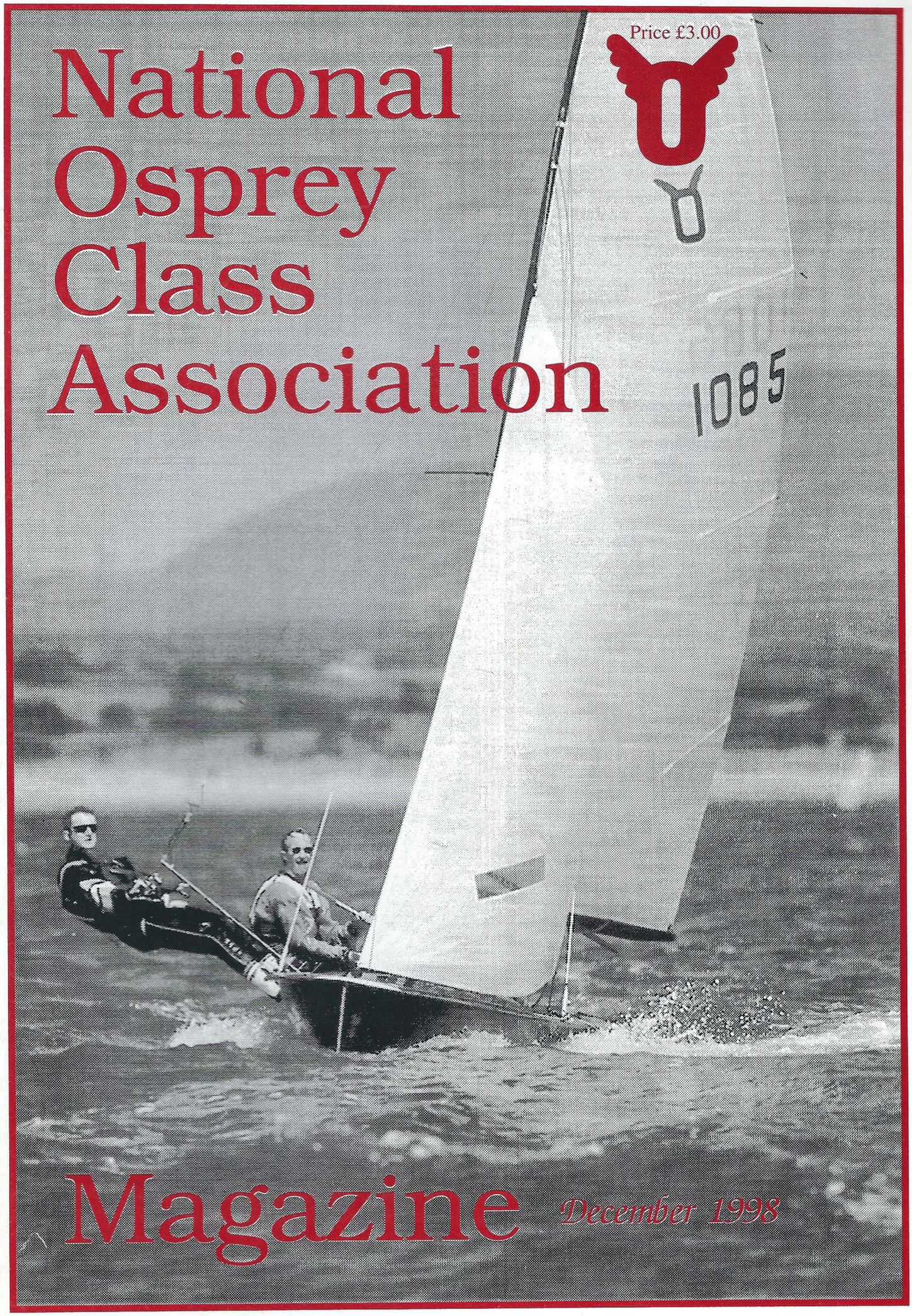
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National Osprey Class Association



Magazine

December 1998

Osprey Class Association Committee

Chairman	**Nick Jones** 2, Tyne Close, Flitwick, Bedford MK45 1DG	Mobile 0802-220560	Home 01525-751712 Work 01442-884927
Secretary	**Simon Bridges** 25 Beamish Road, Canford Heath, Poole, Dorset BH17 8SB		Home 01202 - 671091
Treasurer/Membership	**Ian Madeley** Brookside, 283, Abbeydale Road South, Dore, Sheffield, West Yorks S17 3LB		H&W 0114-2366873 Fax 01142620246
Magazine	**Terry McDonald** 29, Harold Road, Minnis Bay, Birchington, Kent CT7 9NA	Mobile 0468-585475	Home & Fax 01843-841497
RYA Representative	**Huw Pearce** 23, Addiscombe Road, Crowthorne, Berkshire RG45 7JX		Home 01344-771047 Work 01932-762692
Trophy Secretary	**Iain Williams** 98 Heol Las North Connelly, Bridgend, Bridgend CBC		Home 01656-746726 Also Fax
Archivist	**John Rayner** Lane End House, Stables Lane, Boston Spa, Wetherby, West Yorks LS23 6BX		Home 01937-842860
Sales	**Rob Shaw** 5 Talgarth, Teal Farm, Washington Tyne & Wear		Home 0191-417-3572
Publicity	**Adam Bowers** 8 Trinity Street, Weymouth, Dorset DT4 8TW		Work 01305-761125 Home 01305-861440

Clubs & Contacts

SOUTHERN AREA	Telephone	WELSH & MIDLANDS AREA	Telephone
East Anglia Ken King, 4 Winterdale Cottages, Summerhill, Althorne, Chelmsford, Essex CM3 6BX	01621-742511	**British Steel** Jeff Hughes, 261 Delfford, Rhos, Pontardawe West Glamorgan, Wales SA8 3EP	(H) 01792-830474
Hayling Island		**Blithfield Sailing Club** Chris Guy, Jacaranda House, Mill Lane, Wheaton Aston, Staffs ST19 9NL	01785-840710
Lymington Town Sailing Club Iain Sutherland, 5, Gold Mead Close, Lymington, Hants SO41 3FQ	(W) 01703-634020 (H) 01590-679660		
		SCOTTISH & NORTHERN AREA	
Minnis Bay Sailing Club Terry McDonald 29, Harold Road, Minnis Bay, Birchington, Kent CT7 9NA	01843-841497	**North East & Kielder Water** Alec Mamwell, 10 Goosehill, Morpeth Northumberland NE61 1TL	(H) 01670-511695
Mounts Bay Des Menear, Tree Tops, Little Lane, Hayle, Cornwall TR27 4PY	01736-756154	**North West & Ribble Cruising Club** Don Flannery, 179 Hoyles Lane, Cottam, Preston, Lancs	(W)01772-852069 (H) 01772-724740
Poole Yacht Club Phil Angrave, Three Wells, 20 Beaucroft Lane, Colehill, Wimborne, Dorset BH21 2PA	01202-885942	**Sunderland** Richard Hewitt, Bloomsbury Court, Gosforth Newcastle-on-Tyne NE3 4LW	(H) 0191-2131386
Netley Bob Thomas, 50 Hound Road, Netley Abbey, Southampton S31 5FX	01703-454187	**Hornsea** Mike Smith, Etton Cottage, Butchers Row Seaton, Nr Hull HU11 5RB	(H) 01964-534692

Front Cover

National Champions Oscar Chess & Nick Daly-Hunt Working 1085 Toothpick up the Beat ... Well done both of you!!!!

Photograph Martin Turtle Photography



The Editor

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Terry's Tarradiddle

Christmas is all but on us, the seasons success's or otherwise decided, with trophy's brightly polished and on the shelf for everyone to admire, if we sailed well.

My change to a MKIII .... wooden of course .... seems to have caused Andy & I no harm at all. Indeed we won all three series in our Club fleet. A satisfying end to the season!

As always I am grateful to those who have contributed in this issue, especially those regulars who turn up trumps issue after issue. I hope everyone finds it enjoyable and informative and a good read on those dark evenings in their comfortable armchair.

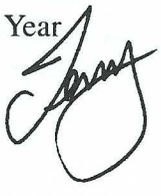
By now you should have planned all the work you intend to do on your boat during the closed season. Hopefully you will have checked all the fittings for wear and tear and identified all those that require replacing. **You can now let those nearest and dearest know which fittings you require for Christmas presents**.

You have of course checked all the rigging for wear and ordered new rigging where required. The hull and foils will require some attention, perhaps you have decided to re-varnish and paint so you will have bought the paint, varnish and wet & dry. Even those of you with Fibre Glass boats will want to make sure that all the gell coat is intact and where necessary carry out repairs.

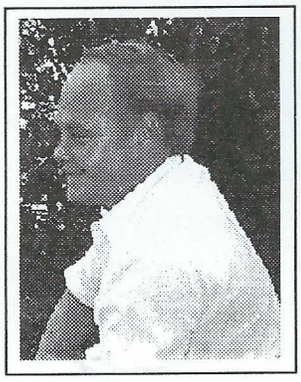
Please Please remember to alter your Standing Order for Membership and send it to Ian. If you haven't got one why not do it now as an early New Years Resolution.

In the meantime have a good Christmas, you can always get rid of the excess's when you start rubbing down!

Happy Christmas and Peaceful New Year



Chairmans Cantillations



It only seems minutes since I pulled out of the car park at Pwllheli after the Nationals - the 47 boats that attended had a really good time with varying wind conditions. It was great to see some new faces and I would like to make special mention of Alex and James Dawson whose, boat failed its buoyancy test. Despite this disappointment they kept going, one crewing Bob Thomas and the other crewing in my boat. Lets hope that they keep going in Ospreys despite their obvious disappointment in not being able to sail their own boat.

Oscar Chess and Nick Daly-Hunt in Toothpick took over the reins as National Champions. Unfortunately DJ Edwards was unable to defend his title but I am sure that you will all join me in wishing him the best of luck with his Olympic Campaign.

The AGM saw Adam Bowers join the committee and I am sure he will help us raise the profile of the class in his role as our Publicity Officer.

Unfortunately after the Nationals things have not gone especially well for Hilary & I. At the beginning of September we had our caravan stolen, the consequence of this was that I could not make either the Panmorra Cup or Kielder. I am told that both events went well although the numbers were disappointing.

Lymington was its usual self with light winds, however we had an excellent evening in the Indian. Two weeks later at Netley Abbey, 24 boats took part and a good time was had by all. This event is now in its third year and I must congratulate Bob Thomas on the way in which it has grown, this certainly would not have happened without his efforts.

Looking forward, two new boats should be taking to the water on Boxing Day - one being Richard Hewitt's and the other Rob Shaw's, can anyone tell us how many Ospreys that man has had?

We have now got a Web Site which has been set up by Tony Harper and on this you should be able to find up to the minute news on Ospreys.

The address is **<GoOsprey@Force9.co.uk >** (just type the bits between the < >) our hope is to use this page to promote the class through into the millennium.

March will again see us at Alexandra Palace for Sailboat. This event has placed a lot of demands on your committee members in the past as three people are required on the stand at all times. We need your help on the stand, why not volunteer to do few hours if you are going to the show. Let Adam know if you are able to help, free tickets might be available for those who volunteer.

Weymouth will be hosting the Nationals in '99 and we have already met them to get the basic arrangements established. The sailing area is excellent and I am sure we are in for a great week. Adam is our main liaison with the club and he has some great ideas but I do not intend to disclose them now. I guess if you want to know you are just going to have to come along next July!

So if I don't see you at any of these silly cold freezing races, hopefully I'll see you at Sailboat in March, so until then have a really great Christmas and an Osprey New Year.



Have You Sent Your New Mandate to Ian ?

The Dam to Dam Endurance Race

KIELDER JUNE 20th/21st

In 1977 long before computers, quality assurance and political correctness had begun to take over the world, students still wrote essays. They also dipped lectures when opportunity presented and one bright October afternoon two so called mature students were sweating as they thrashed through the forest looking for a crag called the Belling.

They were not best pleased as the easy way along the old North British Railway had been closed by works on the new dam. Suddenly they burst out of the trees to view the broad sweep of the upper North Tyne valley. One of the students who sailed as well as climbed was immediately struck by the scope of the dam project. "Bloody hell! You'll be able to sail for miles...."

Some ideas require instant or rapid action whilst some are abandoned either swiftly or in face of obstacles. Others remain dormant, often for years, and occasionally come belatedly to fruition. Imagine my delight when I discovered on joining Kielder a couple of years ago that someone else had had the same idea and that the club had been exploiting this every month for years with a "Round the Lake" race. To cut a long story short the club decided to build an open meeting around several such races and hence the Dam to Dam Endurance Race was initiated this year.

Anyone who enjoys cramming a great deal of sailing into a weekend would have appreciated this event. My crew calculated in the first race we sailed 29 miles and over the weekend the total was about 54 miles. These are straight line totals so make no allowance for extra distance sailed whilst tacking upwind, gybing or sailing around pre-start. My guess is that those who completed all three races sailed over 60 miles and thoroughly deserved their excellent T-shirts.

Four Ospreys took part and enjoyed not only great sailing but also some close competition. Richard Hewitt/Paul Jamieson (1276) chased Rob Shaw/Steve Watson (1175) hard all weekend almost falling over them at the end of the last race. Roger Edwardson/Dave Lyall (1230) and Alec Mamwell/Ian Little (1261) also had a ding-dong scrap over the three race series.

The weather was good and provided a mixture of light, medium and full-on winds to test the crews across a variety of conditions. Amongst other classes represented were International Fourteens and Flying Fifteens. There was even a Skiff and this writers free tip is don't start downwind of one of these beasts even in an Osprey!

Although the event was won by an International Fourteen, Rob was second, Richard third and Alec fourth - not a bad result for Ospreys. Hopefully this event will grow in future years to provide a classic test of skill and endurance which every discerning crew will have to include in their calendar.

The Belling was a great crag. The last climb that October afternoon many years ago was a delicate slab of best quality Northumberland sandstone. The leader was climbing slowly, savouring each delectable balanced move. The Earth shadow followed him up the crag as the sun set. It was a good time as the two sneaked back through the dam workings to enjoy a well deserved pint in the Blackcock. Some things never change!

Story by

Alec Mamwell

Lady in Red (1261)

Open Meeting Reports

Netley Abbey

AND THE WIND CAME!

I seem to recall twittering on about the traditional October weather patterns as an introduction to a report on last years 'Happening' at Netley. Here we go again!

Ten days of totally miserable conditions, a cold north easterly air stream accompanied by rain and foggy spells over the country, especially our bit, it felt more like March than October. Just in time the weather gods relented and produced some pretty good conditions for the weekend. When the sun reappeared with a shift to westerly winds on the Saturday I can assure you that I must have been the most relieved man alive! If I had been on the point of travelling on Friday morning, not at all a promising prospect, it would certainly have been a touch and go situation on whether to even start! A goodly crowd of Osprey sailors did though and headed south that day, early arrivals appearing on Friday, quickly dived for shelter in what I believe the Meteorologist's call a modicum of precipitation!

Saturday dawned a bit cool and grey, a light westerly increased by midday and at start time the Sun made an appearance as 24 boats crossed the line sailing a 'P' shaped course up Southampton water and back. The breeze had filled in from the Northwest which gave a reasonable beat with a couple of fast reaches and not too long a run thrown in.

That rather nice new boat 'Swiftwun' 1290 which made quite a name for itself at the Poole Nationals last year, must have been pleasing the owner Peter Frith no end. This time with Nigel at the blunt end they led the fleet on all three rounds of the race. Of course they did have a hot pace setter in the form of Andy Barker and the 'Big Fella' following in 1234. 'Lettice', (Stewart Maunder) managed third around the final mark of the first round but lost this to Martin Lewis in 'Schiaffino' for the next two laps. Down the fleet it was more complicated, quite a bit of place swapping going on and some interesting things happening as people chose to go inshore or stand out to seek the best wind and tide combination for the windward leg. The race finished with the aforementioned three still in the same positions.

There was time for a break ashore between races, for some, a chance to screw bits back on the boat, for others a bite and some liquid refreshment!

The second race was different. A bit more wind and better still, more sun and the added complication of a stronger tide to contend with, particularly in the later stages of the race. The same course, but not so much guesswork, everybody getting the feel of it. Martin and 'Schiaffino' got into gear on this one, winning all three rounds pursued by Colin Rainback and Bob Iles in 'Yabba Dabba Doo'. Andy and Adam were showing the way, but a bit of a mishap had put them out of the finishing order. Third place being taken by Nigel and Peter.

All hands then repaired to the shore, for some, the rush for accommodations and/or more refreshment and others the delights of fixing the boat! It is of course also possible to do all three more or less at the same time! Most managed to get fed and watered before repairing to the Club House later that evening in company with the Shearwater Cat sailors, who, helped to get the place packed out nicely to the accompaniment of a rather nice singing lady and another nice lady dispensing the appropriate brands of refreshment. The two barrels of 'Real Ale' had gone by about 9pm!' Fortunately she had alternative stocks to hand!

Sunday must have been as near perfect as you can get. After a gloomy forecast the weather gods really relented. The sun blazed out of a blue sky peppered with just the right amount of fluffy white clouds, it was like a Spring day but warmer. A good fresh force five'ish wind, enough to give a few white capped waves and some screaming reaches at the right moments. Adventures among the middle of the fleet were too numerous to recount but above all, it was a dam good sail. What

a way to finish the open season.

A change of course today - back to traditional 'Sausages and Triangles' and a full five laps sailed for the third race of the series. 'Swiftwun' led every lap, and an even newer boat 1291 'Waimany', with Peter Banister and 'He who likes a blow Willis' on the wire followed them every inch of the way. Again, quite a battle for third place, 'Bankrobber' (1024) Alan Laing and Terry Green took the first and third and fourth rounds, Robert and Steve in 'Vindaloo' (1175) got them for the second but the finishing round saw Andy and Adam in the 'Jurrasic' (1234) take the third place.

'Plan A' was to sail Sundays races as near 'Back to Back' as could be arranged. Due to tidal conditions the start that morning had been later than the hosts would have liked. (the club has of course made special arrangements with the tidal booking clerks for any future events that it may have the privilege to stage!) After some discussion with the race officers, I have to report that they were under the impression that the sailors would be lurking near the start area for the second race somewhat sooner than they did. A bit of a communications hiccup caused the between race break to become somewhat extended. Apologies are proffered to those on lengthy journeys and we hope that the homeward leg was not too painful.

The last race commenced with probably even better conditions that the first, very photogenic I believe, sorry, no pictures available at present. Nigel and Peter led every round and took first place, the 'Yabba's' held second for the first two rounds but were out of things for a while after that. Martin and John in 'Schiaffino' settled, if that's the right word, down to a steady second for the rest of the race. I thought Martin was the great 'Light weather man? Again the big battle was for third, a lot of place changing went on but 665 'Bewitched', Roger Kent and James Anderson, featured well in the third lap and again on the one that really counted, the last. Unfortunately Andy and Adam could not make the start for this one, get well soon Adam!

It was Poole that really stole the show with their five entries all finishing in the first seven overall. It goes to show that regular competitive turn outs with a strong home fleet can improve everybody's standards.

The locals here were impressed, maybe it will encourage an increase in numbers to Netley's motley squadron? Certainly the display by some of the local 'Funny boats with big bowsprits' on the Sunday showed up the superiority in real winds of 'Proper boats', even the pram pushers and dog walkers populating the adjacent shoreline were stopping in some numbers to watch the proceedings.

Many thanks to all who supported the event, commiseration's to those who didn't make it, you missed a good weekend.

FINAL RESULTS

In finishing order

Boat No	Name	Helm and Crew	Club
1290	Swiftsure	Nigel Skudder Peter Frith	Poole
1204	Schiaffino	Martin Lewis John Gorringe	Poole
1024	Bankrobber	Alan Laing Terry Green	Poole
1272	Yabba Dabba Doo	Colin Rainback Bob Iles	Poole
1291	Waimany	Peter Bannister Nick Willis	Hayling
1175	Vindaloo	Robert Shaw Steve Watson	Sunder
1194	Lettice	Stewart Maunder Steve Birch	Poole
665	Bewitched	Roger Kent James Anderson	Mengham
1226	Blackjack	Dave Gorringe Steve Williams	Swan
1198	Blue Moon	Will Odling Nick Daley-Hunt	B'field
1276	Jennifer	Richard Hewitt Paul Jameson	Sunder
1234	Jurrasic Barker	Andy Barker Adam Bowers	Rock
1284	Out of the Blue	Mike Taylor John Willes	Marconi
1195	Another one Bites	Richard Marshall Paul Taylor	Spinnak
1178	Psycho	John Lang Malcolm Clack	W'Riding
1261	Lady in Red	Alec Mamwell Ian Little	Keilder
1259	Buff and Chunder	Jane Seymour Chris Seymour	Shoreham
919	Pink Panther	John Shenton Stephen Knee	Wilsonian
1227	A. HAG.	Tony Harper Martin Stillog	Tamworth
1233	Quatlepanqui	Nick Jones John Osgood	Stewartby
1193	Jack Attack	David Charles Martin Stephans	Br.Steel
1273	Frustration	Bob Thomas Tony Murry	Netley
1171	Aurora	Roger Dockrill Marion Dockrill	L'ton
332	Windhover	John Head David Bud	Netley

I make that eighteen clubs represented. Not bad eh! Maybe Ospreys are more widespread than we think?

Report by

Bob Thomas

Kielder Open 19th/20th September

In complete contrast to last year when it blew hard for the whole weekend, this years Kielder Osprey Open provided two days of light and variable winds, glorious sunshine and close, if somewhat frustrating racing. The four local boats were very pleased to welcome nine visitors from a wide variety of clubs. Hornsea, Sunderland, Blithfield, Ribble, Burnham, Morecambe, Peterhead and West Riding were all represented. Particular mention should be made of David Smart, his son and friend (789) from Peterhead and John Gibbison/Garry Dobson (1087) from Morecambe and Heysham, both starting their time and travels with Ospreys.

With the prevailing weather conditions I'd put my fiver on John Lang/Malcolm Clack (1178) having seen how they demolished the opposition at Hornsea earlier in the year. Two first places for the pair on the Saturday confirmed my confidence and seemed to ensure financial security.

A second and fifth put Peter Smith in second place overnight. Peter had borrowed Jennifer (1276) and Paul (Jamieson) for the weekend and looks well set to carry on the family tradition in Ospreys. The closeness of the first days racing was illustrated by the fact that five boats were tied on equal points for third place overnight.

After the racing everybody went to bed early and nobody drank any beer...

Sunday dawned with mist, then sun and very little wind. After a postponement and a general recall the fleet drifted off to the windward mark. Mike Taylor/John Willey (1284) and John Auty/ Martin Atherton (1256) were first round whilst John Lang showed he was fallible when he hit the first mark and ended up in unfamiliar territory at the back. At the start of the second lap the leaders sailed into a massive hole which was already occupied by a fleet of over twenty catamarans which had started in front of the Ospreys. By this time the beat had become a run and the wind filled in from behind bringing the tailenders into the melee. Roger Edwardson/ Dave Lyall (1230) and Alec Mamwell/Ian Little (1261) rode their luck to avoid a vociferous raft which formed at what had previously been the windward mark. The wind settled for the rest of the race with Mike Taylor through to second place and chasing Roger all the way to the line. John Lang finished eighth and minor financial problems loomed for some of us.

Whilst the rest of the fleet enjoyed luncheon on the terrace John and Malcolm opted to stay out and practice. The outcome of the meeting was still wide open with Roger best placed to beat John, Mike Taylor and Peter Smith being not far off the pace. The fitful westerly that had set in provided slightly more predictable sailing for the last race but there were still holes and lifts to try everyone's patience. John Lang came back with a third win, closely pursued by Mike Taylor and this is the way they finished overall. My fiver was finally safe!

Peter Smith sailed extremely well once again to finish third in this race but spoilsport Roger Edwardson gained a place on the last lap to secure third place overall by one point. Peter had to settle for fourth overall but watch this space.

Similar close finishes occurred further down the fleet with many crews having at least one good result. Nick Eggett and Alistair Smith (1040) sailed consistently all weekend; Vic Goode and daughter Joanne (1287) sailed a good second race; Viola Hepburn - Scott and husband Mike (748) got two fifths; John Auty and Willy Crichton spent the weekend locked in an exclusive Ribble battle which I'm sure is set to continue.

A further glance at the result show that a certain Mr. S. Watson was in the blunt end of an Osprey. Steve had enticed the best Osprey crew in the world at the present time to share his boat. Unfortunately the yellow Osprey did not go as fast as the little yellow car that Steve was longing to race in again. They only managed the first day but nevertheless it was great to see them and everyone else who came. Out thanks go to the travellers, the O.D., the Rescue staff, the Galley staff and everyone else who contributed

to an excellent weekend. We hope to see you, and more, at Kielder in '99.

Alec Mamwell

Results

No	TEAM	CLUB	1	2	3	4	TOTAL	O/A
1171	J.Lang M.ClackWest	Riding	1	1	8	1	3	1
1284	M.Taylor J.Willey	Burnham	3	7	2	2	7	2
1230	R.Edwardson D.Lyall	Kielder	2	8	1	5	8	3
1276	P. Smith P.Jamieson	H'sea/Sun	5	4	2	3	9	4
1261	A. Mamwell I.Little	Kielder	6	4	3	6	13	5
1040	N.Egget A.Smith	Hornsea	4	6	7	4	14	6
1287	V.Goode J.Goode	Kielder	7	3	6	8	16	7
748	V.H-Scott M.H-Scott	Kielder	11	5	5	9	19	8
1256	J.Auty M.Atherton	Ribble	10	9	10	7	26	9
857	W.Crichton R.Milner	Ribble	9	10	9	10	28	10
1175	S.Watson N.D-Hunt	Sun/Blith	8	11	R	D	33	11
1087	J.Gibbon G.Dobson	M'combe	12	12	11	11	34	12
789	D.Smart N.Smart P.Hayland	P'head	13	13	12	D	38	13

Welsh & Midland Area Championship

Blithfield hosted this event on the weekend of July 11/12th. Ospreys travelled from Mounts Bay, British Steel, Sunderland, West Riding, Oxford, Netley & RYA to enjoy an excellent weekends sailing. The twelve visitors joined five of our home fleet boats for the last open meeting before the Nationals which were held a fortnight later.

An exciting windy day met our competitors on their arrival at the club during the morning. The weather forecast was ominous advising that even staying on your feet in exposed areas would be very difficult. However a wind force five to six had settled for the first race at 1400 hrs. After a clean start Oscar Chess & Nick Daily-Hunt soon led the fleet to stretch away on an ever-increasing lead. Des Menear & Jeff Cooper headed the chasing pack with Rob Shaw & Steve Watson moving up to third on the last lap passing John Lang & Malcolm Clack who finished fourth, fifth was Geoff Stubbs & Duncan Hindley and sixth were Richard Hewitt & Paul Jameson. The strong windy conditions caused gear problems & retirements from five boats.

The second race started at 1600 hrs with all the boats repaired & the wind moderating but from varying directions. After the first lap Oscar Chess led from Des Menear, John Lang with Keith & Jonathan Gibbons in fourth place. The quieter conditions saw many place changes throughout the fleet, but the race was won by Oscar Chess with Des Menear second and Richard Hewitt & Paul Jameson third followed by Rob Shaw & Steve Watson in fourth, Will Odling & Paul in fifth and David Charles & Martin Stephens in sixth. Saturday evening was a very quiet time with a few visitors joining some of our members in an evening meal. The bar then remained open but everyone disappeared to explore the delights of the surrounding countryside.

On Sunday the wind was back to a force five-six. At the 1030 hrs start Des Menear took the lead with Rob Shaw second and Oscar Chess in third place. The fleet revelled in some glorious three sail reaches and exciting racing. At the finish Des Menear won from Rob Shaw with Oscar Chess in third place and Richard Hewitt fourth, fifth was John Lang with David Charles sixth.

The meeting was therefore to be won by either Oscar Chess or Des Menear. This was exactly the same situation as in 1997. At the start Oscar Chess moved into the lead chased by Des Menear & Rob Shaw with John Lang fourth. The fleet again enjoyed the glorious wind, which with the gusts made sailing very interesting. At the gun Oscar Chess won the race & the meeting. Des Menear was second with Rob Shaw third, John Lang fourth, Martin Stephens fifth with Keith & Jonathan Gibbons sixth.

The winner of this Open Meeting usually provides an excellent guide to the winner of the Nationals & this year was no exception when Oscar Chess & Nick Daily-Hunt duly won the Nationals at Pwllheli. Congratulations. Blithfield were pleased to welcome our visitors & we trust that they enjoyed their weekend with us. We look forward to holding another weekend in 1999.

Chris Guy

Overall Results

1	1085	Toothpick	Oscar Chess Nick Daily-Hunt	British Steel
2	1280	Obsession	Des Menear Jeff Cooper	Mounts Bay
3	1175	Vindaloo	Rob Shaw Steve Watson	Sunderland
4	1276	Jennifer	Richard Hewitt Paul Jameson	Sunderland
5	1178	Psycho	John Lang Malcolm Clack	West Riding
6	1142	Jack Attack	David Charles Martin Stephens	
7	1265	Blaze of Glory	Geoff Stubbs Duncan Hindley	RYA
8	1227	A Hag	Tony Harper Martin Stillgoe	
9	1201	Up-a-Class	Albert Mottram Chris Guy	Blithfield
10	832	Beezneez IV	Mike Potter Toby Potter	Blithfield
11	1112	Hotstuff	Chris Mant Graham Mant	
12	1205	Sarajon	Kieth & Jonathan Gibbons	Blithfield
13	905	Moonlight	Ian Madeley Paul Champion	
14	1198	Blue Moon	Roger Daily-Hunt	Andy Bellamy
15	425	Blue Bird	Will Odling Simon	
16	1140	Mischief	Dave Fitzgerald Ian Austin	Blithfield
17	1182		Bob Thomas Alan Youngs	Netley

Peaceful Panmorra - M.B.S.C.

The 19th & 20th of September saw thirteen boats take to the waters of Mounts Bay for the prestigious Panmorra Cup. The sun shone brilliantly all weekend. It was a shame the winds were not so favourable. Race Officer Paula Morcumbe did an excellent job in very difficult conditions. There were not so many 'Poole Boys' this year which enabled more M.B.S.C. boats to excel!

On the Saturday, the wind, what there was of it 'swept' across the bay from the South East. The fleet being taken over to Penzance for the first race which turned out to be rather a procession once Dave Gorringe & Steve Williams squeezed past the windward mark on the first beat just ahead of local boys Menear & Somers.

The Poole pair managing to hang on for the rest of the race with very little change in positions throughout the fleet. Colin Stephens & Steve George holding off Richard Marshall & Nick Lewis for third. The second race with the wind picking up a little; Menear managing to turn the tables on Gorringe in another close race this time Stuart Maunder & Steve Birch taking third. With our suntans topped up we returned to the bar to eat our 'flap-jack'.

On Sunday, race three began with the same calm sea but a more 'flukey' South East wind over at Penzance again (I've never been to Penzance so many times in one weekend!) For the unfortunate boats who went due East, ended up a leg behind the more fortunate boats that headed out to sea (the earlier the better) For Gorringe, over the line at the start after returning to the start line was forced out to sea immediately, found themselves with a handsome lead. The fleet, well spread out behind them held similar positions until the course was shortened.

The last race, in more settled conditions and the breeze picking up a little saw Gorringe lead from the start to finish followed home by the two Mounts Bay boats of Menear & Stephens. However due to a collision at the start of this race two protests were lodged with Gorringe protesting Menear and vice versa! The Mounts Bay boat being the loser and subsequently thrown out of race four leaving Gorringe to take the cup and Maunder to move up to second place overall.

In the clubhouse later it was a pleasure to have Mrs. Janet Jebbet (wife of the late Raymond (king crew) Jebbet) present the prizes. Many thanks Janet.

P.S. If anyone has seen an 'unattached' Osprey travelling down the A30 at 80 m.p.h. please contact Jeff Stubbs at Blithfield S. C.

Final Results.

1226	Dave Gorringe/Steve Williams	1st.
1194	Stuart Maunder/Steve Birch	2nd
1280	Des Menear/Mark Somers	3rd
1116	Colin Stephens/Steve George	4th

Mark Somers

Lord Birkett Memorial Trophy

As always held on the first weekend of July this event attracted approximately 14 Ospreys and over 150 other dinghies, keelboats etc. The weather was pleasant with Force 3/4 on Saturday and 4/6 on Sunday with some vicious "downhill" gusts. The Ospreys enjoyed some close racing but did not figure in the overall results.

1st	1175	Rob Shaw Steve Watson
2nd	1261	Alec Mamwell Ian Little
3rd	1103	Don Flannery Roger ?

This brief note does not do justice to a very enjoyable and unique event. Recommended to all fellow Osprey Sailors

F Gordon

Have You Paid Your Subs Yet Don't forget its £25 for Full

Scottish & Northern Championships

The Championships were held this year at Morecombe and Heysham Y. C. over the weekend of the 13-14th June, and fourteen crews made the journey to Morecombe despite the bad local forecast. With the large sailing area of Morecombe Bay available, the O.D. was able to set a full Olympic course, which lead to some exciting sailing.

The first race on Saturday was sailed in a steady Force 4. Both Rob Shaw and John Lang made premature starts and Nick Eggett making best use of the tidal conditions was the first boat rounding the windward mark. However, Shaw fought his way through the fleet, managed to overpower the leading boats and finished first over the line. By the start of the second race the wind had decreased and with the ebbing tide called for some tactical sailing. From the start the fleet split, with half going out to sea and the remainder sailing close to the shore. This proved to be the best tactic, and Shaw lead from start to finish with Will Odling second and Richard Hewitt taking third position.

The third race was sailed on Sunday morning in a fresh Force 5. First to the windard mark were the Odling brothers, closely followed by Shaw and Hewitt. These three battled it out for the lead and on the second reach Shaw overtook Odling to take the lead. Hewitt also came through to snatch second place with Odling having to settle with third place. With four races and only three to count, Shaw declined to race again leaving the rest of the fleet to fight for second place. Odling and Hewitt lead for most of the race until Hewitt on the last lap capsized at the windward mark allowing Odling to finish in first place with Lang coming up to take second place. Prize giving was held in the Clubhouse, and after the event, Rob Shaw thanked Morecombe and Heysham Yacht Club for hosting the event.

Report

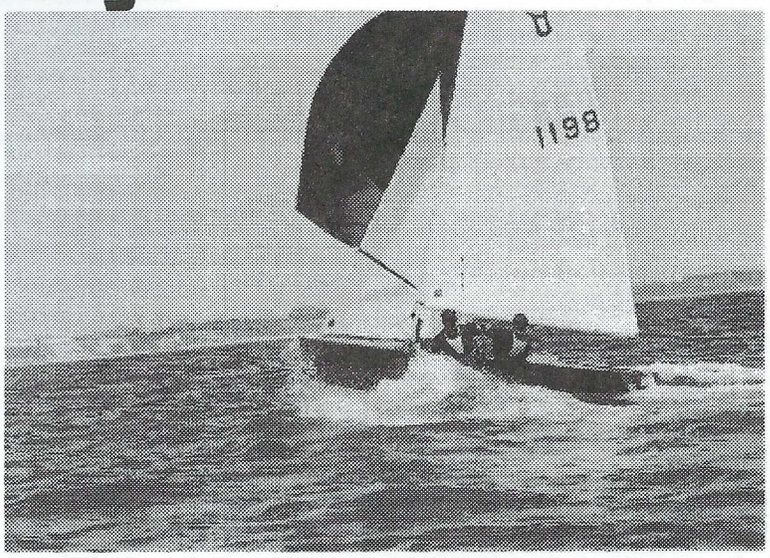
Don Flannery

RESULTS

NUMBERS	TEAM	CLUB	POSITION
1175	R. Shaw S. Watson	Sunderland YC	1
425	W & G.Odling	RYA	2
1276	R. Hewitt P. Jameson	Sunderland YC	3
1178	J. Lang M Clack	West Riding SC	4
1040	N. Eggett A Smith	Hornsea SC	5
1261	A. Mamwell I Little	Kielder SC	6
1036	D. Flannery R. Milne	Ribble CC	7
1138	K. Lawton M. Leaning	Ribble CC	8
1150	R. Hold J. Osgood	Ribble CC	9
1236	C. Tattersall J. Dunn	Ribble CC	10
1256	J. Auty M. Atherton	Ribble CC	11
946	B. Stringfellow P. Bennett	Ribble CC	12
1087	J. Gibbison G. Dobson	M'combe/H'sham	13
717	T. Young A. Young	Arnside SC	14

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This Issues Blast From The Past was researched by Mike Smith of Hornsea, and was kindly typed by Elaine Cleminshaw, thanks to both. ED!

TWO-MAN DINGHY TRIALS AT LA BAULE 1953

Trials were organised in 1952 by the IYRU to help in the selection of a new class of centreboard boat for sailing with a crew of two in international and Olympic competition. The trials were held in Holland, and further semi-official trials took place later at Itchenor. As a result of both these the 19ft 6in Flying Dutchman was chosen as a new International class for inland waters, but her performance on the sea was not considered convincing enough to merit her unrestricted choice as an all-round inland and sea boat.

The 1952 trials were therefore judged to be inconclusive and further series were held in 1953. These were arranged by the Federation Francaise du Yachting a Voile to take place on August 22-28 at La Baule, near St. Nazaire. The Cercle Nautique de la Baule was the host club and treated all the competitors with unrivalled hospitality. Detailed arrangements were under the efficient management of Jean Peytel, France's representative on the IYRU Small Boat Committee.

Although open to the Bay of Biscay on the south-west, the large shallow bay of La Baule is sheltered in the prevailing, north-westerly winds. Strong south-westerly winds, however, blew for three of the days and brought with them big seas. The rest of the time there was a short popple, except for the last day, when the water was really smooth.

There were eight British boats in the trials, seven French, two Dutch, and one Italian. The British contingent was the 18ft Jollity designed and sailed by Uffa Fox, Coronet, 18ft, designed and sailed by John Westell, Osprey, 17ft 6in designed by Ian Proctor and sailed by Michael Goffe, Marianne, 17ft, designed by Claude Nethercot and sailed by Peter Nethercot, Hornet, 16ft, designed by Jack Holt and sailed by Beecher Moore, Fleetwing, 14ft, designed by Uffa Fox and sailed by Charles Currey, the International 14 Thunderbolt, designed by Austin Farrar and sailed by Jack Blundell, and the Merlin-Rocket Carolann, designed by Jack Holt and sailed by Leslie Brain.

Of the seven French boats, four were straightforward Canetons. This is a restricted class of hard-chine boats, 16ft 6in long, rather like a beamy Hornet, but with about 1ft more beam and about 30sq ft more sail area; there are over 1,500 of them in France and they vary considerably in design. The other three French boats were all Caneton developments. The Canadel was lighter. The Flying Caneton sailed by Jacques Lebrun, Olympic single-hander helmsman in 1934 and 1952, was lighter and narrower on the waterline; the Point d'Interrogation, sailed by Roger Tiriau, was longer, lighter and had an extra 22 sq ft of sail.

The two Dutch boats were both Flying Dutchman, and were the only boats of identical hull shape and sail plan competing. The Italian boat was sent more as a yardstick by which her countrymen could judge the performance of the other boats, than as a serious competitor. In her own waters she was sailed with three crewing and more sail for the predominantly light conditions. Even with her reduced sail area of 172 sq ft and her rather heavy hull of 18ft, she was a handful in a blow and her weight kept her back on the planes. In light airs she went well.

The first race caused quite a lot of damage. Osprey, out on the starting line first, did not start at all, because in a postponement to wait for boats which were late, she lowered her mainsail and the wind caught it and jammed the halyard aloft. A Flying Dutchman broke her jib tack downhaul and could not set the jib to windward. Coronet broke something before the start, but got it repaired in time. Marianne broke her tiller and Fleetwing tore out a kicking strap attachment. Flying Caneton went whizzing by on a plane before the start, when the toestraps broke, depositing Lebrun and his crew in the sea - but they recovered and started in time.

This was Hornet's best race. She was first at the mark, followed by Fleetwing and Coronet. Coronet took the lead on the reaches, with the Hornet second until she capsized just before finishing.

The second race was misleading. It was blowing hard when the crews went to rig their boats, but by the time they reached the start, the wind had dropped considerably and many had left their large sails ashore. The sea was rough and the boats wanted plenty of sail to drive them through it. Coronet was carrying her big jib and won.

On a reaching trial afterwards, the two Flying Dutchman did best, with Coronet next. Uffa Fox had his big jib up in Jollity, and he finished fourth.

The next day it blew really hard, with 30-knot gusts and a big sea, which was not quite true to the gradually veering wind. One of the Flying Dutchmen was first and the other third, with Coronet second. Osprey, Marianne, the Hornet and the Merlin-Rocket were the only boats to carry full mainsail. Osprey finished fourth and the Hornet to all intents and purposes won the time trial reaching afterwards, though because one of the boats went the wrong course on the second round, the trial was decided on the first round and the credit went to a Flying Dutchman. The Hornet had, however, sailed precisely the same course in shorter time and undoubtedly her self-draining cockpit had contributed much to her success. Officially, the Hornet was placed second in this race.

The following day there was a lighter wind and for the first time the Flying Dutchmen used their answer to the poor light-weather performance they had shown in the previous trials. This is a large jib of 80 sq ft, so big that even in light airs the crew is usually out on the trapeze wire over the weather gunwale. However, Coronet won, with the two Flying Dutchmen next and Fleetwing fourth. In the time trial afterwards, on a beam reach, Coronet won again, with the Flying Dutchmen next and Osprey fourth, Marianne fifth.

The next race was in a moderate breeze with the Flying Dutchmen taking first and second places. The second race on this day was spoilt because some boats went the wrong course; Point d'Interrogation won. On the next day there was a light to moderate breeze for the first race, of which Coronet was the winner, followed by one of the Flying Dutchmen and Osprey. For the last day there was a light wind and one of the Flying Dutchmen won the first race, followed by Coronet. The next race was in a still light wind and Osprey was the winner, with Coronet again second and a Flying Dutchman third.

Taken all round, there was little to choose in performance between the Flying Dutchmen, Coronet and Osprey, though the two larger boats had the slight edge over Osprey to windward.

The Flying Dutchmen's planing in strong winds was impressive, but Coronet appeared easier in a seaway and Osprey was the fastest on the runs.
At the conclusion of the trials, the Small Boat Committee made it known that they would recommend to the IYRU that the Flying Dutchman should be adopted as a sea as well as inland water International Class. As the Flying Dutchman was already an established class, it was obviously a wise decision, for her performance was good.

It remains to be seen whether a boat of this type will become popular in Britain, where our centreboarders are usually expected to have a rather livelier "feel".

Round The Island Race For Dinghies
June 6 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 beat the fleet after they had got round to the back of the Weight. But as it was, good fortune favoured the enterprise, and conditions were well nigh perfect.

All those who took part must feel very grateful to the Cowes Corinthian Y. C. and especially to Mr. F G Mitchell, it's 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 were 30 miles between the first and the 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 June 6. 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 classes. The most coveted award was the cup for the first boat home, but the handicap, Hornet, International 14, Merlin-Rocket, National 12ft and Firefly, and R.N.S.A. 14ft classes each had their own trophies as well.

The handicap class was a varied assortment of dinghies. There were several National 18-footers, 14ft Sprogs, G.P.14s, 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 over all 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 five 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 five minutes later.

Most of the fleet at the start kept close in to the island shore, seeking a favourable eddy that had predicted there, but the 10-knot north-easterly breeze caused an early change of tidal stream further 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 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 close company to the Needles, chatting on the way. The next boat was about three minutes 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 eleven miles away. Secondly, as we had worked out a lead of about ten minutes 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 half an 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 seven of our ten minute 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 two 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 better wind than we had further out. Jollity was only a minute astern of us round St. Catherine's with Coronet thirty seconds after her.

Then came seven 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 further out, but Uffa went further 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 4.5 minutes ahead by Bembridge Point. We should have tacked out into the 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, six minutes astern, as the wind was lightening. We rapidly left Jollity and by Seaview had reduced Coronet's lead considerably; off Ryde it was only one minute and we passed her off Wootton - she had lead for nineteen 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 one 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 twenty yards from the line - and only then did we leave Marianne. We luffed a little, our small spinnaker pulled us well on the reach and we squeezed over the line just three feet ahead. The guns went almost simultaneously, only one second between them. It was a wonderful finish to a splendid race.

Coronet crossed the line four minutes 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 12ft and Fireflies. A National, Flip McGilda (K Pearce) was the first and a Firefly, Lucciola (D Fleming) second.

Hope you find this interesting - a bit of a change from the norm from me. No mention this time of "Mr Rusty" (otherwise known as John Lang) although he's old enough to have competed!!!!!!

Mike Smith

Both items are from the Yachting World Annual 1954

1998 Osprey National Chapionships
The Full Results

No	Helm	Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Crew	Prac	Total	Discard	Final Total	Pos'n
1085	Chess	D-Hunt	1	2	10	4	2	2		5	21	10	11	1
1234	Barker	Bowers	3	5	3	2	3	1		3	17	5	12	2
1207	Lewis	Goming	8	3	1	1	4	4		1	21	8	13	3
1290	Skudder	Frith	6	12	2	3	1	6		7	30	12	18	4
1272	Laing	Isles	2	9	5	12	7	8		2	43	12	31	5
1175	Shaw	Watson	14	10	4	15	5	3		14	51	15	36	6
1277	Rainback	Angarve	7	4	6	11	8	47		12	83	47	36	7
425	Odling	Odling	9	8	7	6	10	7		8	47	10	37	8
1291	Bannister	Willis	5	6	47	16	9	11	2	13	94	47	47	9
665	Kent	Anden	18	11	8	20	6	5		47	68	20	48	10
1280	Menear	Grieg	4	14	9	14	13	10		6	64	14	50	11
1226	Gomnge	Williams	12	7	13	47	15	12	1	11	106	47	59	12
1284	Taylor	Will	17	23	12	5	12	17		19	86	23	63	13
1276	Hewitt	Jameson	19	16	11	30	11	13		25	100	30	70	14
1285	Summers	Price	10	1	47	7	47	9		10	121	47	74	15
1178	Lang	Clack	23	17	47	8	16	15		15	126	47	79	16
1199	O'Kane	O'Kane	11	21	17	10	27	23		27	109	27	82	17
1264	Hughes	Farr	13	25	15	19	21	21	dnf	24	114	25	89	18
1265	Stubbs	Cooper	27	15	14	25	20	16		23	117	27	90	19
1040	Eggett	Smith	15	19	24	28	18	14		20	118	28	90	20
1116	Stephens	Vren	21	22	18	9	22	47		47	139	47	92	21
963	Williams	Davies	25	20	16	21	33	18	3	17	133	33	100	22
1259	Seymour	Seymour	16	35	23	13	25	24		9	136	35	101	23
1114	Gardiner	Woodhead	29	18	19	18	19	47		21	150	47	103	24
1146	Whipp	Ferrand	26	24	20	17	17	47		47	151	47	104	25
1230	Edwards	Lyall	24	28	34	24	24	19		33	153	34	119	26
1142	Charles	Stephens	20	29	25	23	23	47		4	167	47	120	27
1256	Aighty		32	26	26	28	29	27		37	168	32	136	28
1289	Atkinson	Hewitt	47	27	21	26	47	20		38	188	47	141	29
857	Cachton	Osgood	36	36	27	22	31	28		35	180	36	144	30
1261	Mamwell	Little	33	30	31	41	30	22		28	187	41	146	31
555	Kift	Offer	28	13	22	38	47	47		26	195	47	148	32
1269	Richardson	Boure	31	31	30	42	34	25		29	193	42	151	33
1163	Hainey		37	40	28	36	47	26		36	214	47	167	34
1273	Thomas		41	34	29	32	47	32		30	215	47	168	35
1287	Goode	Grayham	34	37	33	35	47	29		31	215	47	168	36
1205	Gibbon	Gibbs	30	38	47	27	47	31		16	220	47	173	37
1227	Harper	Stillgoe	47	33	32	37	26	47		40	222	47	175	38
1281	Mooney	Rugton	22	47	47	47	14	47		18	224	47	177	39
919	Shenton	Knee	39	47	47	33	28	30		34	224	47	177	40
1198	Daily-Hunt	Bellamy	35	32	47	31	47	33		22	225	47	178	41
748	H- Scott	H- Scott	40	47	35	34	35	35		32	226	47	179	42
1112	Mant	Mant	38	47	47	39	32	34		39	237	47	190	43
946	Stringfellow	Benett	42	39	47	40	47	36		41	251	47	204	44
1233	Jones		47	47	47	47	47	47		47	282	47	235	45
1090	Dawson	Dawson	47	47	47	47	47	47		47	282	47	235	45

Please Note the above results were provided by Pwllheli Sailing Club

41st National Osprey Championships Overall Results

Individual Race Results

		1st			2nd			3rd		
Race	**Trophy**	**Boat**	**Helm**	**Crew**	**Boat**	**Helm**	**Crew**	**Boat**	**Helm**	**Crew**
Pract	**Plycraft**	1207	Lewis	Gorringe	1272	Liang	Isles	1234	Barker	Bowers
One	**Mounts Bay**	1085	Chess	Daly-Hunt	1272	Liang	Isles	1234	Barker	Bowers
Two	**Bell Woodworking**	1285	Summers	Price	1085	Chess	Daly-Hunt	1207	Lewis	Gorringe
Three	**British Steel**	1207	Lewis	Gorringe	1290	Skudder	Frith	1234	Barker	Bowers
Four	**Ian Proctor Memorial**	1207	Lewis	Gorringe	1234	Barker	Bowers	1290	Skudder	Frith
Five	**Marlow Ropes**	1290	Skudder	Frith	1085	Chess	Daly-Hunt	1234	Barker	Bowers
Six	**Saundersfoot**	1234	Barker	Bowers	1085	Chess	Daly-Hunt	1175	Shaw	Watson

Overall Positions

Boat	**Helm**	**Crew**
1st 1085	Oscar Chess	Nick Daly-Hunt
2nd 1234	Andy Barker	Adam Bowers
3rd 1207	Martin Lewis	J Gorringe
4th 1290	Nigel Skudder	Peter Frith
5th 1272	Alan Liang	Bob Isles
6th 1175	Rob Shaw	Steve Watson
7th 1277	Colin Rainback	Phil Angrave
8th 425	Will Oddling	George Oddling
9th 1291	Bannister	Nick Willis
10th 665	Roger Kent	Anden
11th 1280	Des Menear	Peter Grieg
12th 1284	Dave Gorringe	Williams

Other Trophy Winners

Trophy	**Boat**	**Winner/s**
Novice	1199	P O'Kane
Stubley/Evergreen	425	W Oddling
Creeksea	425	W Oddling
Offer Team		Poole
First Lady Helm	1259	Jane Seymour
Junior	1146	E Whipp
Masters	1085	O Chess
Tubbs Over 40	425	W Oddling

Trophy	**Boat**	**Winner/s**
Stubbs Handicap	1276	R Hewitt
Endurance	1269	R Bourne
Chairmans Tankard	1114	W Gardiner
Tenby Tankard	1234	A Bowers
Wilkinson Sword	1175	Shaw Watson
Crews Race 1st	1226	Williams Gorringe
2nd	1291	Willis Bannister
3rd	963	Davies Williams

Nationals 1998

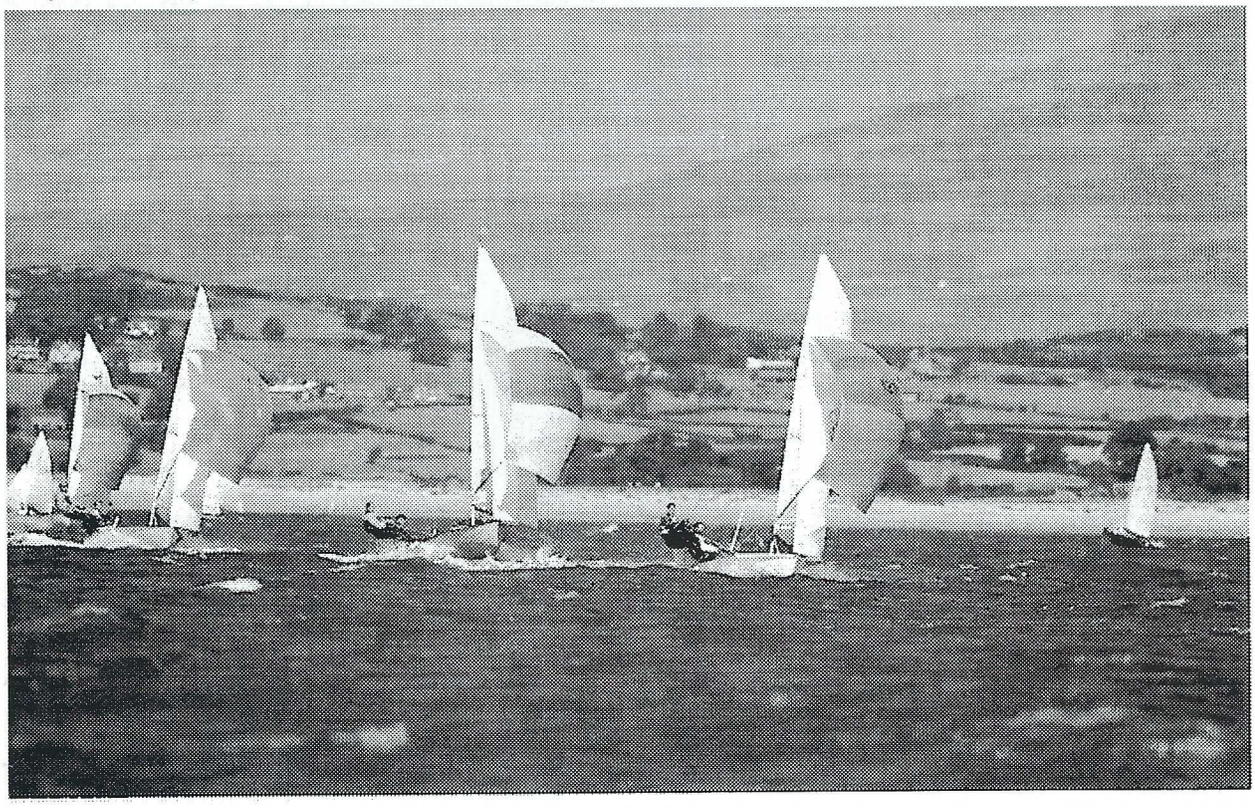


1234 Barker & Bowers, Runners up in this years Championship



1265 Stubbs & Cooper keeping it vertical and flying

A Tight Screaming Reach with the Hills of Wales Behind





1277 Rainback & Angrave Being Chased Hard by the Fleet



425 The Oddling Brothers - from Dinghy Exhibition to 8th, and in a MKIIA

555 Kift and Offer Storming Along ..... Pre Barn-Dance



All Photographs Martin Turtle Photography

41st Osprey Nationals Pwllheli Sailing Club

In a summer of generally unseasonable conditions Ospreys fared well as we fitted in all races scheduled - albeit with an effective Lay-Day on the Monday with gale force 8 turning a sailing day into a surfing day, and two double race days on the Sunday and Tuesday.

For those interested as a matter of record, in my opinion, Pwllheli Sailing Club has it all. Courses close to hand, space to park free, hot and cold food when wanted, excellent facilities in very pleasant surroundings. The Competitors, 46 of them, from their various corners of the country generally found the venue some time during Saturday, although those who refused to come past the Tide Gates erected at Watford Gap some years ago, missed some of the best sea sailing the Ospreys have had for some years.

It would appear that the Watford Gap Tide Gate, otherwise known as Grockle Barrier Z.L. now extends across to the Taunton Flats and only those of suitable disposition and with suitable Passports got through. There are those of us with the necessary documentation, and if people had let me know, I would have been only too willing to send Pass Nos. M.1. Z.L., M.42. Z.B., M5. ZB After that, it is left hand down in various degrees and steer 300° to 270° until hitting the Coast (i.e. just after the Mountains and Silver Sands of Cardigan Bay).

Saturday proved a long difficult day at the office and with assistance from another Northerner in the person of Janet Shenton, the paperwork and money got sorted. Whilst out in the paddock, Nick, with very little help, measured what seemed like a million sails - where have all the Measurers gone? Or is it that no one pays them for the service they give, and so no one is willing to do it anymore? Next year, fees will be collected by the Association prior to measurement. No fee, no measure, no use etc. Saturday night passed in a haze with the usual constant chat and catching up for those rekindling past friendships. However, in this chat an idea from the top of the fleet to help the bottom of the fleet came into being. This being to pair first with last, second with next to last and so on, based solely on the first points race. The system being tried out in several fleets helps to do several things. Firstly, it improves the performance of the lower boats, and secondly introduces the less able and possibly shyer people to integrate with the Stars.

Newer members should integrate faster and not be left out in the cold - which can happen! Improvements through the fleet, by discussion and cross-fertilization, will, hopefully, lift the whole standard and ensure our newest members get the best of known techniques much quicker. Over the years, all the top boats have become so close because this sharing of information has gone on extensively. The writer wholeheartedly supports this, as do quite a large group of people at the upper end of the fleet, and from the discussion group we appointed a willing scribe who carried out the appropriate listing for the notice board.

This person being Andrew Bellamy (crew from 1198). This listing informed each pairing and through the week various pairs got together with some success. Certainly the feedback was encouraging and people did get dragged in! To help this, a results tally was kept and a special prize for the group was given. It is hoped, as a result of this, to keep a similar system running through the main events next year, and Andy has volunteered to keep it going.

Sunday dawned quite nicely and the fleet wandered out to the start on a flat sea in a fairly standard force 3 from 200°. The Practice Race started at 11.00 a.m. and followed its usual quick finish. After a triangle and sausage with 1142, John Charles and Martin Stevens first at the mark, followed by 1207 with Martin Lewis/Jon Gorringe and 1272 Alan Lang/Bob Isles third. At the finish 1207 took line honours closely followed by 1272 and 1234 Andy Barker/Adam Bowers, getting their act together sooner rather than later.

After a gentle lunch at sea and under a clear blue

sky, the second race of the day, Race 1, started at 1 p.m. with wind 3 to 3 ½ and from a similar direction. At the top of the first beat 1291 Peter Bannister with Nick Willis, quickly followed by 1085 Oscar Chess/Nick Daily-Hunt, and 1199 Phil and Lynn O'Kane preceded other greats onto the first serious reach of the day. By the end of the second reach 1085 had pulled through and rounding the leeward mark headed straight out to sea on starboard. Returning to the second windward at 5.2 knots on port tack.

After the run of the first sausage, the third beat took leaders out to the right to bang the corner and Oscar was never seriously challenged to finish with a commanding lead followed by 1271, 1234, 1280 Des Menear/Peter Greig and 1290 Nigel Skudder/Peter Frith, making up the first five. Various controversies occurred during the race which tested the whole race organization with a wandering hitch buoy, resulting in much protestation, sending offs, and general hassle of one form or another. Fortunately the first 15 to 20 places were not affected and the race was allowed to stand, but not without two protests which took some settling.

However, the main official welcome by the Commodore, Gwyndaff Williams, took place slightly later than planned. Once it did, all present were treated to nibbles and drinks with an introduction to the Commodore and Officials of the host Club and Partnership. Monday was windy, with force 8 from the South West giving everyone a Day Out, including a large contingent from Poole and others Body Surfing on some exposed beach round the corner towards Barsey. Others up Snowdon, down Copper Mines, Power Stations in hillsides, and of course wining and dining.

Yours truly counted the money and the numbers and sold more tickets for this and that, together with the odd tipple or three. As people re-grouped to the bar later in the day, the sun reappeared and with drinks on the terrace. Monday evening was Disco Evening in the small marquee. This was helped along by the usual drinks and chat to bedtime. Tuesday dawned with a "Sunnier Disposition" and to make up for Monday's lay day, two races were scheduled. Race 3 at 11.00 a.m., race 4 as and when. However the previous day's storm had left a lumpy sea fanned by a 5/6 from the South West which varied in strength through the two races, dropped through the day to a force 4. The sun shone throughout and the fleet experienced an interesting but hard day's sailing. From 11.00 a.m. start, first at the windard were 1277 Colin Rainback and Phil Angrave, followed quickly by 425 Will and George Odling, 1234 Andy and Adam, 1085 Oscar and Nick, 1207 Martin and Jon.

The race proceeded at a fast and furious pace with the lower levels of the fleet finding things a little on the breezy and bumpy side, but with the usual tenacity 35 held on to finish, some having finished earlier to mend gear ashore and reappear later. However, at the front and the top of the second beat 1277, 1234, 425, 1280 and 1207 were the top five, Oscar having gone swimming somewhere. 1175 Bob Shaw and Steve Watson were climbing up, followed by 1280 and 1285 with Adrian Summers and John Price 1272, 665 Roger Kent and James Anderson and the rest.

The third beat showed some changes. The 'Behaviourists' (Rainback/Angrave) kept under pressure by Lewis/Gorringe 'Body Surfers inc' and Barker/Bowers 'Jurassics' still lead the bunch. The fourth beat was similar but with Skudder/Frith clipping at their heals and Shaw/Watson assisting. On the final leg 1207 crossed first, followed by 1290, 1234, 1175, and 1272 making the first five. The fleet then resumed slow running back to the start area for race 4. Although with a force 5 and chop, their lunch was far from pleasant, whereas ours was shaken and not stirred! (Albert makes brilliant sandwiches!).

Race 4 "take 1" started in a lull with the wind down to 2/3 and due to a massive shift along the line as the wind returned the O.D. decided to start again, albeit 20 minutes late. As a result of this the leaders coming back down the second reach found themselves returning to the start and not the second beat. Mutterings were rife, and those who found themselves in the pound seats such as 1280, 425, 1085, 1175, 1276 with Richard Hewitt and Paul Jameson were not well pleased. However, start again they did in a now marginally levelled off sea and steady force 4 which stayed through to the end. Nearly a Jane

Day! - she says. First at the top of the course after the restart, 1277 being followed quickly by 1285, 1207, 1291 and 1085 led into yet another broad reach created by 45° angles instead of the usual 60°. However at the top of the next leg, 1285 had pinched the lead, holding same to the end. Below them, Martin and Jon, Colin and Phil, Oscar and Nick, Peter and Nick fought on.

At the finish 1285 Adrian and John crossed first having sailed a perfect race with 1085, 1207, 1277, 1234 making up the first five. Further back at 13, 555 Tim Kift and Steve Offer scored their highest place. Between 5th and 13th boats 1291, 1226, 425, 1272, 1175, 665, 1290 all were giving good account of themselves, as would be the case throughout the rest of the week.

Tuesday night we all went on a train to the Slate Mine, unfortunately it was shut. Probably due to the time of day. However, having a bar on the train made this slightly inconsequential. The writer did notice certain class distinctions along the way - Crowd Chess/Daily-Hunt et al were First Class all the way in the observation car no less! Was this a premonition I ask? Others, also of Welsh origin, bagged the massive Blue First Class Chairs and would not (despite threats) give them up to tired and hurt Ticket Collectors - and wait O'Kane!! Some of the others had to make do in 3rd Class Wooden Chairs and drink their G & Ts in plastic cups ..... I cried!

During the evening's walkabout I was instructed that the following day should be a Jane Day. Wednesday dawned with lighter winds and a flat sea. Was this to be a Jane Day? Cloud 9/10ths with wind at about 10 knots from 275° for a change, so the triangle revolved slightly Northerly and after a bit of mucking about to start, the fleet got on its way. At the top of the first beat a different combination appeared. 1290 with Nigel and Peter cleared round first with 1207 and then 1178 John Lang and Malcolm Clack, followed by certain Welsh persons in 1199. Followed by 1234, 1291, 1175 and 1285. For lap 2, 1207, 1234, 1290, 1178 and 1284 led through.

For lap 3, 1234, 1207, 1085, 1290 and 425 appeared. Then, following a large shift and course change at a rather late stage, the race finished short with 1207 coming out on top of 1234, 1290, 1085 and 1284 with Michael Taylor and John Willey fifth. This race left a few sore nerves with the shortening and leeward mark changing but for 425 at 6th, Will's best of the week and 1178 at 8th, John's best, 1116 at 9th, Colin's best, and 1199 at 10th, phil's best, it was one man's elixir another's poison!

As 1259 passed the stern of Toulouse at 13th I made polite enquiry as to Day being Jane or not. The reaction was - Huh - I need more of the blowy stuff. I fainted again, although it was their best of the week. At this point we had a Championship, 4 races down. Leaders of the week at this point being 1207 Martin and Jon leading together with 1234 Andy and Adam both on 13 points. Followed by 1085 Oscar third on 17 points, and 1290 Nigel and Peter 4th with 23, 1272 and 1277 both on 28.

Wednesday night Barbecue served at 6.00p.m. went well in the sunny Barbecue weather and a lot of happy faces. This was followed by a Barn Dance where some danced, others tried, and others refused. Unfortunately 555's helm did too much and ended up in hospital; which was unfortunate as Tim and Steve were putting in some good results. In these circumstances it is very difficult, but the show must go on. I really felt sorry for them, as this was not fair at all.

Thursday dawned slightly heavier with a 4 to 6 from 230° with a choppy sea. Not a Jane Day! However, conditions for the Osprey were truly excellent and from 11.00 a.m. start the fleet set off. At the top of the course 1290 in the capable hands of Nigel and Peter were first to pop the rag, closely followed by 1085, 1277, 1291, 1207, all boats from the top numbers. These were closely followed by 1175, 1234, 425, 665 and 1276. At the top of lap 2 the blue spinnaker of 1085 popped, followed by 1290, 1234, 1207, 1175, 665, all charging down a proper 60° set reach.

Out at the Wing Mark the seas were some 10 to 15 feet peak to trough, somewhat more than the Windard Mark, and after the gybe where very few came to grief, the long surfing waves of the second reach gave one hellova reach. From the

rolling and rocking Toulouse it was a fabulous sight! Martin Turtle's photographs do reasonable justice to those he managed to catch. In his 35 horse rib he had his work cut out for sure, he was driver/photographer! Meanwhile back at the top of the 3rd beat, 1290 had retaken the lead from 1085 and 1234, followed by 1207, 1175, 665, 1291.

On the next beat the first six were the same whilst below, places changed only slightly. At the top of the final beat 1085 had again pulled out the top card with 1290, 1234, 1207, 1175 taking the rest. So at this point 1207 led the Championship on 9, 1085 also on 9, 1234 with 11, 1290 with 12 and on paper at least, any of three boats could win the Championships.

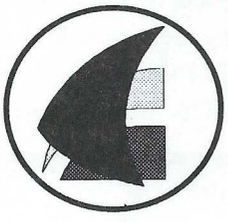
Friday's weather promised 3 or 4 from the South West and following a misty start, due to the cloud front, almost across the Bay settled into a 4-4 ½ with moderate sea state well enough disturbed to give exhilarating surfing conditions on the second reach. From the start, the fleet split, but the Top Guys came up the middle and at the first Windard Mark if you weren't on starboard you weren't welcome. However, for the first time in the week 1175 Bob Shaw and Steve Watson rounded first, followed by 1291 Peter Bannister and Nick Willis, 665 Rob Kent and then 1234 immediately followed by 425 at 5th, 1085 6th, and 1280 7th.

On the second beat 1175 failed to cover 1234 who slipped through to first place. Which then left 1175 directly in front of 1085 who had been busy. On the next reach there was a Battle of the Giants with very close racing resulting in 1085 taking second place 20 yards behind 1234. At the Gybe perfect timing resulted in a 10 second advantage to Andy and Adam and slightly more between Oscar and Nick and Bob and Steve. Further down the fleet, 665 held 4th, 1291 climbed to 5th, but 1285 seesawed, 425 stayed 8th, 1207 climbed through. At the start of the final beat, Andy had a 10 boat lead over Oscar, and about 60 on Robert, which is almost as they finished.

However, 1207 had crept into 4th knocking 665 down to 5th, 1290 at 6th, 425 at 7th. This left the finishing positions basically unchanged, with Oscar and Nick in 1085 as Champions again with Andy and Adam only one point down, followed by Martin and Jon a further point down. This was close racing at its best, and from the sometimes boisterous deck of Toulouse, very enjoyable to watch.

My team of Albert, Wally, Alan, Janet and others through the week kept the humour flowing as well as the beer, wine, cigars, food etc. Very enjoyable! The racing over, it was back to camp and the prize giving. This was carried out in the Big Marquee duly prepared for the event at the end of a super meal and to much applause and good humour throughout, followed by the dancing and customary carousing.

It hardly goes without saying that Congratulations to all prizewinners were well deserved - see the list - its endless! The pairing scheme also worked very well and many people received lots of encouragement and joined in with the crowd much earlier than they ordinarily would have done. Special thanks must go to Andy Bellamy for his work in this area and also the Top Lads for making it work. This will Happen again.



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PS: - 'Jane Days' = 3.5 to 3.75 wind strength. Reasonably flat sea for beats. Surfing waves on reaches. Sunny. Warmish. Must be 1st Windard and all other marks!

PPS: - 'Peeing into Marinas' Noisy peeing into Marinas at 1.00a.m. alongside occupied boats prior to visiting well respected pretend owner/ skippers is only permissible if they are invited to the party as well! Otherwise silencers should be fixed!

PPPS: -Attending late parties on boats' Bring some booze as well

This was Toulouse, Toulouse, Toulouse! OUT!

by

Ian Madeley

Formal Notice To Members

Subs were increased at the AGM to £25 for the "Full" category of membership all other categories remain unchanged. Please make sure you complete your Mandate (enclosed) and return it to the Treasurer "Ian Madeley". Membership will only be provided to those who have amended their standing orders or who have paid the new subscription. For those who have a Direct Debit please take this as notification of the increase.

Coniston Results

BOAT	TEAM	CLUB	POS
1175	R. Shaw S. Watson	Sunderland YC	1
1261	A. Mamwell I. Little	Kielder SC	2
1036	D. Flannery R. Milne	Ribble CC	3
1138	K. Lawson M. Leamen	Ribble CC	4
1227	A. Harper A.N.Other	RYA	5
946	B. Stringfellow P. Bennett	Ribble CC	6
1150	R. Hoad J. Osgood	Ribble CC	7
717	A. Young A.N.Other	Arnside SC	8

Note:
Coniston Sailing Club has indicated that they would be glad to invite the Osprey Class again in 1999 and would run our races as an Open Event. The Club has much to offer being situated in the heart of the Lake District with good B & B and a number of campsites (one being within 200M of the Clubhouse). It is an ideal venue if you would like to do some walking with the family and finish off the week with two days sailing (give it some thought).

Coniston

From the 23rd to 31st of May, Coniston Sailing Club in the Lake District, held their annual week long Water Festival on Coniston Water with racing throughout the week for both Cruisers and Dinghies.

The Open Regatta, which took place over the last weekend of the Festival, attracted a variety of dinghies ranging from single-handed Lasers to GP14s, Enterprises, Albacores and Fireballs.

Eight Ospreys also attended the event, and with a fleet of over six boats, were given their own start and separate course.

On Saturday in the light wind conditions, Rob Shaw and Steve Watson in 1175 set the pace finishing first with Alec Mamwell and Ian Little in 1261 having to settle for second place in both races. Sunday resulted in typical "pond" conditions, with the wind coming from all directions.

In the first race Rob Shaw in 1175 and Don Flannery in 1036 managed to break away from the rest of the fleet. However on the last lap 1175 fell into a hole with no wind, allowing 1036 to get ahead. This was short lived and on the last leg 1175 managed to regain the lead with 1036 a close second.

With four races and three to count, 1175 having won the first three did not need to enter the remaining race, and left the rest of the fleet to fight it out. After some close racing, this was won by 1261 with 1227 sailed by Tony Harper taking second place.

Report by

Don Flannery

Ed - Don's not been well of late and I'm sure you all join me in wishing him a speedy recovery to full health

Nationals Review

The Nationals this year at Pwllheli were a thoroughly enjoyable experience. Obviously, coming away this year with the clothes and our boat intact was a bonus, but it really was a tremendous week.

Sadly though, there were only 46 entries. Why was this? Was it because many considered Pwllheli too far to travel? However, many of those same people would happily travel to Mounts Bay, which unless you live on the South Coast, or your name is Des, is a long way to drive; 8 hours from Essex, whereas Pwllheli was just over 6, (*no offence intended to Mounts Bay, it is a terrific venue*).

Another reason could have been that Pwllheli is north, not south, and that people remember the rather rundown area from 1991. As everybody who was there knows, the clubhouse and surrounding areas have undergone an immense change. The club facilities were second to none, with very smart changing rooms, cheap beer and tasty and reasonably priced food served by friendly young Welsh gals. The dinghy park was large and sand free, with 2 separate hoses, and there was ample separate car parking.

Finally, the sailing was fantastic, even if the courses were a bit dodgy at times. The sail to and from the course area was easy and relatively short, and the prevailing south westerlies and big seas proved to be an Osprey sailor's dream.

If we are fortunate enough to be invited back for another Nationals, we will be there, and I hope many more of you will be too. Pwllheli is after all a European centre for excellence in sailing and has held many different Nationals this year. This is a good venue.

The Nationals next year are at Weymouth, another superb and prestigious venue which has played host to the Fireball Worlds, 49ers and many other high profile classes. So come along and support it and let's see if we can have another turnout of 70+ boats as we did at Poole last year.

Jane Seymour

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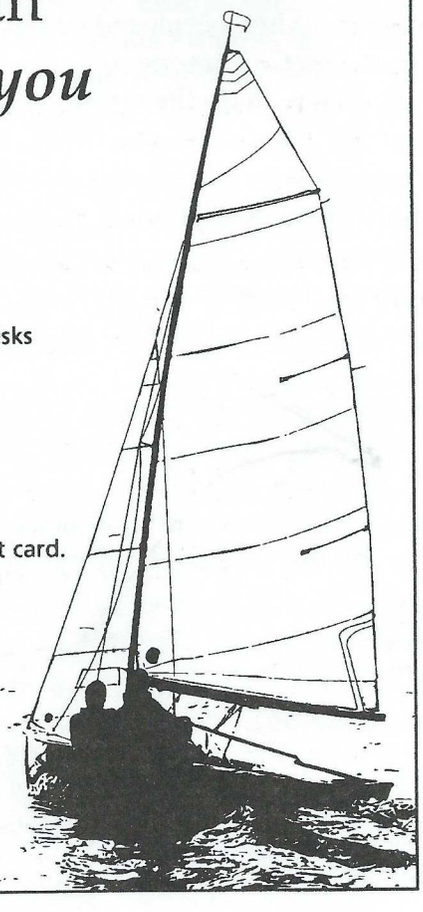
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Kielder

Dear Terry I thought, even though it goes against the grain, to start with an apology for anything I might say thus saving you valuable editorial effort, space and time and grant me absolution for any offence I have yet to perpetrate. It might also be worth noting that an increased reliance on additional journalistic sources such as 'the Sunderland Snoop' have served to widen the scope of these notes somewhat.

The news from Kielder is of some very close racing for Ospreys this year. Despite entertaining fellow club members none have taken up the gauntlet and joined in the fun. I suspect the reason for this is a rumour circulating the club that one of the hairy arsed Kielder Osprey crews actually paints his toenails. Although there has been, as yet, no actual proof our source is usually impeccable on these matters.

We feel slightly perplexed by this information and wonder if, despite assertions to the contrary, that perhaps the Osprey is a 'girlie' boat after all. You will note, Terry, that to avoid offence, I have not mentioned names and sincerely hope, that in being so uncharacteristically discreet, I have not tarred all the Kielder Osprey crews with the same brush. We await developments in this area with interest.

As predicted in our last letter Kielder had a 100% turnout at the Nationals and although I am told that the overall results were poor, Roger and Davey proved emphatically that they are still the premier Kielder pairing. This is just as well because everyone at the club look's up to our Commodore ... when he remembers to bring his box!

The other Ospreys at Kielder are hoping that Rogers' new boat goes as fast on the water as it has during the building process. Results apart all were reported to have enjoyed the sailing and there were plenty of incidents. Viola provided some changing room company for Jane who, apparently, called Vic a rude name in a port and starboard incident. Whilst the fat boys tried to do a 'Roger' and get Lady in Red sunk by a very solid, surprised and starboard pink Osprey from Kent. The malicious rumour that the Kielder women kicked one of the Kent boys off the dance floor in retaliation is totally unfounded - we think.

Our Sunderland source tells us some marvellous tales of how he always saves some of his supper to share with his helm at breakfast. At the Birkett he'd saved some pizza and at another Open it was fish and chips. Such selfless behaviour and forward planning deserves to be noted as a further development in the art of crewing. We have not yet ascertained whether his helm fully appreciates that he is currently at the cutting edge of the sport in this matter.

Talking of Sunderland, Rob, Richard and Helen brought Jennifer up to Kielder one weekend and showed the local Ospreys how to sail three up. Rob and Helen had got engaged the day before and, apparently, Rob celebrated in true North East style by throwing her out of the boat. As she hit the water, panic set in, Southern values returned and they went about to pick her up.

We have no doubt that a true son of Sunderland would have left her there to be collected on the next lap. We were touched by this show of consideration and whilst curious to know what Steve's view of such a situation would be, it is appropriate to wish them a long and happy future.

The Kielder Correspondent

Ed - Just hope I don't get any complaints from Sunderland or the Kielder Crews!!!!!!

The Wilsonian Sailing Club.
(Known affectionately as The Willies!)

We are a small club nestling on the River Medway , at Hoo, opposite the Chatham Dockyard in the Garden of Englander, Kent. I thought I would just share a few beers ..No, no I mean WORDS, with you in order to put us on the map. John S, Steve K, Steve O and me, Tim K are the Osprey men here with just two boats, 919 and 555 on the water at the moment. There is a third boat, 1031, which is undergoing almost a total re-deck well, when I say "undergoing" that may be a little ambitious!

Anyone out there fancy a little work over the winter?!? If so, the job is yours!

The club was originally called the Old Wilsonians Sailing Club and was formed in 1959 to provide sailing facilities for the old boys of the Wilsonian Grammar School. Its beginnings were modest but it was very fortunate in benefiting from the generosity of one particular old boy who arranged the purchase and fitting out of an iron Dutch barge. The barge, originally named "The Tuna", was renamed "Wilsonian" and became the clubs headquarters. At this time the club had only a small dinghy park on the beach and classes were restricted to Mirror, Enterprise and GP14: Access was along the beach or through the wood from a car park by Hoo marina and boats could only be brought in and out by water.

In the early Seventies came successful enlargement of the dinghy park to its present size and the construction of our access road and car park on the hill above. Boats could now be brought in by road, open meetings became feasible and the numbers of boats in the dinghy park increased to 250. The barge was refitted in the winter of 1978/79 for facilities the larger membership required, looking to the future a subcommittee was set up to consider alternatives for the eventual replacement of "Wilsonian" by a bigger vessel or by a clubhouse on the shore. Generous grants and loans to complement funds raised by the club saw completion in 1984 which coincided with the clubs silver jubilee.

In 1968 the first frostbite series was held in November and has since become an annual open series running through to Christmas. Late in 1993 heating was installed in the changing rooms and the club lounge. This proved particularity popular during the frostbite series, which culminated in a party for the children on the day of the final race; this is now a regular feature in the clubs social programme. So that is the club put on the map. Well it deserves to be now doesn't it? After all, the Osprey's are here now aren't they?

There will be some of you who would place us at Sheppey YC, but due to decline in racing we, i.e.: Bill Forman, John Shenton, Steve Knee, Steve Offer and I, decided it was time to move on. Sadly Bill lost his long fight with cancer and is no longer with us, however his memory is still very much with us, and he will not be forgotten. Lee Allan has taken a backward step and is now enjoying the "luxuries" of life by holiday's abroad and fast cars, combined with the occasional beer and Indian meal. I think when he does come back he will go to Whitstable S C with some of the others from S Y C. I/ we hope he will come to join us bringing with him his humour, wit and timing. If there is one person who can get me laughing it is Lee.

Kenny Brown - I don't know what he is up to these days but I think he will be back. Where he will pop up though, who knows! Russ Wheeler and Mick Greenland: Russ is very busy with his Moth; Mick is doing the big boy stuff at Medway Y C and both are doing quite well at it.

As I sit with my leg up in the air, sorry, I should explain! It all happened at the Nationals this year. I / We had a good start to the week but on Wednesday I got the beat wrong twice! Not good news! That night we all attended the Barndance; well that is where it ends for us. I ruptured my Achilles tendon mid Barndance and Steve and I waved "Goodbye" to the rest of our sailing week. Steve helped me to the point of deserving an OBE and I am very grateful to him for that.

Of course the other "event " of the week was the stormy overnight weather. John, Janet, Steve + the girls suffered the most as they were on the campsite. I think they circumnavigated the campsite once or twice, along with their tents and belongings! I think the only thing wrong with the club was a total lack of tie-downs in the Dinghy Park. Once John got fed up of running around the camp site fighting

a losing battle for most of the night he came to get us from our house ,(thanks to good old Bob who fixed the accommodation) and we (i.e. John, Steve, Bob and I) all went back down to the Club at 05.30! Do you remember the size of the gates to the dinghy compound? Well they were locked, Yes, locked! (For folks who did not make the Nationalsthe above mentioned gates were, I would guess, roughly 12 feet high with no foot holds) We were all concerned about Bob, but I was the one who fell off it!

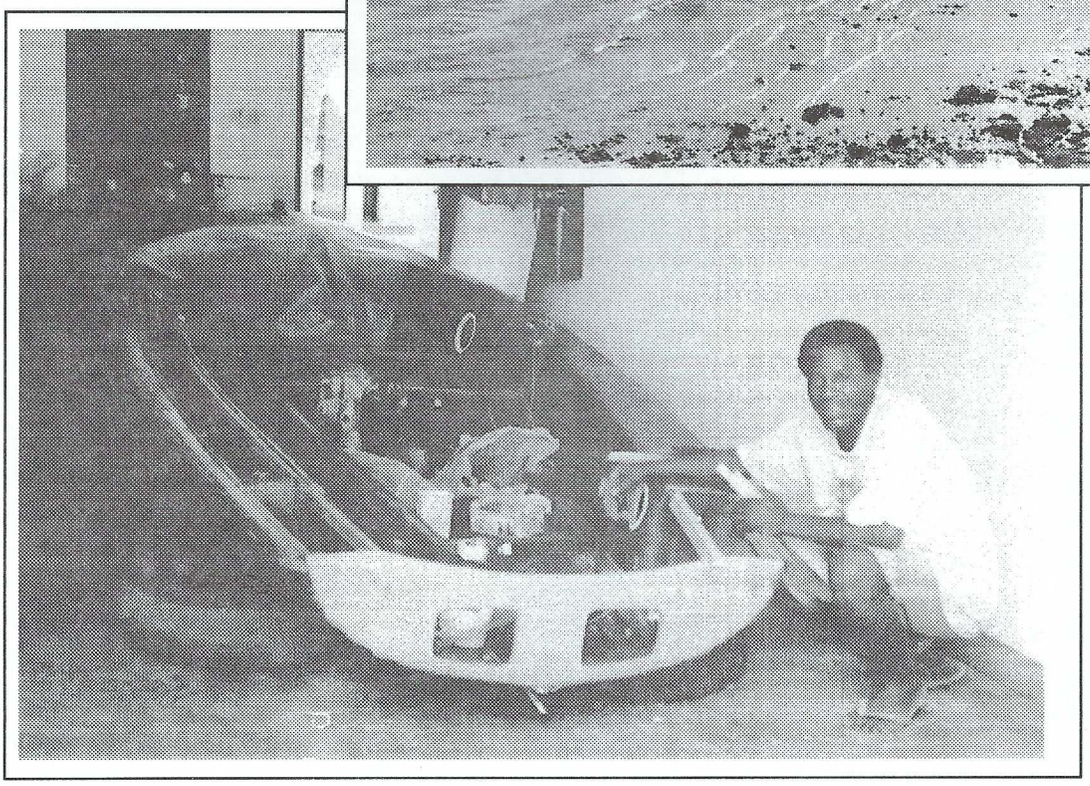
cont on page 30



Right
1038 Tantivy followed by 821 at the Commodores Sail Past.



Right
Mombasa Yacht Club with 821 Meteorite and 1038 Tantivy both owned by T Mascall



Left
1998 New Transom and re-decking 1121 Atalanta in Mombasa

Mombasa

"Letter from Mombasa" sent to the Archivist John Raynor. We are always pleased to hear from our Overseas Friends and regret the fact that we do not have regular contact or indeed class membership. The distances involved obviously make it very difficult to justify participation from both sides even more reason to support them when we do hear from them, we hope you find it of interest. Ed

Telephone 471768

P.O. Box 84105,
Mombasa,
Kenya.

20 th August 1998.

The Archivist,
Osprey Class Association.

Dear Mr. Rayner,

I enjoyed visiting the Osprey stand at the Alby Jolly dinghy show in march.

You may be interested in the state of the Mombasa Yacht Club fleet. I imported 1121 "Atalanta" second hand from Tom Barnard, Poole in 1978. She is in major refit at the moment. 1038 "Tantivy" and 1039 "Tally Ho" arrived in Mombasa in January 1975 imported by Tom Mascall and me from Westerly Boats, Rock. Tom has left Mombasa and Tantivy sadly languishes unloved deteriorating in someones back garden. I am sailing "Tally Ho" with new mountfield sails and she goes well. 821 "Meteorite" and 822 "Tactician" were brought in by mascall & me in 1971. 821 is now being sailed by Mr. Karim Hassanali. I sold Tactician to Philip Jones who renamed her "Black Magic" and immediately wrecked her on the reef outside Mombasa breaking the mast. Fortunately I could provide my spare mast and she is being refitted now and should be sailing again soon.

I hope the enclosed photographs will be useful for your archives.

With kind regards,

Yours,

Barry Mitchell.

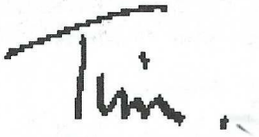
P.S. Im getting a tourist friend to post this in England.

The Wilsonian Cont from Page 28

For those of you who were in bed (but most of all warm and dry) it was absolutely pouring down , cold , and very windy as in "old boots". Once in the compound we chased the boats around and sorted them out as best we could, then we went to the campsite!

Tents were upside down and all over the place yes, carnage. We did what we could to help and then took Steve and the girls back to our warm house, John and Janet just kept on camping.

That was our Nationals, we had an uneventful journey home and, thanks to Steve Knee in his big shooting break gas guzzler, my plastered leg had a fairly comfortable ride home too! Now 16 weeks or so have passed. A bit fed up, and in therapy for the tendon . .A bit down, but still, just shrug my shoulders and carry on. Louise continues support and it won't be long before we will be out there chasing you if not winning now and again, to be honest though with sailing, anything would do right now.



Timothy Kift.
555 Schhh You Know Who

LOOK LOOK LOOK

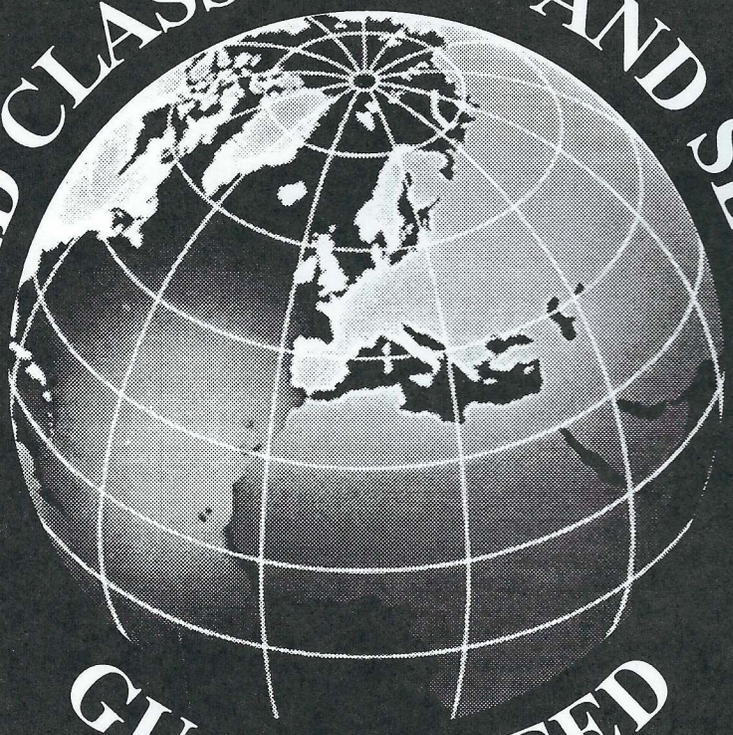
Formal Notice To Members

Subs were increased at the AGM to £25 for the "Full" category of membership all other categories remain unchanged. Please make sure you complete your Mandate (enclosed) and return it to the Treasurer "Ian Madeley". Membership will only be provided to those who have amended their standing orders or who have paid the new subscription. For those who have a Direct Debit please take this as notification of the increase.

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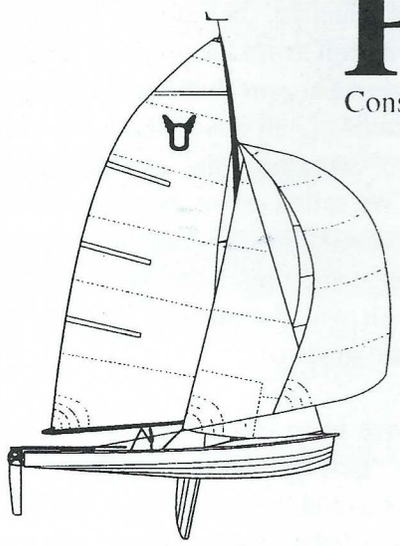
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The Magic Tree

A Short Story

On the shores of Southampton Water, there is a remnant of what was once a busy mini port. It resembles a village green. A row of cottages border the grassy area opposite the Wharf and adjacent to this a Mill towers above the surrounding watery approaches. Next to it stands the Pub.

The lane at the end of the row of cottages has an atmosphere long gone from most rural roads in south Hampshire. All the man made objects in view have a timeless quality about them. The aged red bricks of the buildings blend in with the stone and timber of the wharf, even the gravel and tarmac of the road seem to belong. A scene reminiscent of those prints which seem to clutter Antique Shops and Hotel Lounges throughout the south. A typical Wessex Hamlet with all the artists licence, except for one thing. The Tree.

The Tree is not that big, it is sited midway along the row of cottages and barely overhangs the green. Its leaves are not large, it has slightly uneven growth and is sheltered from the North and West by buildings with more imposing trees growing behind them up the gentle hill rising toward the New Forest. This tree is very special. I'll tell you why.

One Saturday in early August, I and some like minded friends arrived. We came by water, its by far the best way to visit this place, especially if most of the boating fraternity are elsewhere. Three Ospreys crept in company up the long winding creek. The gentle North-westerly breeze that had brought us down Southampton water veered North as we entered the creek leading up to the wharf. A fair wind the whole way! A minor brush with the mud during the last stage of the voyage reminding us of just how early on the tide we were, this was confirmed by the note of surprise in the Landlords voice on greeting us in the cool of the Public Bar!

It was a very hot day indeed. Inland, temperatures were to reach 30 deg before noon that day! We peered out from the door of the bar, in the manner of cats sheltering in a porch during a thunderstorm. Across the shimmering green could be seen a Table and Benches in front of the Cottages. We assessed the situation. A reasonably quick walk, not too quick mind, not in this heat, but not too slow either for fear of warming the beer, would take us to the bench and table located, you've guessed it, in the cool shade of - 'The Tree',

Time passed in a most amicable way. A second drink was consumed as an apéritif to an agreeable meal of Bread and Cheese, Pickles and Salad, served at the table by a comely Wench. No Plowman ever ate a meal like this. A third drink washed it down. By this time the wind had died away completely and it seemed prudent to remain where we were. Much better than sweating and toiling upon a windless sea. We sat at the table, a few other boats and one or two Motorists arrived, stopped for a while, casting envious eyes at our position of luxury within the shade and moved on. We stayed ..... The hours passed by in total relaxation.

We talked and watched, then dozed until some cooling air was felt from a pleasant Easterly breeze setting in. The sort that allows you to sit in the boat, instead of half out of her, point where you want to go, trim the sails, and get there at an easy pace. We sailed down the creek tacking only once, cleared the entrance as the wind shifted south east and upped the Spinnakers for the run home. It was the perfect day. The one your dreams are made of.

There must have been talk among the weather gods that day. "Lets be nice to someone" they said. My guess is that the Magic Tree told them who. How else could its shadow remain static over the table and ourselves for that entire blistering afternoon?

by our very own seadog

Bob Thomas

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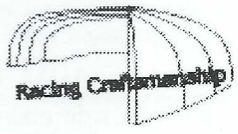
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Secretary's Soliloquy

Congratulations to our worthy editor - he has won this weeks star prize, which consists of large volumes of free beer at Poole Yacht Club. Oh Terry, you can't be there to collect this evening. Well that does make a difference, in fact I'm afraid that I shall have to sacrifice myself and consume the ale in your stead. Yes, T.McD. won the competition for the snappy title for this section of your Newsletter. If I knew what a soliloquy was, I would be seriously impressed!

Anyway, how was it for you ? Pwllheli that is. Little bit controversial at times I know but then so is life. Our unfortunate Chairman managed to get himself on the wrong side of a protest in the first race and his week of competition went downhill from there. At least he managed to take his boat to the Lleyn Peninsula, which is more than could be said for your Secretary. His crew and number one son was doing the post university interview round, which I am happy to report ended in champagne and smiles. For those of you who missed the AGM, Nick did a super job and ran the meeting very well. Due to his organization, the prize-giving also proceeded at fast lick, thus avoiding the marathon sessions which can drive an Osprey sailor to the bar as soon as he has collected his "pot".

The Welsh Sailing Centre is superb, offering facilities which can only be matched by Poole Yacht Club, but without the picturesque sail through the harbour to the "battle ground". There is a faction of our number who asked "Why do we not arrange all our Nationals at National Sailing Centres?"

Of course it costs money to hold our annual get together and most clubs do it to make money. It is simply a fund raising exercise. I freely admit my prejudices, but Poole Yacht Club holds Nationals only for it's adopted classes and does not seek to make money, but to promote sailing. The classes themselves profit and so does sailing. Is it not possible for other Osprey fleets to arrange a Nationals at their club and to donate most of the money they make to the Association? Roughly 60% of our annual income comes from subscriptions. We also levy £10 per boat entering the Nationals, but what you actually get for your entry fee largely depends upon what the host club decides to sacrifice from their profit. Our Association requires the subscription fee and the nationals levy simply to run itself each year.

Unless there is a major rise in income from some source, we are simply going to break even every year. Terry McDonald manages to twist the arms of various advertisers to promote their goods in our magazine, but that is really it as far as income goes. Most end of year accounts show that our annual surplus roughly equates to the success of our editor in obtaining advertisers. All our treasurers have faced this very same problem. I am not advocating that we should become a profit motivated organization, but there is going to come a time when major expense on the moulds will have to be financed, and at present we simply cannot afford it.

To continue the Nationals theme, Nick, Adam and I are planning to meet the Manager of Weymouth Sailing Centre during September to ensure that we have everything we want in 1999. If there is something specific you would like me to clarify, please 'phone.

As requested at our AGM, I am in the process of putting together a rule change that will facilitate buoyancy testing at individual clubs and also meet with the approval of the RYA. The proposed rule change will appear in the July issue of our magazine and you will have the opportunity to vote on it at our next AGM. It is something that we have all thought about at some time and possibly been inconvenienced by, and I am very grateful to Mike Smith for bringing it to our collective attention.

As the dreaded winter maintenance gets ever nearer I wish you every success with the chores and look forward to meeting you in '99. I hope the "Bah Humbug" season goes well and that the man with the white beard and red coat manages to fit a new Osprey into your stocking, or whatever it is that the Rabbi permits you to hang up. Shalom.

Simon.

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1264 £2500 Raposeira Porter GRP MKIII Hoods Top Foils CV Stock Epsilon, Quality Fittings Combi Trailer Cover Top Twenty Nats 97-98 Jeff Hughes 01792-830474 (S' Wales)

1261 £2750 Lady in Red. Porter GRP MKIII, 2 Suits of Sails. All Controls, Combi, Covers ono. Alec Mamwell 01670-511695 (Kielder)

1260 £2500 Ex Stiff Stuff, Full suit Ullmans, Hood Jib + Spinnaker, Alverbank Jib & Main, very fast boat. Good Condition Combi Trailer Under & Over Cover 01202-631983

1233 £2250 Quatlepanqui Porter GRP, Winner Nationals '86, New Super Spars Mast with mighty screw and Harken Muscle Box. 1 Suit Rellings and a number of addtional Genoa's, Combi and Under.over covers. ONO Nick Jones 01525-751712 (Beds)

1159 £995 Stress Relief GRP MKIII. Full Racing Spec, Ready to Go ono. Alec Mamwell 01670-511695 (Kielder)

805 £1000 MKIIA Wood Westerley. Re-decked '96. VGC, Cover & Combi. Scott Atkinson 01795 871977 (Sheppey Kent)

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The above are class members, there are RYA Measurers in other parts of the country, details can be obtained from the above.

The MKIIA

Members are reminded that in order to legally update a MKII to a MKIIA they must have purchased a Template and Guidelines from the Association. Records are being kept be warned!

Copy Deadline

July Issue .....1st June
December Issue .....1st November
Broadsheet .....10th February

Open Meeting Reports & Photographs as SOON after the event as possible please!

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Provisional Osprey Open Meetings & Events '99

January	9th	Bloody Mary	Nick Jones
January	***30th***	***Committee Meeting***	***Simon Bridges***
March	6th - 7th	Sailboat '99	Adam Bowers
April	17th - 18th	British Steel	Jeff Hughes
May	22nd - 23rd	Hornsea	Mike Smith
May	29th - 1st Jun	Coniston	Don Flannery
June	5th - 6th	Poole	Phil Angrave
June	19th - 20th	Kielder Dam to Dam	Alec Mamwell
July	3rd - 4th	Lord Birkett Ullswater	Don Flannery
July	**25th - 30th**	**National Championships - Weymouth**	**Adam Bowers**
September	18th - 19th	Keilder	Alec Mamwell
September	25th - 26th	Lymington	Iain Sutherland
October	2nd - 3rd	Netley	Bob Thomas
October	***30th***	***Committee Meeting***	***Simon Bridges***



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