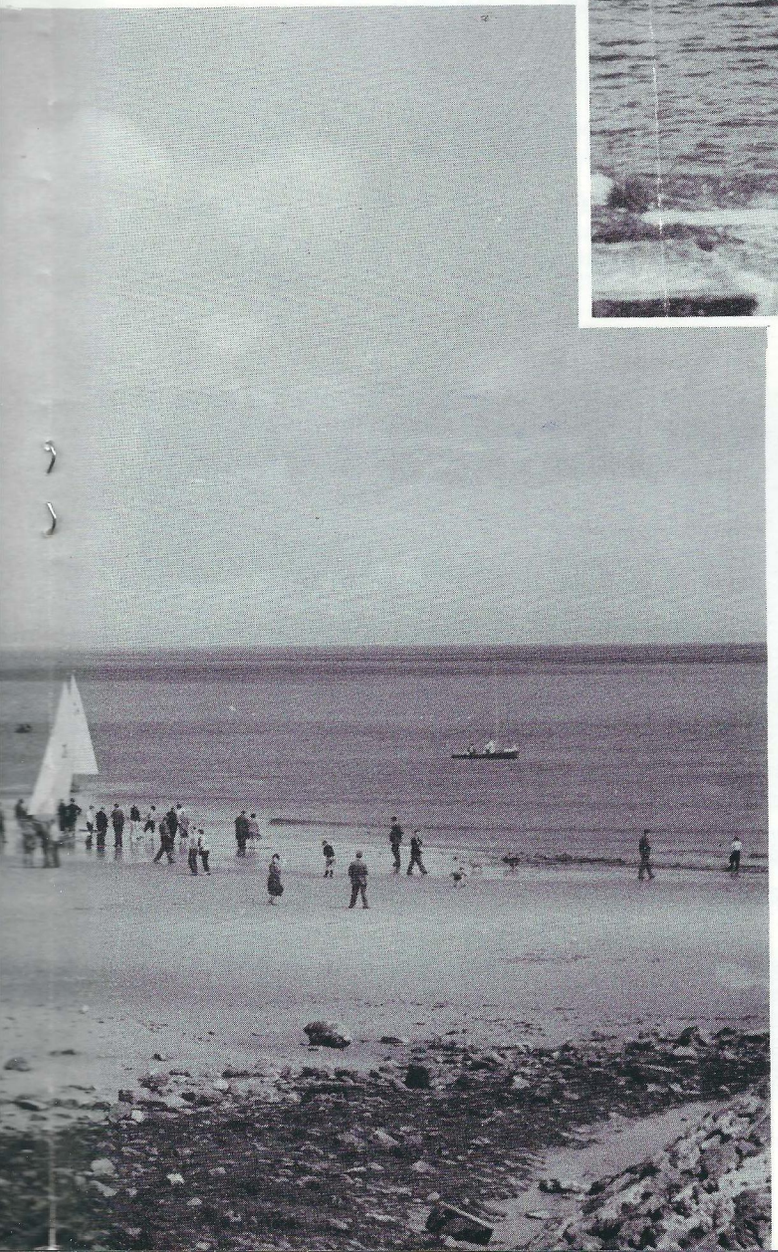
Some of you may recall the days
Club had a thriving Osprey fleet a
proud to boast that the very first
here in 1958. Indeed that first chan
by the founding fathers of the class
Tony Phillips.



quiet on the
tern Front

e days when Saundersfoot Sailing
fleet all racing regularly, and was
y first Osprey Nationals were held
st championship was well attended
ne class and was won by local helm





Things have been slack for a while but now the Osprey has returned from its migratory wanderings and has settled once more in western waters. The first lone bird 'Orinoco' was spotted in the summer of 1978 and this caused a stir amongst other previously neglected craft in the dinghy park. After a few seasons 'Orinoco' was replaced by 'The Boat With No Name' by its owner Tony Phillips (yes he's still at it). This was followed shortly by the introduction of a breeding pair from Cornish stock 'The Pound Seats' and 'The Floating Pound' and this has been successful with the first chick of a new generation of Pembrokeshire Ospreys currently being incubated at Porter's Emporium. The club should have at least five boats racing regularly this coming season so why not come along and join us.

'Lively Lady'	Charlie Rowley
'The Pound Seats'	Mike & Tim Barry
'The Floating Pound'	Tim Brace
'The Boat With No Name'	Tony Phillips
'Mistral'	John & Paul Griffiths

For those of you contemplating some practice close to this year's Nationals course, here are a few dates for the diary.

Easter Daffodil Regatta	18-20 April
Coppet Hall Week	24-31 May
S.S.C. Regatta & Caldey Race	29-31 August

For further details contact John Griffiths S/foot (0834) 812617.

See you in Tenby if not before ...

FAST SAILS

AT A PRICE THAT'S RIGHT!

Leadersail

JOIN THE LEADERS

1985 NATIONAL SUCCESSES -

2nd, 3rd, 4th, 5th, 6th AND ONWARDS

ORDER NOW AT OUR LOW 1984 PRICES

Mains and Genoa's in C.Y.T., N.Y.T. or Mylar
Super Spinnakers in H.S.T. 46.

48 WEST STREET, LEVEN, BEVERLEY,
Nth. HUMBERSIDE, HU17 5LF. Tel: 0401 43466

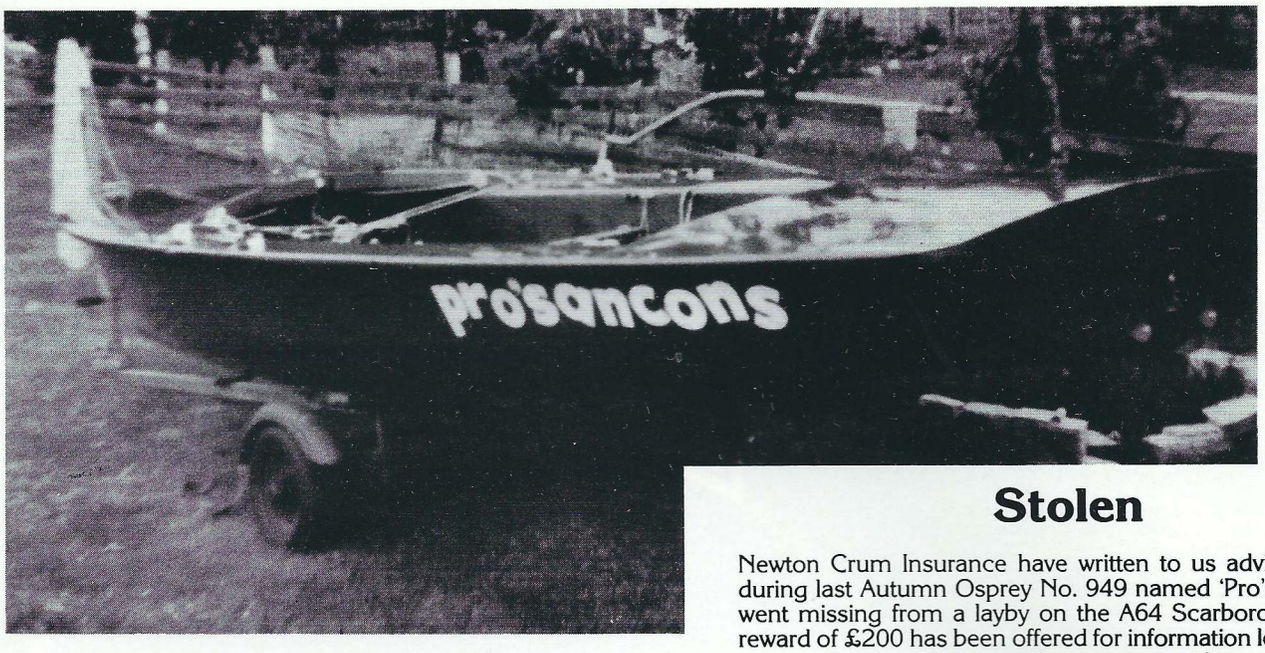
When replying to advertisers please mention the Osprey Newsletter

1st 1985 OSPREY NATIONAL CHAMPIONSHIPS

Champions choose the best.

PROCTOR MASTS

Duncan Road Swanwick Southampton SO3 7ZQ. Tel: (04895) 83111



Stolen

Newton Crum Insurance have written to us advising us that during last Autumn Osprey No. 949 named 'Pro's and Con's' went missing from a layby on the A64 Scarborough road. A reward of £200 has been offered for information leading to the recovery of this Osprey so if you can provide any information please contact Chris Gorringe, Secretary, whose address is on the inside rear cover of this magazine.

Fixtures 1987 (Provisional)

11/12 April	Training Weekend, Stewartby.
25/26 April	Ogston †
9/10 May	Welsh and Midlands, Blithfield.
16/17 May	(Morecambe & Heysham
	(Poole
30/31 May	Hayling Island Regatta
6/7 June	Round the Island
13/14 June	British Steel †
27/28 June	Poole Regatta
4/5 July	Bala Long Distance/Open Handicap
11/12 July	Southerns - Hayling Island
18 - 24 July	**Holiday ★ Nationals - Tenby**
8/9 August	Sheppey †
24 - 30 August	Federation Week (H.I.S.C.)
5/6 September	Stewartby
3/4 October	Lymington
10/11 October	Scottish & Northerns - Ribble

† : Sword Event

BRUCE BANKS OSPREY SAILS HAVE WINNING WAYS

1st 1985 Nationals
1st Wilkinson Sword Travellers Trophy
1st Southern Area Championships

Keep up with the winners -
Keep up with

Bruce Banks
The driving force in sails

PLUS Banks Super Accessories for Ospreys

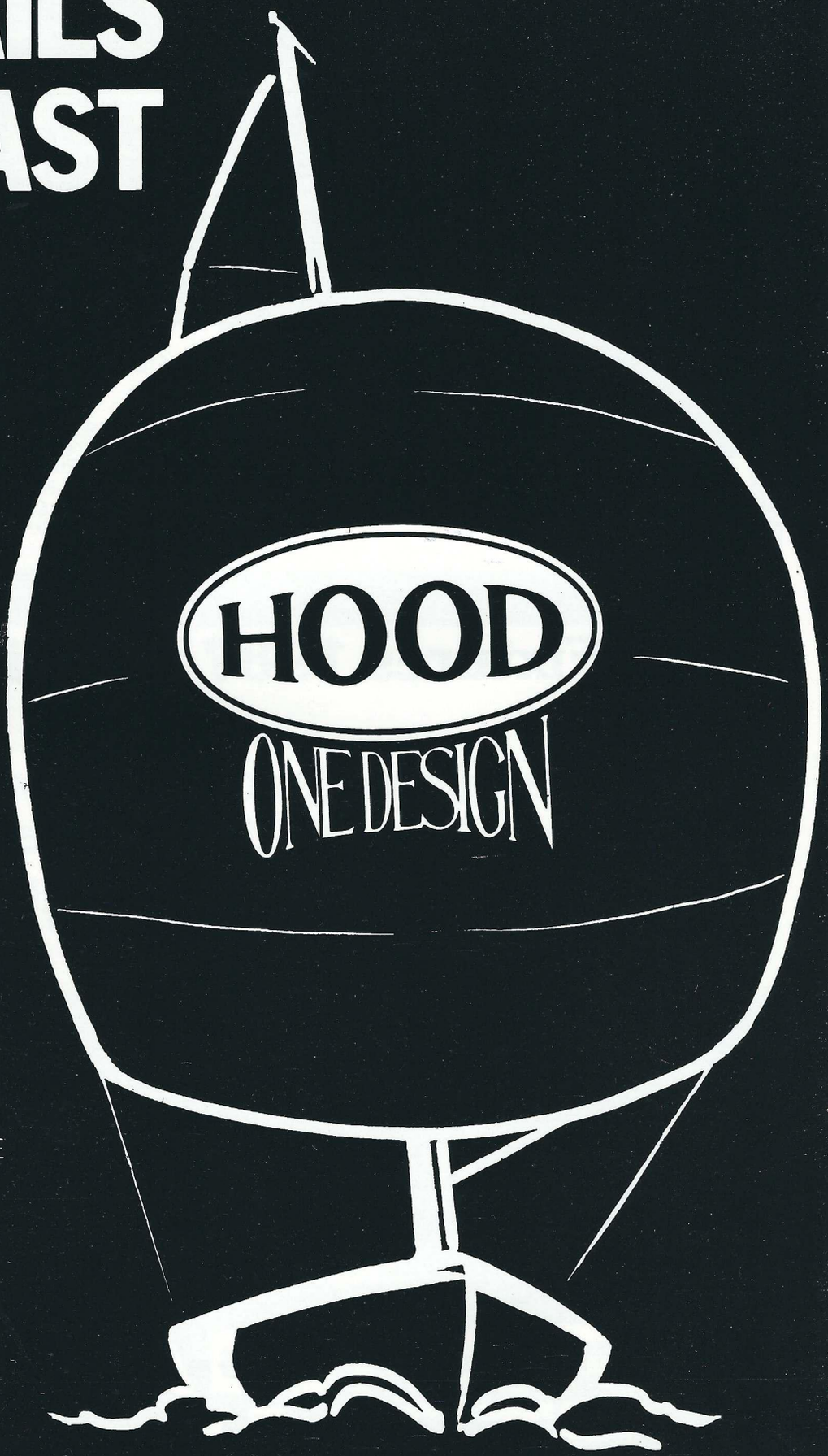
★ Top and Under Covers in PVC or Acrylic
★ Spinnaker Socks
★ Trapeze Harnesses
★ Rudder and Centreboard Bags

Bruce Banks Sails Ltd., 372 Brook Lane, Sarisbury, Southampton, SO3 6ZA.
Telephone: Locks Heath (04895) 82444

FAST SAILS THAT LAST

3rd Nationals 1982
1st Nationals 1984
1st Nationals 1985
1st Nationals 1986
1st Southerns 1986

1986 Championships,
Hood wins every race.



TUNING GUIDES AVAILABLE

Contact Ivan Coryn:
Hood One Design
Bath Road, Lymington,
Hants., SO41 9RW
Tel: (0590) 75011
Telex 477085

ASSOCIATION INFORMATION

Daly's Emporium

On page 7 of the last newsletter was a prime candidate for this month's special offers. I'm sure the young lady in question would have looked much nicer in an Osprey 'T' shirt (WET). Maybe it's too late to catch her now but you lucky Association members can cetainly benefit. We have 6 T.Shirts and 7 Sweatshirts which desperately require a body to be worn on, preferably a warm one as they have spent too long folded up in boxes in our spare room. So come on lads treat your young lady to a new garment, you could even buy yourself a sweatshirt if you're quick. The logo on each article is SAIL OSPREY with the bird flying through our insignia, the same as the car sticker. Whilst you're about it why not order some new stickers: 1 for 60p or 2 for £1.00. These are this month's Special Offers. First come first served.

SWEATSHIRTS ..... only £5.00 plus 75p postage.
Green: 1 x Extra large, 2 x large.
Dark Blue: 1 x small.
Red: 3 x small.

T SHIRTS ..... only £3.00 plus 75p postage.
Pale Blue: 3 small
Red: 1 small
Yellow: 1 small
Turquoise: 1 small

If you want to order more than one garment then £1.25 will cover postage.

"BEAT THE PRICE INCREASE"

Sadly as is always the case the price of the new style V Neck Jumpers and Sweatshirts must increase slightly but we do have some in stock at the old price:

V Neck Acrylic jumpers £13.50

1 Red size 44	)	
1 Red size 34	)	All with Gold Logo as picture
1 Navy size 46	)	

Sweatshirts £11.50

1 Navy Extra Large	(44)	Gold logo
4 Navy Large	(40/42)	Gold logo
2 Navy Medium	(38)	Gold logo
1 Red Extra Large	(44)	White logo
3 Red Large	(40/42)	White logo
1 Red Medium	(38)	White logo
4 Maroon Large	(40/42)	White logo
2 Maroon Medium	(38)	White logo

1987 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. £20.50



V Neck Acrylic Jerseys
Colours: Same as Lambswool.
Sizes: 34, 36, 38, 40, 42, 44, 46, 48. £14.00

Sweatshirts
Colours: Navy, Pale Blue, Grey, Bottle Green, Maroon, Black, Red, Royal, White, Cream, Pink. £12.00
Sizes: Small 34/36. Medium 38. Large 40/42.
Extra Large 44. XX Large 46/47. XXX Large 48/50.

Childrens sizes are also available from Size 24-32.
Acrylic £9.50
Sweatshirts £9.50

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

If you want your boat name added it costs £1.50 extra.

Other Goodies Still Available:

Super Umbrellas	Blue/White Red/White Yellow/White	only £13.50
Latest Type Tie	Blue or Burgundy	£5.00
Round Car Stickers		60p each or 2 for £1.00
Plastic Boat Badges		£1.00
Gold Lapel Badge		£1.00
Pennants		£1.00
Metal Car Badge		£3.00

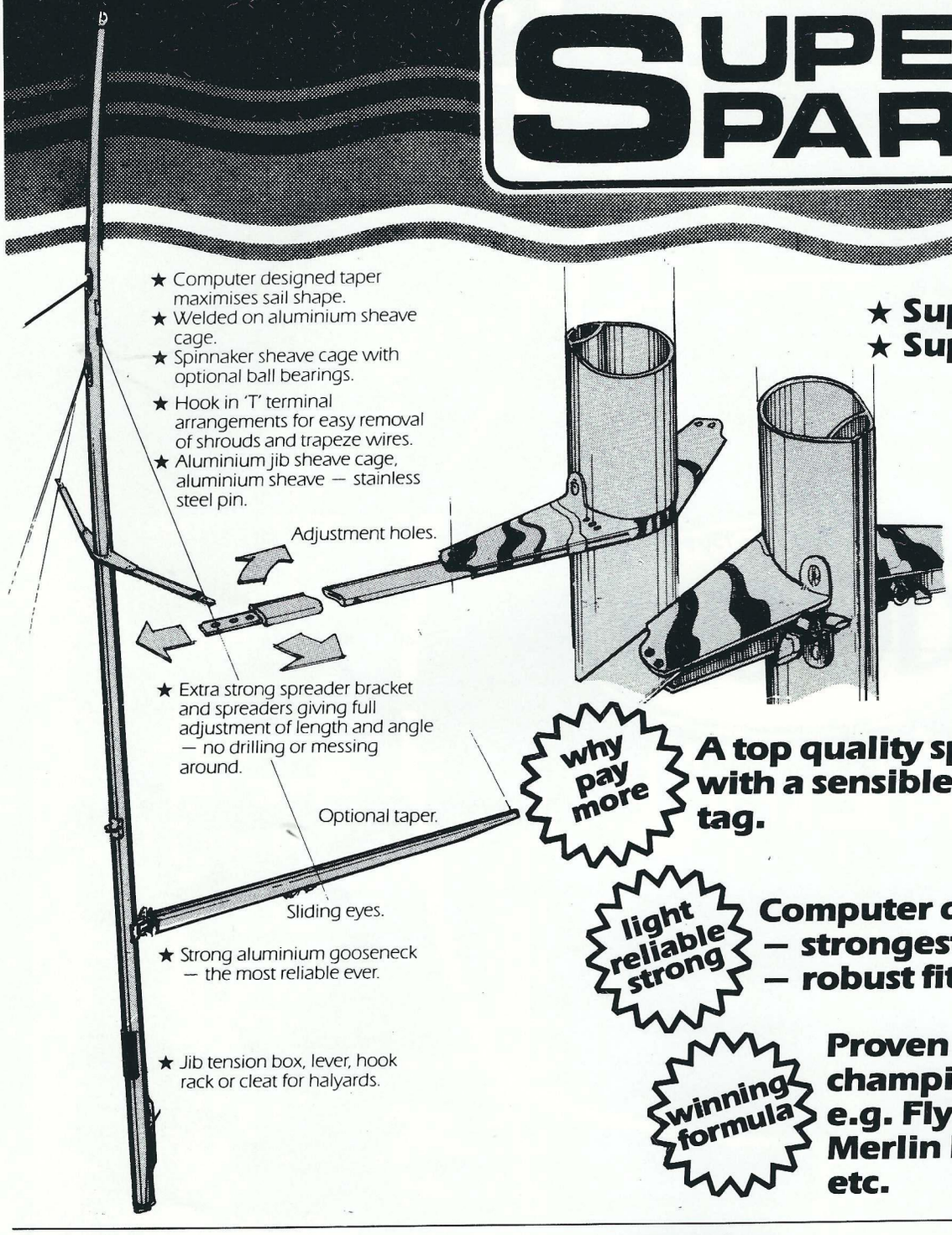
If you fancy any of the above then give me a call after 7.00 p.m. at the address below, to check availability or if you have any queries. Incidentally if you want more than one item then we can save on postage. If you have any ideas or would like to see a change why not let me know, always open to new (not rude) suggestions.

MONEY SAVERS

Roger Mant,
121 Cotton End Road, Wilstead, Beds. MK45 3DD.
Tel: 0234 741382.

SUPER VALUE

SUPER SPARS



★ Super prices.
★ Super quality.

why pay more

A top quality spar with a sensible price tag.

light reliable strong

Computer designed
— strongest alloys
— robust fittings.

winning formula

Proven successes at championship level. e.g. Flying Fifteen, Merlin Rocket, 470 etc.

★ Fittings

Many of the fittings used on Super Spars have been designed by us for the specific requirement in hand and offer strength and reliability first and foremost. The most notable example of this is the spreader bracket which allows the spreader arm to be adjusted readily without the usual messing around. Also the spreader arm can be adjusted in length for that fine tuning without having to buy new spreaders every time.

It is this thoughtful and detailed design which sets "Super Spars" fittings apart and produces fault free performance.

The price quoted in the price list includes all fittings required with the exception of a means of holding up the jib and main halyard i.e. jib tension box, highfield lever, hook rack or cleat. These extras are detailed on the price list.

★ Rigging

Spars can be supplied fully rigged ready to be fitted in the boat and the specification includes as appropriate:—

Shrouds to length with 'T' terminal connections 3 mm wire
Trapeze wires to length with 'T' terminal connections incl. handle 2 mm or 2.5 mm wire
Forestay to length
Spinnaker Halyard in 4 mm prestretched terylene
Jib Halyard in 3 mm wire with tail
Main Halyard in 2.5 mm wire with tail or Kevlar rope
Pole Uphaul in 3.5 mm Kevlar rope.

Rigging to all standards and specifications can be fitted so please discuss your requirements.

International Sailing Products

9 Portchester Road, Fareham Hants PO16 8AD
Tel. Fareham (0329) 232103

NATIONAL OSPREY ASSOCIATION 1987

Clubs & Contacts

Southern Area

Lymington Town SC
Dave Burden
4 Copse Avenue,
New Milton, Hants.
Tel: New Milton 611242

Mengeham Rythe SC
Peter Tart
31A St Andrews Road,
Hayling Island.
Tel: 07016 5002

Mounts Bay SC
Malcolm Woolcock
Bryher
Turnpike Hill,
Marazion, Cornwall.
Tel: 0736 711083

North Devon YC
Geoff Dean
8 Yeo Drive,
Appledore, N. Devon.
Tel: 02372 6934

Poole YC
Philip Greetham
161 West Way,
Broadstone,
Poole, Dorset.

Portishead YSC
Robin George
28 Waterside Park,
Westcliffe Bay,
Portishead, Bristol.
Tel: 0272 843849

Sheppey YC
Roger Taylor
Linden Cottages,
Boarley Lane, Sandling,
Maidstone, Kent.
Tel: 0622 64007

Sussex Motor YC
Frank Powell
60 Old Shoreham Road,
Hove, Sussex.
Tel: 0273 720708

Welsh & Midland Area

B.S.C. SC
Ian Wilson
17 Bradfield Avenue,
Bridgend, Mid. Glam.
Tel: Bridgend 59098

Creeksea SC
Robert Shaw
69 Back Road,
Writtle, Essex.
Tel: 0245 420889

Gt Yarmouth & Gorleston
Mark Duffield
17 Hall Quay,
Gt. Yarmouth.
Tel: 0493 4891

Mumbles YC
Alan Bevan
348 Mumbles Road,
Norton, Swansea.
Tel: Swansea 405708

River Towey SC
Tony Powell
Bwthryn-y-Coed,
Ferryside, Dyfed.
Tel: 026785 354

Rutland SC
Lionel Matthews
7 Home Close, Dingley,
Market Harborough, Leics.
Tel: 085885 306

Saundersfoot SC
Tony Phillips
Brynderi, High Street,
Saundersfoot, Dyfed.
Tel: 0834 812845

Stewartby Water SC
Glen Adcock,
57 Greenacres, Werrington,
Peterborough, PE4 6LH.
Tel: 0733 79370

Scottish & Northern Area

Blithfield
Dave Norris
34 Ashenhurst Road,
Russells Hall, Dudley, W. Mids.
Tel: Dudley 239512

Filey & Ribble
John Lang
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
John Walters
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
John Hood
16 Woodside Grove, Hartburn,
Stockton-on-Tees, Cleveland.
Tel: 0642 580845

Overseas Clubs

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

Holland
Hans Van Riemsdijk
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

Chairman: Trevor Brown, 6 Greenhayes, Broadstone, Dorset. Tel: 0202 699876

Secretary: Chris Gorringe, 25 Bereford Road, Parkstone, Poole, Dorset. Tel: 0202 736286

Treasurer: Graham Mant, Japonica Cottage, Blacksmiths Lane, Charlton on Otmoor, Oxon. Tel: 086733 515

RYA Centreboard Committee Rep: Nick Willis, 1 Sundale Cottages, Longmoor Road, Greatham, Hants. Tel: 04207-319

Publicity Officer: Mike Jakeways, The Hollies, South Road, Oundle, Peterborough. Tel: Oundle 73168

Newsletter Editor: Dave Norris, 34 Ashenhurst Road, Russells Hall, Dudley, West Midlands, DY1 2HH. Tel: 0384 239512

Blithfield: Marg Norris, 34 Ashenhurst Road, Russells Hall, Dudley, W. Mids. Tel: Dudley 239512

Creeksea: Robert Shaw, 69 Back Road, Writtle, Essex. Tel: Chelmsford 420889

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

Gt. Yarmouth & Gorleston: John Stembrowicz, 77 Angela Road, Horsford, Norwich, Norfolk. Tel: Norwich 897839

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

Lymington: Pete Stubley, 12 Studland Drive, Milford on Sea, Lymington, Hants. Tel: Milford on Sea 2647

Ogston: Ian Madeley, Brookside, 283 Abbeydale Road, South Dore, Sheffield S17 3LB. Tel: Sheffield 366873

Poole: Phil Angrave, 21 Lulworth Avenue, Hamworthy, Poole, Dorset. Tel: 0202 680211

Sheppey: Roger Taylor, Linden Cottages, Boarley Lane, Sandling, Maidstone, Kent. Tel: 0622 64007

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 1987

See page 11

OSPREYS FOR SALE

1120 Westerly Mk. III. Good condition. Little used lately. £1000 ono. Tel: Fareham 289196.

1219 Porter, 2 suits. £2250. (0795) 874418

1185 "Another One Bites The Dust', Wood, £2500. Richard Marshall, (0794) 522486.

1137 Complete Outfit, trailer, trolley. £875. M. Beaman, (0543) 72080; (0527) 66580.

1122 Wood, Needlespar, Leader, trailer, trolley. £1000. J. Madeley, (0742) 366873.

1087 Rompon Porgy, 4 sails, 2 boards (1 M&W), trolley/trailer. £1350. A. Hardy, 01-228-9139.

1043 Many a Mickle, III Glass, trolley and trailer. £675. R. Holding, (0202) 603974.

1031 III Wood, Westerly, Shadowfix, 3 sails, trolley/trailer. Good record. £1250. Roger Blake, Galstone. Tel: Gt. Yarmouth 732228.

1020 III Wood, Sugar Plum Pig. New '86 Sails, T/T. Ready to go £1300. P. Stubley, (0590) 42647.

962 2 Sails, Rondar Stock Composite (Y/Y). £375. Ware 68053.

901 II Westerly Wood 'E', 2 sails, 3 kites. Needs attention. £650. D. Hoare, Beconsfield 5944.

834 II West, new cover, Leaders. Excellent condition. Compi. Negotiable. £750. A. Smith, Hornsea 2742.

703 Silent Prayer, II. New foredeck. £350. Geoff Wilcox, (0202) 625233.

753 Westerly, Wood, Combi. Excellent. £550. (0392) 851388 (Y/Y).

438 Combi, trailer, new spinnaker. Needs varnish but sound. £350. (0904) 423517. (Y/Y).

1167 Dodger - 2 masts, new main, trolley/trailer. Mark Duffield, (0493) 844891.

959 Mk. 3 Wood, v.g.c. Combi, trailer and trolley. New mast and rigging, Genoa & spinnaker 1 year old. £800 ono. Maurice Henegan, (0202) 577712.

1214 Marilou. Porter. Main, 2 Genoas & 2 spinnakers. Proctor spars, new top cover. £2000. (0621) 892246 (evening); (0708) 66070 (day).

Other Man's Grass, Westerly Wood Mk. 3. £1100. V.g.c. includes road trailer, new covers, etc. Tel: 0785 46129 (business), Ray Fuller, 0889 882294 (home).

Wanted

Mast - Simon Bridges. (0202) 604065.

Bits & Pieces

Genoa - Oscar. (0705) 482599.

Main - Leader 'Brand New'. £140. Richard Marshall 1195. Telephone (0794) 522486.

Mast - Unused. Procter. Fully rigged. 'Offers'. Ann Watson. Telephone (06632) 3815.

Spinnaker - Good condition, £60. P. Stubley, (0590) 42647.

2 Osprey Mainsails. Phone Geoff Stubbs on Stafford (0785) 51356 (daytime) and Sandon (08897) 285 (home).

Osprey Mylar Hood Genoa £45 ono. Leader Genoa £40 ono. Tel: 0590 42647. P. Stubley.

OSPREY BUILDERS

For G.R.P. Boats:

Porter Brothers
John King Shipyard,
King Street, Emsworth,
Hants. PO10 7AY.
Tel: 0243 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

Thanks to everyone for their entries in the Newsletter,

keep them coming, preferably on time.

Typeset and Printed by Hawksworth Graphics & Print Ltd. Tel: Uttoxeter (08893) 5234