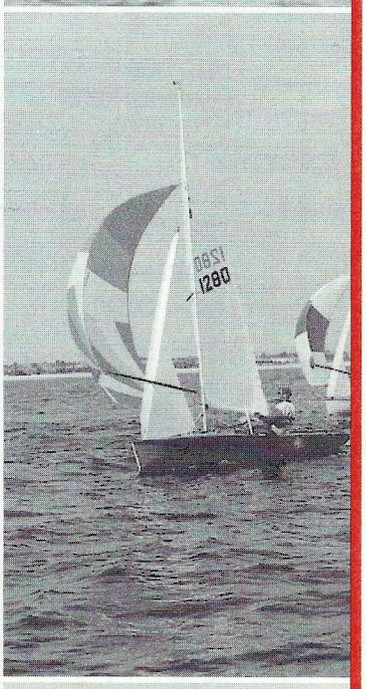
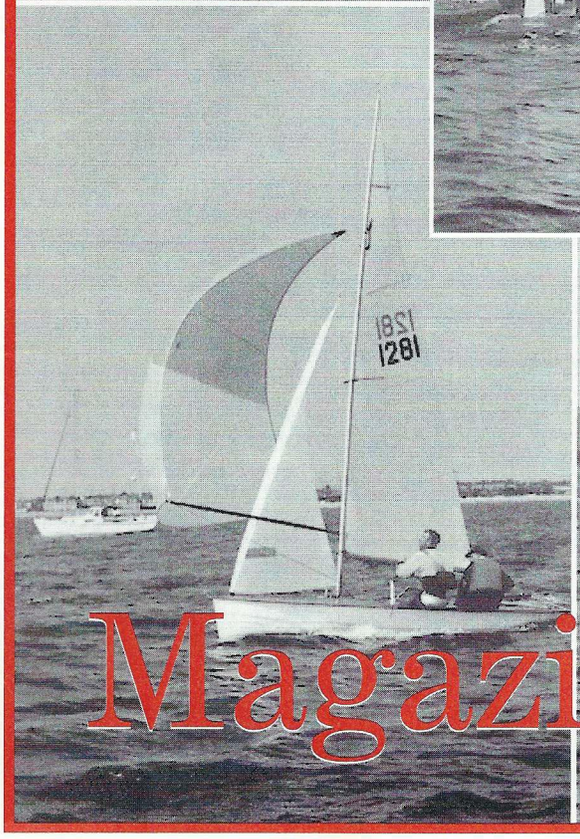
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National Osprey Class Association











Magazine

December 1999

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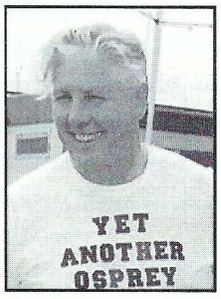
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Front Cover

From top left to bottom right
The Fleet, 1269 M.Richardson & David Bourne (57th), The View the rest of the Fleet saw, the back end of Oscar and Nicks boat, 1280 Des Meanear and Neil Robertson (6th), 1281 Mike mooney and Mike Smith (22nd), 1290 Nigel Skudder and Peter Frith (10th)

Photographs Terry McDonald



The Editor

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Terry's Tarradiddle

This year has been a good one for me sailing wise, again winning the Spring and Summer Series. Unfortunately my Doctor put paid to my Autumn Series, which I have been unable to sail. I hope that you too have had a good year and have managed to improve your performance.

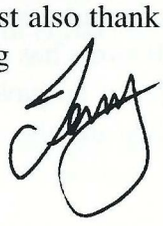
We cannot all be National Champions but we can all be winners if we meet realistic targets which we can set ourselves. Perhaps you may attempt to sail in higher wind conditions and fly the kite, where once you would not try it ... why not set yourself some targets for next year!

Whilst on the subject of Champions well done Oscar and Nick, now Champions two years running. Well done too to all those other guys who came so close, it really is very very hard indeed to reach that Number One Spot.

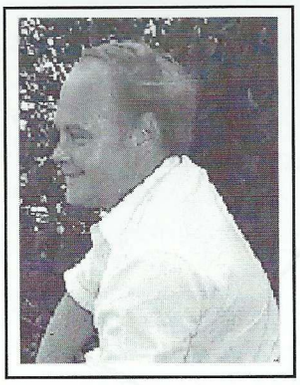
I can't say how pleased I am with the support for the Magazine this edition, there has been no need for anyone to be chased and as you will see we have a bumper size magazine. A big thank you to all contributors, it's especially nice to get pictures from Open Meetings, special thanks to Bob Thomas. How's about making a New years Resolution to get pictures of your open meeting for next July's issue, thats the issue that really needs some pictorial help ..... thanks guys!

By the time you are reading this the season of good cheer will be with us and the end of the Millennium throwing its very long shadow over us and Alec Mamwell's moved into No 69, must be something significant about that. The next millennium will no doubt see Osprey's continuing to show other classes the way home, let's all enjoy being a part of it.

Have a wonderful Christmas and a happy 2000, that reminds me I must get a new Computer that will work next year ... Father Christmas are you listening ... that reminds me, I must also thank Margaret for proof reading the mag it really is an impossible task



Chairmans Cantillations



Well the boat is having a well-earned rest. Johnothan and I have enjoyed the year doing most of the Open Meetings around the country and it is pleasing that generally the turnout have been good and as usual the hospitality excellent.

I must ask one thing, our class needs publicity and our Opens are one vehicle for this. Last season there were a number of entries in Yachts & Yachting but for the most part they were made by other visitors and myself. Please for 2000 can the hosts try to get the write ups in to the press and get the Web Page updated.

This year has seen a number of longstanding committee members deciding to stand down and I must take this opportunity to thank them for their contributions. Ken King has served 16 years on the committee and his main responsibility was co-ordinator for the Dinghy Exhibition which he did tirelessly for 10 of those, Ken thank you for your contribution and it was great to see you at the Nationals this year.

Iain Williams has held several posts on the committee over the past 9 years his main forte being helping Ian Madeley with the prizes for the championships. Iain, thanks for your efforts and don't stay away in that big tub of yours for too long.

Chris Guy from Blithfield has been their representative for a number of years and has ensured many excellent open meetings in that time.

Lastly one must not forget a member who may not have served for so long and but for coaching commitments would have continued. Adam Bowers has done a great year as our Marketing Man, he gave us an excellent Dinghy Exhibition and also gave us our Nationals at Weymouth. Adam thanks again your contribution was great and hope all goes well with your coaching of the ladies.

Congratulations are again due to Oscar & Nick who have had another successful year, firstly by winning the National Championships at Weymouth, then following this with a close fought win at Rutland for the Inlands.

Talking about Rutland it has taken us 10 years to get an event at this venue and I must thank Peter Frith for his welcome help and contact through the FD's. The event was a shared meeting with the FD's and Contenders which on occasions meant the two fleets got a little entwined. But I think the few problems this caused were overridden by the good sailing. I have made a provisional booking for the same weekend next year.

Now the closed season is upon us and we are about to tuck into our seasonal celebrations, we need to look forward to next year. I hope that in the new millennium we can continue to increase the entries on the circuit and likewise increase the number of competing Ospreys. My ambition has always been to see more than 5 boats qualify for the Wilkinson Sword. This year it was 5 with 3 near misses.

I want to see the class membership increase to 175, the levels of the mid 80's. To achieve these objectives everyone need's to go out and enthuse about the best boat of all.



NB

For those that don't know Adam is coaching the Ladies of the national 470 Team - we wonder if the RYA know <u>all</u> about Adam? ... seriously good luck Adam we will be watching out for the results of your endeavours!

Open Meeting Reports

Thorpe Bay

Skandia Life sponsered the Open Meeting at Thorpe Bay Yacht Club which was held on the 26th & 27th of June.

Brilliant sunshine and winds of Force 3-4 ensured perfect racing conditions in the first race which was led from the start by Jane & Christopher Seymour (1259). They were overhauled at the windward mark by Mike Taylor and Jon Willey (1284), who then led for the rest of the race followed by Jane & Christopher, with Tim Kift and Barnaby Rubble (555) coming third.

The wind picked up to force 4 gusting 5 in the second race. Mike & Jon planed up the first beat to open up a considerable lead on Jane & Christopher who were closely followed by Kift & Rubble and Will & Simon Odling (425). A broken trapeze wire led to a retirement from Tim & Barnaby (Steve Offer), enabling the Odlings to come third behind the Seymours, with a win once again for Mike & Jon.

Saturday evening and early Sunday morning went something like this :- beer, beer, yacht club food, beer, beer, beer, curry, beer, beer, beer, beer, hangover, alka seltzer, toilet.

Sunday was blustery with winds ranging from force 5 to 3, Race 3 began in a squall with Mike and Jon taking the lead. Tim and Steve pulled up to second place, but were overtaken by Karl Gorner and Graham Mant (1112). The wind abated in the fourth race and Mike and Jon led from the start, followed by Tim and Steve who were overtaken up the first beat by Jane and Christopher. These positions were held until the finish.

The wind increased again for the final race with Mike and Jon yet again leading from the start. The Seymours capsized letting through Tim and Steve followed by Karl and Graham.

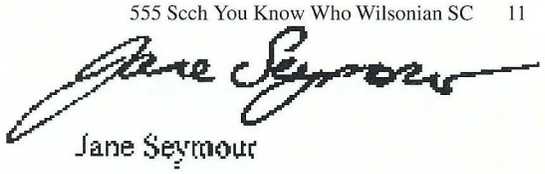
A brilliant weekend was had by all, with racing and hospitality as good as it gets and we all look forward to being invited back again next year

Overall Results

1 Mike Taylor & Jon Willey
1284 Out of the Blue Marconi SC 4

2 Jane & Christopher Seymour
1259 Buff & Chundra Shoreham SC 11

3 Tim Kift & Steve Offer
555 Scch You Know Who Wilsonian SC 11



Jane Seymour

Ed:- So nice to read that the leader of a series competed in the last race despite there being no need to do so from a results point of veiw, congratulations Mike & Jon good sportsmanship!

Dam to Dam - Kielder Water Sailing Club

The second Dam to Dam Endurance event was held at Kielder on June 19th -20th. Competitors had plenty of wind, mainly force 4, but possibly up to force 7 in the gusts of Saturday evening and surprise, surprise, some rain. Just another weekend in fact.

The first race on Saturday went round the outside of every mark on the lake. As the race progressed the vicious gusts made life difficult and there were many capsizes. Alec Mamwell and Ian Little (1276)) managed to avoid swimming and won comprehensively. Roger Edwardson and Dave Lyall (1230) were second with John Lang and Malcolm Clack (1178) third. At one stage John and Malcolm were hit by a large gust and decided to capsize rather than join the herd of cows in an adjacent field!

This being an endurance event the tired crews were not able to slope off to the fleshpots of Falstone having to face a second race in conditions which continued to deteriorate with even more wind and rain. Once again the second race favoured the Ospreys and Mamwell and Little notched up another first. Lang and Clack were second with Peter and Alastair Smith (1261) recording a well deserved third.

The leading Ospreys finished through the de-

Continued on Page 6

Continued from Page 5

bris and destruction of three Flying Fifteens, which had been flattened by one particularly vehement gust. Anyone still daft enough to be watching would have been reminded what a splendid and potent machine the Osprey is in extreme conditions! By the end of this wild day both competitors and equipment had been well and truly hammered. Later in the Black Cock, Richard Hewitt (1293), in between sips of the finest , Malt, likened the days sailing to being hit by "The Fist of God".

Fortunately Sunday dawned with clear skies and a fresh force 3-5 North Westerly. With a course the length of the lake, beautiful scenery and boats under control once again this was an ideal sailing day. The Ospreys managed to keep a stranglehold on the leading places but this time, contrary to the report in Yachts and Yachting (many apologies, lots of grovelling etc.) Richard Hewitt and Paul Jamieson (1293) worked their way to the front at the top end of the lake and sailed off into the distance to win by a substantial margin. Mamwell and Little were second and Vic Goode and Steve Graham (1287) came third. Yet another clean sweep for the Ospreys.

After a demanding series the overall results were

1 Alec Mamwell & Ian Little	1276
2 John Lang & Malcolm Clack	1178
3 Roger Edwardson & Dave Lyall	1230

Alec Mamwell

Remember Remember
Its not only a New Millennium
Its also Membership Payment
Time in January.

Please Pay Your Subs On Time
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Because the Association Loses
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Why not pay by Standing Order using the form enclosed

Scottish and NorthernChampionships Sunderland Yacht Club

The 1999 Championships were held over the August Bank Holiday weekend at that excellent venue Sunderland Yacht Club.

The event was organised as an integral part of Sunderland Yacht Club's Annual 'Roker Regatta'. The Osprey crews found themselves amongst very convivial company with the benefit of a late licence and live music.

15 Ospreys entered the event which included 4 local boats and 11 visitors. Most of the visitors either camped or caravanned on what turned out to be a very pleasant weekend. Saturday was a beautiful day with the sea and the sky looking as if they had been imported from the Mediterra nean .

The first race took place on Saturday afternoon on a very flat sea with the prevailing westerly of force 3. Robert Shaw started off as he meant to go on. With his new wooden boat, 1292 and his old crew Steve Watson, he set off at a cracking pace and never looked like doing anything else but winning.

He continued this rather boring approach for the next 3 races which meant that he did not need to sail the 5th race in order to win the overall event.

This is just as well because with the benefit of the late licence his crew got well and truly bladdered on the Sunday night and was unable or unwilling to leave his tent in time for the 5th race on Monday morning. He disappeared before prize-giving and was not seen again for several weeks.

There was much more of a fight for 2nd place overall between 1293, Richard Hewitt / Paul Jameson, and 1261 Pete Northern / Richard Blowman. The racing had got a little faster on the Sunday, when there were 3 races, again in a westerly, which was reaching forces 3 to 4 most of the day.

The Race Officer, David Addison, had kept the racing interesting because he set a different course for every race. He used P's, 2 types of Trapezium and Leeward and Windward courses.

On Sunday night, with only 1 race left, Hewitt / Jameson were leading Northen / Blowman by just 2 points after discard.

This meant that if Northen got a 1st in Race 5 then Hewitt would have to get a 2nd in order to get 2nd place overall. On Monday morning Northern soon became the lead boat which had a highly motivational effect on Hewitt and he tried to catch him. He did not succeed but managed to get 2nd place which resulted in 2nd place overall and 3rd place overall for Northen.

Sponsored prizes were awarded to Helm and Crew for the First 5 overall positions and then the Osprey trophies were handed to the individual winners of the 5 races. Robert Shaw received the Pan Ha, High & Dry, Tay Bridge and Queensborough trophies.

Peter Northen received the Hornsea Bowl. In addition Robert Shaw received the Roker Regatta Osprey trophy. The reason for Steve Watson's disappearance now became apparent, he could not bear the thought of carrying all those trophies !

Report by

Richard Hewitt

Kielder

The annual Open Meeting at Kielder was held on the weekend of 18/19 th. September 1999 and was preceded by doom laden forecasts of gales with winds of up to 55 miles an hour and associated rain. This grim outlook put a number of potential visitors off and it was most fortunate that six visiting Ospreys arrived to join the three local boats to provide a reasonable fleet. Double figures would have been reached but Vic Goode (1287) was Race Officer for the weekend.

Saturday, supposedly the worst day, provided sunshine and an interesting easterly Force3-5. Rob Shaw and Steve Watson (1292) quickly stamped their authority on the first race leading from start to finish without any serious challenge. This left Roger Edwardson and Dave Lyall (1294), Don Flannery and Russell Gardener (1143) and Alec Mamwell and Ian Little (1276) to fight for the scraps. Don and Russell went swimming and Alec and Ian held Roger and Davey at bay to finish an exciting race in second place.

Sailed back to back the next race again saw Rob and Steve power to the front at the windward mark. As they set off on their 'sausage' they were amused to see the rest of the fleet doing a 'triangle'. As it transpired Rob and Steve were right whilst the rest of the fleet were misguided. On the second lap Nick Jones and Jonathan Osgood (1240) were the first to rectify this mistake and by the end of this lap all except Alec and Ian were back on course. These two ploughed their lonely furrow for the rest of the race only to be disqualified for being thoroughly naughty. Rob

Kielder continued on page 25

Scottish & Northern Results

Sail No	Helm	Crew	Club	1	2	3	4	5	Total	Net of Discard	Pos
1292	Robert Shaw	Steve Watson	Sunderland YC	1	1	1	1	15	19	4	1
1293	Richard Hewitt	Paul jameson	Sunderland YC	2	7	3	2	2	16	9	2
1286	Pete Northen	R Blowman	Filey SC 4	2	4	3	1	14	10	3	
1178	John Lang	Malcolm Clack	West Riding SC	5	4	2	7	4	22	15	4
1281	Mike Mooney	Mike Smith	Hornsea	7	6	5	4	5	27	20	5
1294	Roger Edwardson	David Lyall	Keilder Water SC	3	8	7	5	6	29	21	6
1276	Alec Mamwell	Ian Little	Keilder Water SC	6	9	15	6	3	39	24	7
1163	Don Flannery	Roger Woodhead	Ribble CC	10	3	8	9	9	39	29	8
1227	Tony Harper	Martin Stilgoe	RYA	12	5	6	8	15	46	31	9
1240	Nick Jones	Jon Osgood	Stewartby SC	8	11	9	15	10	53	38	10
632	Dave Boatman	Jonathon Boatman	Sunderland YC	9	13	10	15	7	54	39	11
1209	Steve Clay	Richard Purdy	Hornsea	11	10	15	10	8	54	39	12
857	Willie Crichton	Steve Wilder	Ribble CC	13	12	15	11	15	66	51	13
1150	R Hoad	D Cassels	Ribble CC	14	14	15	15	11	69	54	14
	G Lambert	AN Other	Sunderland YC								15

Gas Man Takes on Conversion Job or How to train a Southerner

The Southern Version

Not withstanding his trial by Southern Beer, Mike decided he would prove his point by making his "Southern Jessie Osprey Friends" visit the North and drink what he refers to as Reaall Ayle.

So it was that Margaret and I found ourselves heading North one fateful Friday afternoon. Having sneaked off early from work we headed off intending to be through the Dartford Tunnel before the mass exodus ..... wrong!

Some idiot decided to crash their lorry on the M25 just anticlockwise from the tunnel at 11am, not content with that he also managed to involve a fair number of cars as well. "Pi***d Off PC Plod" decides to make a meal of it and the whole M25 SE corner is jammed solid as a result of them closing the M25 right up until around 4pm!

Having had all the road bulletins from the BBC I call my personal "Rat Run Advisor" (Andy) who suggests that the Blackwall Tunnel / A13 / M11 / M25 /M1 should do the trick.

We set off just before 3pm, run down the A2, sail under the very solid and very stationery traffic trying to get through the Dartford Tunnel from the M25. No problem to us straight through the Blackwall turn right onto the A13 .... wallop static traffic again.

To cut a very long and arduous journey short, what was really a five hour journey was turning into a mammouth nightmare which resulted in us arriving at Hornsea at 10:30pm ... a journey of virtually 8 hours .... and we were thirsty for some of this Northen Ale.

True enough first stop was the Pub, I don't remember the first one even touching the sides much less remembering what it was called. The second one slipped down quite nicely as well, I believe I might have even tasted it ..... it t'were rite gude (*Yorkshire speak, it means very good*). I still can't remember what it was though ... trouble is we drank rather a lot of it and I think it affects the memory.
Naturally the Pub closed before we could get enough down t'neck, so we retired to attack the rather superb bottle of Malt that Mike proffered. Needless to say we slept very well that night and awakened refreshed and ready to take on the world.

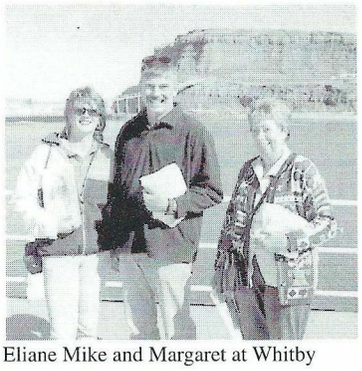
As it happened we had to demolish a massive MS Yorkshire Breakfast first before we could take on the Day. Margarets not the smallest person in the world but, after an MS breakfast, she claimed to feel like the largest .... what a mean piece of fried bread that man makes!

We travelled across the Moors, which were dressed in their very best purple, most fetching and very pretty, on a very sunny day. We then went to Whitby and enjoyed a walk along the Harbour Arm making like t'olidaymakers. Found some very interesting shops and drank more ayle! Quite pretty Whitby we enjoyed it, the climb up the long flight of steps to the Abbey car park was ..... why did they always put churches at the top of hills where elderly folk would have trouble reaching them ... poor Mike such a struggle for him.

We struggled out that evening to a not so local Hostelry for a meal and yes you guessed it more Yorkshire Ale, by this time I recognised it and its name .... trouble is that after all this time I've now forgotten its name ... but we did drink quite a lot of it. Food was half decent as well, company superb if somewhat OTT trying to turn me into an Apprentice Yorkshireman.

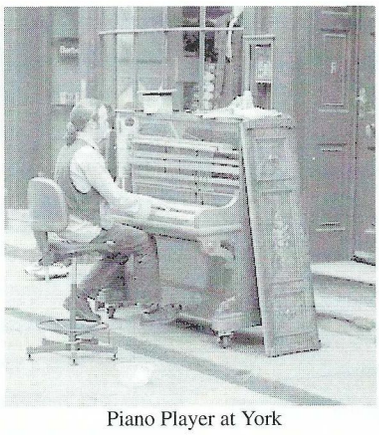
You may scoff and you might titter but I was given the book, told to read it, inwardly digest and make my way up the ladder to becoming that highest of mortal beings a Yorkshireman (adopted), next only to the gods ... that is a real born and bred Yorkshireman! Well that's what Mike told me anyway ..... you, dear Southerner, may feel otherwise!

Yet another mammoth breakfast and of to visit York we had to stop at a moorside pub where we sat pleasantly in the sun supping ayle. You see the vernacular catches and you find yourself getting drawn into the apprenticeship whether you want to or not.



Eliane Mike and Margaret at Whitby

York is a delightful city and if you haven't been and get the chance, take it! We supped more ayle watched and listened to an "in the street Piano Player" who was really superb. We finished off the day at the National Railway Museum, a veritable treasure trove of Steam Memoribilia.



Piano Player at York

We really do want to visit York again because we did not have enough time to do it justice .... if we can get another visa to get past the Watford Gap who knows we might just be able to visit again.

The evening was yet another of good food, good company, good ale and a good restaurant all to ourselves. I am still trying to work out if Mike was ashamed to have a southerner in tow and had booked the whole restaurant or whether Sunday evening was not an eating out night in Yorkshire. We saw a great deal and had a good time, especially being made to read the book "How I became a Yorkshireman" ..... sic but true ... you'll see later it's no joke!

Returning South was much easier, it's downhill for a start and only took 5 hours, we were not refused entry into the South, so I can only assume Yorkshire had not rubbed off on us too much.

We had a really good weekend ... if only I could remember the names of the ales we drank so much of. (see the "supped" has dropped already) I have obviously not been in Yorkshire long enough yet ... but there's time I suppose!

Now what was the name of the beer we drank Margaret can you remember?

Relling One Design

Photo Courtesy Eddie Mays



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The Northern Version starts on page 10

The Northern Version

Terry & Margaret came to stay for a weekend after the nationals . Having enjoyed the scenery of the M25 for several hours, Terry pressed on driving hard to make up lost time with her that must be obeyed sat at his side with eyes tight shut . Terry explained that the faster he goes the tighter Margaret's eyes shut .Well really , frankly I was shocked !!!!********.

As Terry sped into Walkington a small village just outside Beverley, in God's County, that in the past has been plagued by speeding drivers [more on that in a mo] Terry found the most vicious *traffic calming measures*, you know the ones, suddenly you find half the road closed in front of you sharply followed by several speed bumps the size of Elephant DoDo, T took evasive action but was still a shade of white when he arrived in Seaton. So to help Terry recover and Margaret open her eyes we went over the road to the pub where we introduced them to Theakston's Old Peculiar, a bark coloured brew that kicks the unsuspecting and lulls those that have ventured there before into that happy mode, it has a grin factor at the top of the scale .

Even if Margaret did call it " that Guinness looking stuff ", still she managed two pints and in the morning said it was the best nights sleep she'd had in years. But, back to Walkington, you remember the place with the *traffic calming measures*. We now go back in time to an age when Walkington had no *traffic calming measures*, and being at the bottom of a very long straight hill was a favourite place for the boys in blue to prey on the unsuspecting traveller as they raced into the village at high speed .

Long ago a young man was travelling up to Hornsea to meet up with two sailing chums but had been held up on his journey by heavy traffic, so when the roads cleared put his foot down a tad , knowing that his two chums would not wait for him to arrive , and would set out at the agreed time for the ale house's and as he sped down the afore mentioned hill they would by now be on there second pub . Drat and double drat a flashing blue light . Now then sonny do know how fast you were going ?? Err no !! ****** mph . Really !!! "Well you see", said the smartly dressed young man, " actually officer I' m rather late for a dinner party" being a kind sort of plod he gave our young friend a bit of a lecture a sent him on his way with good advice for the future and his best wishes for an enjoyable dinner party. Reed and yours truly nearly choked on our beer when he told us of his lucky escape and Terry just shook his head in disbelief when I told him. But still thinks the *traffic calming measures* , are "bloody dangerous !!!!!!!! ********stupid place to put them !!!!!!and the county planners should have the *traffic calming measures* placed else where". He then laughed and thought he could feel a cartoon coming on.

So that was Friday night. Saturday was spent touring the NORTH YORKSHIRE MOORS and walking around Whitby and drinking more Theakston's Old Peculiar, eating, followed by yet more Theakston's. Sunday we went to York , visited the Minster, a pub and the National Railway Museum, Terry was most upset he didn't get a go on the replica of Stevenson's Rocket , as when he was a boy he remembers the original's first official run being in all the newspapers. Still he got to play The Fat Controller with the Mallard, and was the first child to give the correct answer to all the questions asked by the chap giving a demonstration on how a turn table worked. Sunday evening was very similar to Saturday but with even more Theakston's Old Peculiar. Margaret is converted ..... Yorkshire 1 - Down South 0. T & M left for the M25 on Monday morning vowing to return to God's County very soon. Terry to ride Stevenson's Rocket and Margaret to try some more Theakston's Old Peculiar.

Mike Smith

Watson The Wag



A Private Nationals

I wasn't involved in any way with the organisation of the Nationals, either before or after the event, but I would like to put my own personal perspective of it to you. Due to timing and circumstances I did not have a great deal of opportunity to speak to anyone at the Nationals having arrived at midday on Wednesday at Weymouth. Wednesday evening was taken up with the Committee Meeting and getting a meal by which time it was nearly eleven o'clock. The AGM on Thursday and a meal nearly took up the same time, but arriving back at the clubhouse at 10:15 found it shut up, so again no chance to chat.

Bear in mind I was driving a rib on Thursday and Friday, I therefore heard all the Radio discussion between the Principal Race Officer and the Chief Safety Boat Man. Believe me they were trying extremely hard to try and decide what the weather was going to do and therefore how and where they were going to set a course. As we all know the weather was extremely fickle and the Race Team knew their water, as the decision to bring us into the harbour on Friday was the correct one. I personally feel that the same care was probably taken during the earlier part of the week.

Speaking to the Race Officer on the Friday and thanking him for his hard work on behalf of NOCA (he was about to depart for Cowes Weeks at the time) and expressing the general view (judged by those few comments that I had heard from several contestants) that he had been an excellent Race Officer. I was incredibly shocked at his response which was, "how disappointed he was with us as a Fleet, how bad mannered we had been, and how he did not like all the swearing and unrealistic complaints he had received". This is a matter of record which can be substantiated by independent witnesses.

To say that I was "Gobsmacked" is an understatement; I was so shocked I was left speechless, (a rare occurance for me) everywhere else we have been we have been considered well behaved, gentlemanly and always welcomed back for future events. I am not in a position to know whether his view was a fair one, what I do know is that this is not the sort of statement I, or indeed, I believe, the Committee and Association wish to hear expressed. I hope that you too feel the same way.

Certainly if the view is justified then someone out there knows that they are responsible, I hope that they will be man enough to write a letter of apology to Frank Newton for their behaviour, which I believe we do not want in our Fleet.

Organising any large event, whatever it is, is extremely difficult even if the person doing it has got a lot of experience. With sailing it's even more difficult because it is impossible to organise the weather. Moreover there are those who are quite happy sailing in Fives and above, others are much happier sailing in less than Fives, neither group are entirely right.

Things will go wrong and I, like everyone else, will find some things that happen not to my liking. If you feel strongly about something then the right approach is to take the matter up with the NOCA Race Committee and if still not satisfied then with the NOCA Committee itself. It is the Job of the Committee to decide whether or not your views are justified and whether or not to take action. It is not the right or responsibility of individuals to take action on their own account, which I understand has happened. Having said that, it does not apply to the results of a Protest, everyone of course has the right to take such a decision to appeal if they feel that it was wrong.

Being a fierce supporter of the Osprey, and those who sail in them, I was totally shocked that the Ospreys had been able to elicit such a reaction. It may have been a somewhat over the top response (tho' I didn't get that impression) but it left me feeling sick at heart. I sincerely hope that we as a fleet do not degenerate into a situation where we are considered to be no better than some other classes who have a far from envi-

able reputation.
I am not in any position at this time to make any judgement about what went on at Weymouth, what I do know is that a good reputation takes a long time to acquire and only minutes to destroy. Therefore I would ask each and everyone who sails an Osprey to consider carefully what they do and say, the Osprey is much more important than any one individual's views about any one incident whatever the rights and wrongs.

Terry McDonald

NB
This article has been written prior to any discussion with others, it is my own personal view and does not in any way represent any other person's views. The Committee may well discuss this issue and it will of course have it's own view. I should like to point out that publication will not occur until after the committee meeting so this article will not influence anyone. I will of course support any decision that may be made at the October meeting by the committee. I do have the same rights as anyone else to submit an article for publication in our own magazine for our own members to read. Since no article has ever been rejected by me I feel able to publish and hope not to be damned as a result.

News From Hornsea

Wots all This Ear Then!!!!!

Firstly may I on behalf of all the Hornsea Fleet send our best wishes for a speedy recovery to Richard Hewitt and our sympathy to Jennifer, I'm sure Richard's a terrible patient.

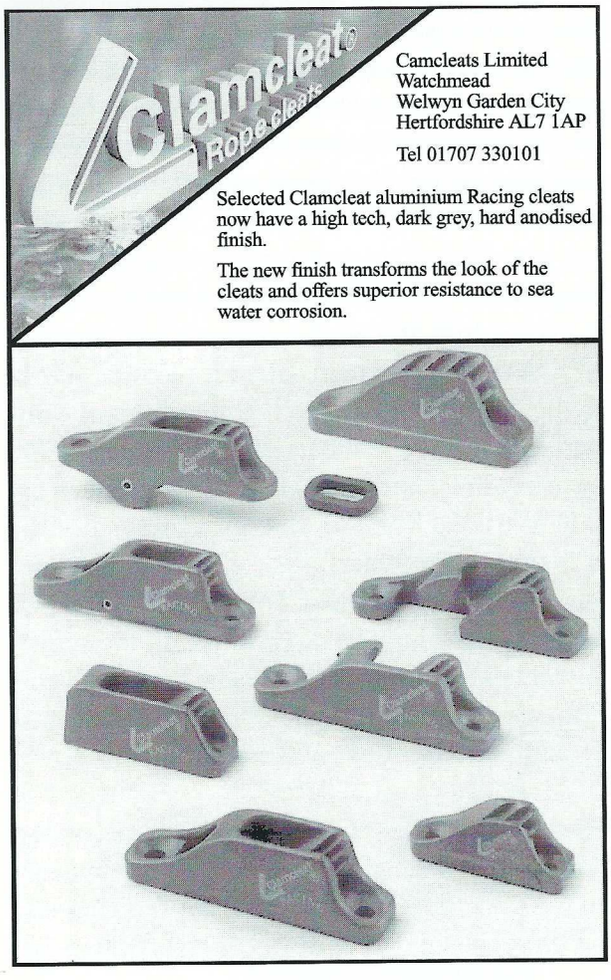
Our season came to an early close on October 24th, after the first race we were told that the rescue boat had broken down and in gale force winds & racing was cancelled. On the 31st gales were still the order of the day and members made an early start with laying up the club for the winter.

The club has had a reasonable season with turn out's of 10+ on occasions but sadly 4 on others. The pots have been well spread around. The spring series going to Dave Metcalfe and Elaine Wilson, after a flying start by Alan and Alastair Smith with six straight wins, the duo looked unstoppable but were pegged back by Dave & Elaine and Mike Mooney and his new ultra dynamic lardy crew (well if I say it first) . Since then Alan has once again retired from Ospreys, 1246 was sold in September to Ian McIntyre, welcome back Ian, he used to own "Atilla" and Alaistair has started crewing for Pip Warner.

No doubt Alan will be looking for another boat in the spring!!!!!!

Warm summer days made the weed rampant on the Mere, so some of us trekked to the Open Meetings and the Nationals whilst the rest stayed at home and sailed in the soup. Still as I've said

Continued on page 18



The1999 National Championship Report - Weymouth

by Elaine Smith

Checkmate for Chess !!!!

Before I start, my nearest and dearest, Mike Smith, would like to add his usual analogue to my report, so here goes ...

Oh what joy. We arrived in Weymouth bright and early on Saturday morn having left God's County at 02.30 hours. We would have arrived earlier, but we suffered a blow-out on the trailer and watched aghast as Roger Edwardson and family sped past, cheerfully waving and blowing their horn (that's a pint you owe me Roger!).

The town and promenade looked a treat - beautiful flower beds, roundabouts a mass of colour, and not a single bloody Osprey sign in sight! Yes, I know the details were in the handout, but that was with the helm who, having the sort of crew that gets up at 02.00 hours so that the boat is there in good time for scrutineering, stays in bed until 07.00 hours (well, a phone call at 06.00 to bring another spare wheel sorted him out!! Well, actually his dear wife who got up to answer the phone - got it wrong again!)

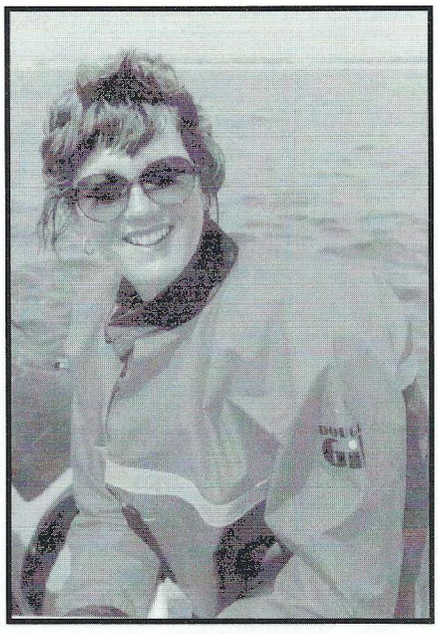
So there we were parked on Weymouth promenade, having toured the tiny back streets of the old town with the boat behind on the off-chance that we might find an elusive Osprey sign. Scuppered I rang the font of all knowledge, Adam. "Where the bloody hell is the sailing centre?" "Where are you matey?" "On the sea front!!" "Oh, you're miles from it!!" AHHH! Adam gave Elaine directions over the phone whilst I drove.

All went well, and by the time Mr Mooney and co arrived the boat was rigged, digs located, and a few pints supped. Now that brings me to one of my favourite moans - SOUTHERN BEER.

Well, flat lager, warm Boddingtons, some strange Irish brew, and something called Flowers that had been deadheaded long ago. Thank god I'd brought a bottle of single malt with me. Here endeth my moans!!

Back to Elaine ....

We all knew that Adam had friends in high places, but I didn't know he could arrange the fantastic weather we enjoyed for the whole week of the Nationals!!



Elaine

We could have been in the Mediterranean it was so good, and it did wonders for my tan sitting out on a yacht, drinking a few beers, and watching you all sweat it out in your wetsuits!! What a life!!

60 Ospreys arrived for the championships, and we had the best Race Officer we could have had for the week, Frank Newton, who had to make some very difficult decisions because of the fluctuating wind conditions during the week

The practice race started just after 1.00 on Sunday in a trickle of a sea breeze, but just 20 minutes into the race the wind disappeared, and it took over half an hour for the fleet to get up the first beat. The race was eventually shortened after sailing just 3 legs.

The first race proper started just before 3.00 on Sunday afternoon, having waited for a bit of breeze to fill in. This came in at 120 degrees, 3.5 knots and about 1 knot of tide. Having finished 10th in the practice race, Peter Northen helming Dave Metcalfe's boat 1286 (Dave crewing) was gate boat and took the starboard side of the course up the first beat, which turned out to be the way to go with those boats follow-

ing the port side suffering badly from patches in the breeze.

Indeed, many of the championship favourites, including Oscar and Nick in 1085, were surprisingly only in the middle of the fleet at the first windward mark, but following the spinnaker legs Oscar had managed to pull himself through the fleet to start the second beat in 4th.

He then continued with his tremendous recovery to lead the race at the second windward mark, closely followed by Andy Barker and Adam in 1295, Richard Hewitt and Paul Jameson in 1293, Chris Gorringe and Nadia Hosie in 1223, and Martin Lewis and Jon Gorringe in 1207.

The gate boat, 1286, had by this time slipped back to 6th place, and subsequently lost further places by missing the hitch mark and having to go back to round it (it's always the crew's fault Dave!!). The wind dropped to virtually nothing for the next set of spinnaker legs, and the race was shortened (if you can call it that after 2 hours racing!!) to finish at the end of the third beat, with Oscar taking the honours, Martin Lewis 2nd, and Andy Barker 3rd.

On Monday, with strong winds in excess of Force 6 and heavy seas in the Bay, the decision was taken by the Race Officer to hold Race 2 inside Portland Harbour. This proved to be one of the best races of the championships with fast three-sail reaches, good beats and runs. Peter Smith, helming his first-ever Nationals with Nick Willis crewing in 1291, decided to give everybody a head start by creaming across to the other side of the harbour before the start, where he put up his spinnaker and promptly capsized, breaking the rudder in the process. They managed to get ashore to get a replacement, but started the race when the rest of the fleet were well up the first beat. However, they then showed everyone what a good team they could be by catching up to the fleet, then passing many boats to eventually finish in 25th place.

The first beat was completed in just 15 minutes, with Andy and Adam relishing the stronger winds and reaching the first windward mark in the lead, a position they would retain to the finish. Richard Hewitt made another cracking start to be 2nd at the first windward mark, followed by Adrian Summers and Phil Angrave in 1285. Martin Lewis was 7th just behind Des Menear/ Neil Robinson in 1280 5th and Nigel Skudder/ Peter Frith in 1290 6th, with Oscar down in 12th.

By the start of the second beat the fleet was beginning to string out, with the right-hand side of the course proving the favourite. Andy Barker still led, ahead of Martin Lewis in 2nd, and Nigel Skudder 3rd. Oscar was once again on a flyer, pulling himself through to 4th, followed by Adrian Summers in 5th. The race ended after the 7th beat, with Andy Barker taking 1st, Martin Lewis 2nd, Oscar Chess 3rd, Nigel Skudder 4th, Adrian Summers 5th, and Tim Mitchell/Bob Isles in 1272 6th. Mike Mooney and Mike Smith in 1281 made a good recovery in the second half of the race, hauling themselves up from 23rd to finish in 10th, and hence the gate boat for Race 3.

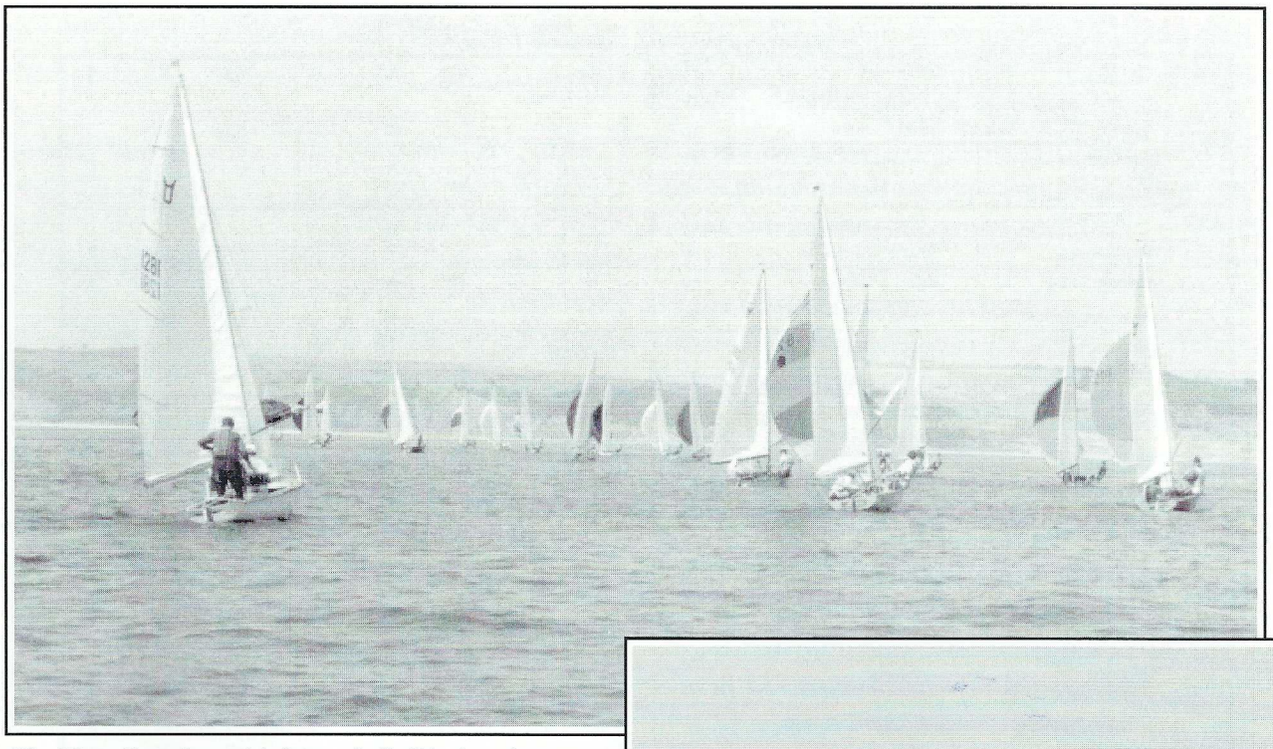
With the wind and sea still strong on Tuesday, Portland Harbour looked favourite again, but alas, Trinity House had seen fit to moor a massive ship right in the middle of the course which made racing a non-starter and Race 3 was therefore postponed. Mike and I decided to take a trip out to Portland Bill, and most of the Osprey fleet seemed to have the same idea. Adam recommended a pub to us, but his directions were as good as the Osprey signs in the town, ie clear as mud and we missed out on that liquid lunch. Some of the fleet decided to try and show us how fit they were and had a football match; what an excuse to try and nobble the opposition; or perhaps they were trying to build up enough of a thirst to face that southern beer (sorry, that's Mike's influence rubbing off on me!!)

During Wednesday morning's race briefing, Richard Marshall raised the point that some of us were here for an adrenaline rush. Comments flowed between Frank Newton, the Race Officer, and Richard, when Frank pointed out the difficulty he had in distinguishing between adrenaline and testosterone, vanity being the better part of valour or something along those lines!!, but some may say Richard always did talk a load of ba..s!! (Mike again!!)

Overall Nationals Results for 1999

Sail No.	Helm	Crew	Points	Place	R1	R2	R3	R4	R5	R6
1085	Oscar Chess	Nick Daily-Hunt	10	1	1	3	1	6	2	3
1207	Martin Lewis	Jon Gorringe	16	2	2	2	2	4	15	6
1295	Andrew Barker	Adam Bowers	17	3	3	1	7	2	8	4
1272	Tim Mitchell	Bob Iles	22	4	15	6	3	11	1	1
1285	Adrian Summers	Phil Angrave	34	5	7	5	6	16	6	10
1280	Des Menear	Neil Robinson	40	6	36	7	5	3	23	2
1292	Robert Shaw	Steve Watson	44	7	10	8	4	21	7	15
1277	Martin Cooney	John Price	45	8	12	48	17	8	3	5
1226	Dave Gorringe	Steve Williams	50	9	8	12	11	7	12	12
1290	Nigel Skudder	Peter Frith	53	10	40	4	8	1	24	16
1024	Steve Davis	Steve Brown	60	11	6	16	21	9	30	8
1178	John Lang	Malcolm Clack	64	12	16	22	26	10	9	7
1223	Chris Gorringe	Nadia Hosie	66	13	4	14	19	12	17	61
1203	Alan Laing	Terry Greene	67	14	25	17	10	19	4	17
1141	Geoff Stubbs	Mark Summers	70	15	11	9	32	14	25	11
425	Will Odling	George Odling	80	16	24	13	18	15	11	23
1293	Richard Hewitt	Paul Jameson	89	17	5	15	30	27	22	20
1291	Peter Smith	Nick Willis	90	18	18	25	16	5	26	44
1116	Colin Stephens	Steve George	92	19	9	29	20	22	27	14
1286	Pete Northen	Dave Metcalfe	95	20	14	23	15	29	14	61
1271	Ian Zimmerman	Robert Gillespie	106	21	39	11	9	26	21	39
1281	Mike Mooney	Mike Smith	107	22	19	10	12	30	36	38
1195	Richard Marshall	Richard Hattersley	107	23	17	20	14	38	19	37
1294	Roger Edwardson	David Lyall	112	24	21	38	35	17	5	34
888	Philip Holt	Malcolm Shakesby	119	25	13	61	22	52	10	22
624	Nick Greenland	Russel Wheeler	121	26	26	33	38	31	13	18
1199	Phillip O'Kane	Lyne O'Kane	126	27	42	27	27	13	34	25
1289	Michael Atkinson	Sam Coombes	129	28	22	36	33	25	16	33
1259	Jane Seymour	Chris Seymour	131	29	53	41	13	40	18	19
1284	Michael Taylor	Jon Willey	135	30	33	19	28	28	33	27
1146	Ed Whipp	Will Thomas-Ferrand	148	31	37	21	42	35	42	13
1227	Tony Harper	Martin Stilgoe	160	32	30	28	34	37	41	31
1112	Karl Gorner	Graham Mant	162	33	27	44	36	24	43	32
881	Philip Greetham	Christopher Greetham	164	34	35	61	39	32	32	26
963	Andrew Davies	Ian Williams	167	35	52	24	24	33	38	48
1142	David Charles	Martin Stephens	171	36	54	32	48	18	37	36
1264	Jeff Hughes	Phil Reed	173	37	46	30	23	23	51	51
555	Timothy Kift	Stephen Offer	175	38	28	35	45	39	31	42
1265	Tim Bowden	Peter Lloyd	176	39	44	61	40	20	44	26
1163	Donald Flannery	Roger Woodhead	176	40	56	34	37	36	45	24
1040	Nicholas Eggett	Alastair Smith	178	41	41	61	25	42	35	35
1175	Richard Cooper	Jeff Cooper	179	42	51	18	43	49	40	29
1251	John Marks	Bryan Roskilly	179	43	31	61	52	46	20	30
1278	Peter Gordon	Percy Richard	183	44	23	51	61	61	29	9
1276	Alec Mamwell	Ian Little	184	45	29	31	44	44	39	41
1209	Stephen Clay	different crews	188	46	43	42	54	56	28	21
1250	Colin Pugh	Alistair Watkins	190	47	34	26	56	34	53	43
1155	Stuart Morton	Stephanie Webb	198	48	20	40	53	41	50	47
1244	Simon Bridges	Tim Bridges	207	49	38	61	31	43	55	40
1167	John Shenton	Mark Seager	225	50	45	37	51	51	47	45
1205	Keith Parick	Jonathan Gibbons	234	51	47	61	29	55	54	49
1273	Robert Thomas	Ricky Knights	240	52	48	43	49	54	46	55
1240	Nick Jones	Johnothan Osgood	241	53	55	45	50	48	52	46
1198	Roger Daily-Hunt	Andy Bellamy	241	54	49	61	46	45	51	50
1164	James Dawson	Alex Dawson	244	55	50	39	57	47	56	52
1228	Peter Reeves	Luke Reeves	254	56	61	61	41	50	49	53
1269	Michael Richardson	David Bourne	257	57	61	47	55	53	48	54
1181	Ken King	Toby Lewis	276	58	32	61	61	61	61	61
1140	David Fitzgerald	Ian Austin	276	59	61	46	47	61	61	61
1258	John Auty	Martin Atheron	305	60	61	61	61	61	61	61

Nationals P



The Fleet Complete with Pretty Sails Displayed



7th Placed Rob Shaw with Watson The Wag Hanging On



Below: The F

Photograph
Courtesy of
John Farma

ls Photocall



The Fleet at the Start



First Lady Helm Jane with Husband Chris Seymour

Our Hard Working Chairman & John Osgood



Photographs Courtesy of John Farmar

42nd National Championship - Trophy Results

Individual Race Results & Trophy Winners

Race	Trophy	1st Helm	1st Crew	2nd Helm	2nd Crew	3rd Helm	3rd Crew
Practice	Plycraft						
One	Mounts Bay	Oscar Chess	Nick Daly-Hunt	Martin Lewis	Jon Gorringe	Andy Barker	Adam Bowers
Two	Bell Woodworking	Andy Barker	Adam Bowers	Martin Lewis	Jon Gorringe	Oscar Chess	Nick Daly-Hunt
Three	British Steel	Oscar Chess	Nick Daly-Hunt	Martin Lewis	Jon Gorringe	Tim Mitchell	Bob Iles
Four	Ian Proctor Memorial	Nigel Skudder	Peter Frith	Andy Barker	Adam Bowers	Des Menear	Neil Robinson
Five	Marlow Ropes	Tim Mitchell	Bob Iles	Oscar Chess	Nick Daly-Hunt	Des Menear	Neil Robinson
Six	Saundersfoot	Tim Mitchell	Bob Iles	Des Menear	Neil Robinson	Oscar Chess	Nick Daly-Hunt

Other Trophy Winners

Trophy	Winner	Boat	Place
Filey Novice	Peter Smith	1291	18th
Stubley/Evergreen	Will & George Odling	425	16th
Creeksea MKII	Will & George Odling	425	16th
Offer Team	Poole B - Yabba Dabber Doo	1272	4th
	Men Behaving Badly	1277	8th
	Black Jack	1226	9th
First Lady Helm	Jane Seymour	1259	29th
First lady Crew	Nadia Hosie	1223	13th
Junior Helm	Steve Davies	1024	11th
Junior Crew	Paul Jameson	1293	17th
Masters	Not Presented		
Tubbs Over 40	Oscar Chess	1085	1st
Stubbs Handicap	Phil Holt & Malcolm Shakesby	888	25th
Endevour	James & Alex Dawson	1164	55th
Chairmans Tankard	Janet Shenton		
Tenby Tankard	Adam Bowers	1295	3rd
Forsyth Lang	Michael Taylor & Jon Willey	1284	30th
100 Up	John Lang & Malcolm Clack	1178	12th
Oldest Combined	Phil Holt & Malcolm Shakesby 888	25th	
Wilkinson Sword	John Lang & Malcolm Clack 1178		

Hornsea News Continued from page 12

before "you can't educate Pork", That's the first Sarky remark I've made and not even a swipe at Southern Beer .... yet!

The Wednesday night series was dominated by Mike Mooney and "Yours Truly", I also drank most beer in the Rose and Crown as Elaine loves driving home afterwards, honest!. Alaistair Smith ate the most sandwiches closely followed by Peter Smith, keep it in the family lads. The Autumn series went down the wire when the last two races were cancelled, Mike and I taking it from Pip Warner and Alaistair Smith. The hotley contested Moyes Cup, sailed in a week-end of light winds, was won by Dave Metcalfe and Elaine Wilson, bad news for Lardy Crews!

Well that's its really, Mike Mooney is hard at it in the workshop, a new Osprey is born. I hope he realises just how much weight I can put on over Christmas and makes it Smithproof.

Right I'm off to the Pub to drink some proper beer, real falling down water, non of that coloured water you Southerners call beer.

Even Yorkshire lemonade is stronger than the maidens water you lot drink, ask Margaret and Terry

Mike Smith

The light winds had returned for Wednesday's race out in Weymouth Bay, and the race was postponed until midday in the hope that a nice breeze would kick in, which it did from the E/NE Force 3. However, halfway down the first reach the wind shifted over 40 degrees as the sea breeze filled in at around 15 knots, knocking out the land breeze.

This turned the second beat into something of a procession, but a battle was being fought up at the front between Oscar and Martin Lewis, Oscar eventually taking the honours. Tim Mitchell continued his climb up the finishing places to take 3rd place, ahead of 1292 Robert Shaw/Steve Watson in 4th, Des Menear 5th, and Adrian Summers 6th.

Race 4 on Thursday was again sailed in light winds out in the Bay, with the sea much calmer and flatter again. Unfortunately Ian Madeley had to return the yacht to its rightful owner on Wednesday evening as he was going off to Cowes Week - where?!! At this point, can I say a big thank you to Ian and Albert Mottram for looking after me so well and ensuring I was fed and watered!! So I was now without a boat, or so I thought until our very own Terry "the Mag Man" McDonald arrived and promptly arranged for us to go out on one of the rescue boats.

The race started at around 11.00 in a Force 2/3 with 1203 Alan Laing and Terry Greene being the gate boat. After the first beat and reach, Nigel Skudder had popped out in front, with Philip & Lyne O'Kane in 1199 in 2nd, Peter Smith/Nick Willis 1291 3rd. Oscar was down in 12th at this point, Des Menear 13th, and Martin Lewis 14th. Then on the second beat that thing you all dread happened - the wind dropped to virtually nothing. By the second windward mark, Nigel had retained his lead, but Andy Barker had pulled himself through to 2nd from 7th, ahead of the O'Kanes in 3rd. Oscar had also made up some places up to 7th, as had Des Menear up to 8th. However the decreasing wind had done Martin Lewis no favours as he slipped back to 19th.

With the sea starting to look like a mill pond the race was shortened with Nigel maintaining his 1st place, Andy Barker 2nd, Des Menear 3rd. Martin Lewis made a remarkable recovery by pulling himself up to 4th place, as had Peter Smith who, having dropped to 18th the previous lap, finished in 5th place. Oscar finished in 6th.

By this time there was no wind at all, and all boats were towed back into the harbour. This was the fastest you'd gone all day, and Terry Mc nearly had a seizure when Iain Williams said he'd buy him a pint if he got him back to the bar first!! And he did! *(Get him back first and Ian Bought the Pint)*

All the boats sailed out into the Bay on Friday but the proposed 10.30 start was postponed when the breeze again fell away to nothing. The Race Officer then decided to hold the final two races of the championships in Portland Harbour knowing that the sea breeze would fill in from Chezill Beach. These were crucial races for Oscar, Andy Barker, and Martin Lewis. who were lying in 1st, 2nd and 3rd positions respectively.

Races 5 and 6 were then sailed back to back in what would prove to be Tim Mitchell's day. 1178 John Lang/Malcolm Clack was the gate boat for Race 5, and Nigel Skudder was the first boat out of the gate on the left-hand side of the course. However, at the first windward mark the right-hand side turned out to have been the best option, and Tim Mitchell popped out in front. Roger Edwardson and Davey Lyall in 1294 had sailed a storming first beat to be in 2nd place, followed by Oscar in 3rd, and Andy Barker not far behind. Oscar then pulled himself up to 2nd on the next spinnaker leg to edge even further ahead of Andy Barker.

The right-hand side of the course remained the favourite for the second beat, and at the second windward mark Tim Mitchell still held the lead, followed by Oscar and Roger Edwardson. Martin Cooney and John Price in 1277 were sailing an excellent race in 4th, as were Philip Holt and Malcolm Shakesby 888 in 5th. Andy Barker lay in 9th spot, with Martin Lewis 17th.

The race finished at the end of the fourth beat with Tim Mitchell 1st, Oscar 2nd, Martin Cooney 3rd, Alan Laing 4th, Roger Edwardson 5th, and Adrian Summers 6th. Andy Barker came in 8th

and Martin Lewis 15th.
And so to the final race, the breeze was a SW Force 3, Philip Holt was in a blind panic at being the gate boat. "But I've never done it before" he exclaimed to the Race Officer, who then proceeded to give him a list of instructions, and I must say Phil managed splendidly and popped out in 1st place at the first windward mark, followed by Tim Mitchell.

A lot of boats found themselves in unfamiliar territory at the front of the fleet, having started late. Oscar at this point was 12th with Martin safely behind. By the time they reached the second windward mark, Tim still led ahead of 1146 Ed Whipp/Will Thomas-Ferrand 2nd, and John Lang 3rd. Andy Barker was in 9th, Oscar 10th, and Martin Lewis 13th.

Three laps later and the race finished at the end of the fifth beat, Tim Mitchell taking 1st, Des Menear 2nd, and Oscar 3rd which was more than enough for the "Team Ginger" captains to retain their championship crown.

The Pavilion was the venue for the prize-giving which proved to be an excellent evening with great food and dancing until the early hours. Thanks to Adam for all his organisation during the week.

And so we left Weymouth with the sun still shining, with thoughts now turning to next year's Nationals at Sunderland - see you all there.

Report by

Elaine Wilson

Blast From The Past

This fine shot of the first race start of the 1971 Championship at Filey shows the then Class secretary, Peter Agnew, getting under way. There were no problems then about enticing visitors to the North East coast. 114 boats descended on the club, the second highest entry ever (the highest had been 118 at Mounts Bay the year before) and stretched the meagre cliff-side facilities to the limit. Fortunately, a local hotel had been taken over for the week to act as Championship HQ and offer a ready supply of accommodation. The oldest boat sailing was No2 and the newest No865. Ken Robertson won the event sailing No 760 "The Other Mans Grass", a boat which had become famous the previous year by winning "The Boat of the Show" award at Earl's Court Exhibition.

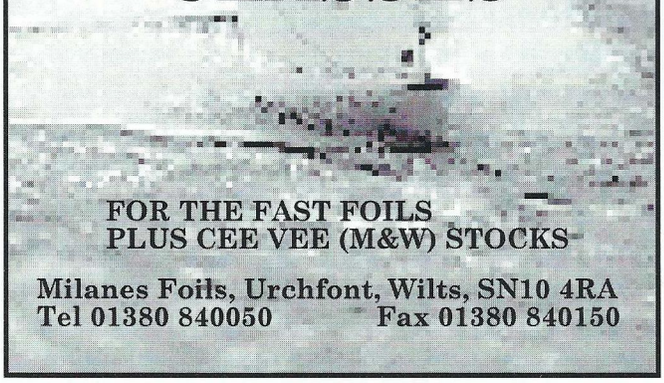
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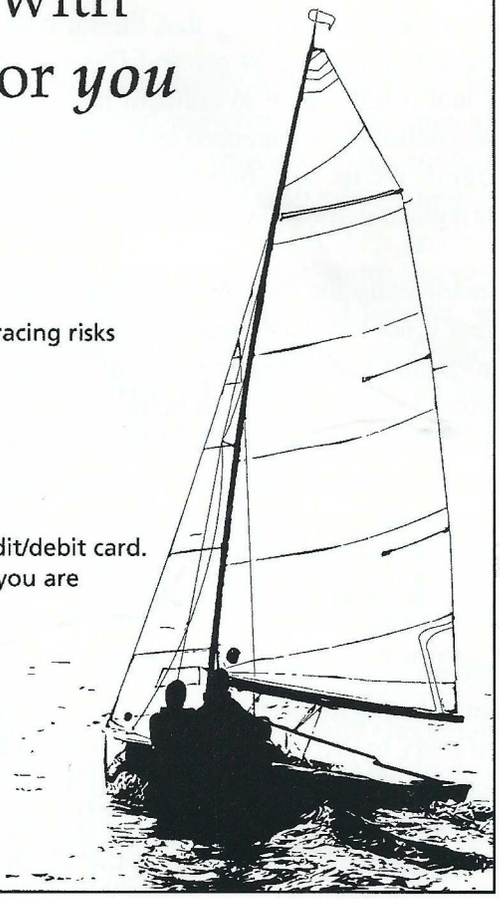
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Admiral DINGHY GOLD

Kielder

Greetings from the edge of the known world or, as it feels sometimes, the bit you get to when you fall off the edge. 1999 has been a good year for Ospreys at Kielder in so far as the fleet has continued to update with the arrival of Jennifer (1276) and the birth of Roger and Daveys' brand new boat 'All Torque....'(1294). Unfortunately none of the spare Ospreys have yet been sold within the club. If this were to happen then the fleet of 4 could double overnight.

'All Torque...' is a credit to its builders or as one club wag said recently its builder. Launched just in time for the Nationals it surpassed expectations and gave an indication of its future potential. The only blot on the landscape apparently occurred in the windy race at the Nationals when a rogue port boat put Roger and Davey into a crashtack leading to a capsize.

Our sources intimate that the port boat was not only a member of the same team but also came from Kielder. We believe that such un-gentlemanly conduct was the only way that the fat boys stood a chance of beating Roger and Davey and the national results serve to confirm this point. Davey was definitely not amused and, as in the old Soviet Union, the fat boys only just escaped banishment to a place in the East whose name begins with S.

Incidentally the fat boys have had their uses this year if not only to represent Kielder at most of the northern Osprey meetings first in Lady in Red and latterly in Jennifer. Pearls before swine is a phrase that comes to mind although they had some initial success in Jennifer when they won the Dam to Dam. Our close observation would indicate that this was a sheer fluke due entirely to a lard keel which is only of use in extreme conditions.

More recently one member of their team was observed in extreme training session designed specifically to pre this unique, but generally useless feature. Back at Kielder Vic and Steve & Viola and Mike have continued to fly the Osprey flag although Vic now has another toy. Flush with his success in building Excalibur he has not been able to stop and recently his new Phantom hit the water. Those who were present report that quite shortly afterwards Vic himself hit the water - with no Steve to blame this time.

Indeed sailing single handers seems to appeal as a sideline for the Osprey teams. Mike, in his Contender, wins first prize for spectator value in any wind above Force 2. He already has sufficient hours to qualify as a 'perisher' and there are signs, occasionally and to Viola's dismay, that these skills are transferable to the Osprey.

As this is our last correspondence of the millennium I would like to disclose the name of the Kielder Osprey crew who paints his toenails. Alas despite exhaustive research and the occasional sore head from not looking ahead this is not to be. It is perhaps as well to leave such trivia behind as we look to the next millennium. Good luck to you and fellow Osprey sailors in the year 2000 and beyond.

The Kielder Correspondent

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Ribbles Scribbles

Although we have managed to keep the existing nine Ospreys at the Club, sailing this Summer on the River Ribble has been difficult to say the least.

Ribble C.C. together with the local council, and our local MP (himself a member of the Club) are trying desperately to raise money for a new jetty. With costs of £250,000 to £350,000 being suggested to replace the existing jetty, this is proving to be a long and difficult operation.

The task over the next twelve months, therefore, is to keep the Osprey fleet together which may mean having to move to another Club until the jetty is constructed. This could have an adverse effect for the need to replace the jetty and it is very unlikely that all the present Osprey sailors would be prepared to do this, it must therefore be considered a last resort.

Although I managed to attend the Nationals at Weymouth this year, Rick Hoad (No. 1150) Willy Crichton (No.857) and John Auty (No. 1256) were less fortunate due to work commitments. Both John and Martin Atherton had paid their fee for the Nationals but unfortunately, just two days before the event, circumstances beyond John's control prevented their attendance (needless to say they finished last in the National results).

Three boats from Ribble (1150, 857, 1163) made the trip to Sunderland for the Scottish and Northern Championships in August. We were all very impressed with their new Clubhouse, and one can see that a lot of thought and hard work has gone into creating these facilities. I would hope that the Osprey class members show their support by attending the Nationals there next year.

Don Hannery

Osprey 1163
North West Rep

Minnis Bay

Despite efforts to improve the Osprey presence by Peter Farrow and yours truly at the Bay we still retain constant numbers. We have depleted our complement of boats by one, which was bought by Ed Parker for spares, for mainly the stainless steel launching trolley.

Peter continues to Jet Set round the world unfortunately missing a lot of Sundays thus making it that much easier for Andy and I to win the Spring and Summer series. It also leaves his crew, Alastair, on the shore more often than he would prefer, so he says, but we all know he prefers to be with his girlfriend. Andy also won the Crew's Race which was a complete handicap affair against Cats as well as dinghies.

Despite having had a wonderfully relaxing holiday in the south of France and not doing much of a dangerous nature other than eating, drinking and walking round places of interest (Like Wine Domains). I managed to pick up a very serious ear infection, this subsequently turned out to be even more serious, indeed it stopped me sailing in the Autumn Series on Doctors orders.

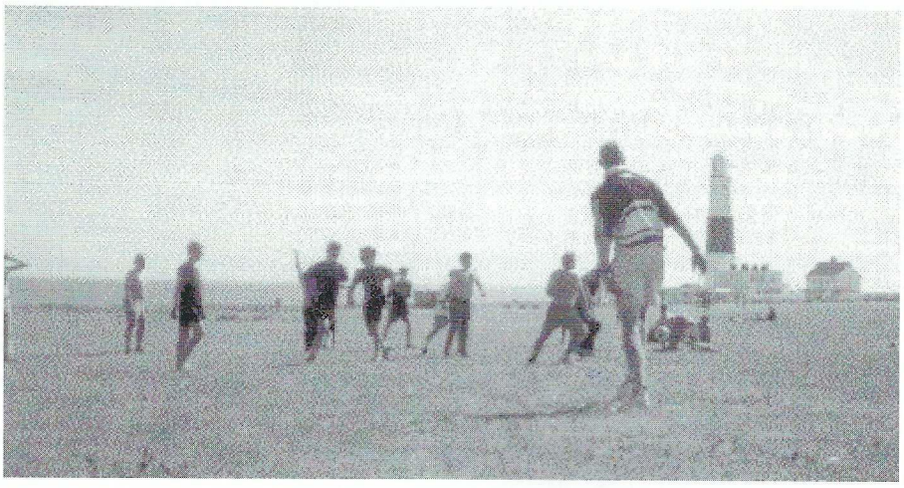
This gave Peter the chance to get the Series but we need to wait and see what happens since the recent bad weather may prove to be his undoing as its a very close run thing with other dinghies.

Rumours have been heard that some Ospreys from farther afield may come and join us, we hope this is true as it will help the possibilities of an Osprey revival at the bay. It will also help us improve our skills with other regular boats to sail against.

Like Ribble we are plagued with Jetty Problems, ours is that the Local Council have put in a Barrier to prevent launching, this after over 40 years of use. We do have keys but only if you pay a fee and prove your insurance. Yet more bureaucracy gone mad, where will it all end? Our Council do have a problem in that they got held a third responsible for an accident caused by two drunken speedboat owners who caused an accident elsewhere on the coast !!!!!

Letters to the Editor

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Hampshire
PO11 9SJ
Tel. 01705 464192



2nd August 1999

Terry McDonald
29 Harold Road
Minnis Bay
Birchington
Kent CT7 9NA

Dear Terry

I would like to express through the Osprey Magazine my thanks to all those involved in the preparation and the running of the 1999 Nationals at Weymouth. Alex and I (along with many other wives, girlfriends and children) had a wonderful time on the beach thanks to the Sun God - Adam you must have done something very special in a previous life to deserve such glorious weather.

Weymouth is a great place - something for everyone. I know there were rumblings on and off the water of dissatisfaction but you can't please all of the people all of the time and the Osprey Committee are always harping on about how the Osprey is a family class and we need family venues - well you can't get a much better family venue than Weymouth.

Adam should be congratulated for his time and energy and committment and enthusiasm in making the Nationals happen - and for attracting 60 boats which in this day and age is no mean feat.

Let's hope Weymouth was such an enjoyable week that everyone all books now for Sunderland in 2000 - the new clubhouse looks very impressive and we look forward to some warm northern hospitality!! (No dig intended at any sort of southern hospitality....)

Best wishes, Jayne

Jayne Willis

PS. Enclosed are a couple of fairly poor photos of the football/rugby match at Portland Bill which we all just managed to escape from with our lives! If you need to use them (Janet Shenton took some better ones!) I hope they reproduce OK.

Kielder continued from page7

and Steve won with Roger and Davey clinching second after a close race with Nick and Jonathan who found the slightly lighter conditions much to their liking.

A good days racing was followed by some good food, a visit to the new bar at Leaplish and finally a return to the Blackcock. Snug in the bar a jolly time was had by all- especially the Sunderland crowd given the days result (5-0 away from home).

Sunday dawned grey and blustery with the easterly having moved up a few notches overnight. The third race saw Rob and Steve emphasising their superiority over the fleet and recording their third win to take the overall honours. Alec and Ian hung on for several laps hoping to capitalise on any mistake but it was not to be and they had to settle for second. Ian "BOV' Turnbull and Paul Jamieson (1220) from Sunderland getting faster all weekend came in a comfortable third. Interestingly no one flew their kites in this race which gives some indication of the wind strength.

Last race; no Rob and Steve and three boats fighting for the two minor places promised an exciting race for crews and spectators alike. Bov and Paul, Alec and Ian and Roger and Davey all held the lead at various times over a couple of laps until Alec and lan fell over, quickly followed by Roger and Davey who also split their mainsail. This allowed Bov and Paul to sail off into the distance pursued unsuccessfully by Alec and Ian once they recovered. These positions were maintained to the finish.

Overall results were
1) Rob Shaw Steve Watson 1292
2) Alec Mamwell Ian Little 1276
3) lan Turnbull Paul Jamieson 1220

Once again Kielder provided great sailing for Ospreys if a bit windy for some tastes. The club would like to thank our friends from Sunderland, Ribble, Peterhead and Stewartby for supporting us once again and sympathise with those who were unable to join us.

Alec Mamwell

Netley

AND EVEN MORE WIND!

My report on last year's Netley Happening began with an introduction mostly concerned with weather talk and noting that this seemed to be a repeat of the previous years edition! Well, this aint much different folks! Except that this year was real weather.

By the time you read this the rigours of winter will be upon us and a force 8 will probably be fairly routine, but, on the weekend of October 2nd it was the first serious blow of the equinox and didn't the weather people let us know? Again and again through Thursday and Friday the forecasters laid it on thickly. It must be said that Friday, particularly overnight, was pretty grim but highly localised forecasts proved to be correct and a force 5/6 reigned for the following two days in our corner.

We were even treated to some sunshine. This of course was news to those who after hearing the forecasters had thought better of it. About half a dozen boats stayed home and more than a few must have had reservations on Saturday morning whilst making their way to view the delights of Southampton Water!

Anyway, the first race went something like this. Your correspondent it must be confessed did not get to the start line and has some excuses for not doing so (dont we all?) but shortage of an Officer of the day for the club, a crew novice to Osprey sailing, and a Hernia combined to put a damper on his aspirations (local boy cleans up and all that - you wait till next year!)

Straight forward Sausages and Triangles, the race started smack on time and ran the full five laps. Colin and Bob in the Yabba (1272) managed to finish the first round in front followed by Andy and Adam in the Full Monty (1295), Rob and Steve in Light and Bitter (1292) in third position with a fairly tightly packed bunch behind them. Rob and Steve managed to take the next three laps but Andy and Adam finished first on the one that counts with Rob and Steve in

second place. We love a Blow otherwise known as Pete Bannister and Nick Willis in Waimanu (1291) taking the third position.



A short spell ashore, though for some a more permanent one. Yes there were some casualties, followed by a second race over the same course and arguably a little more wind which had veered slightly to the Northwest and become less steady. Light and Bitter completing the first round in the lead with Full Monty and Secret Diaries (1285) Adrian Summers and Phil Angrave lying third. For the subsequent rounds Full Monty, claimed the lead and the three boats remained in that order for the remainder of the race.

Some conflicting reports have been received on just which legs were the most hairy and just what adventures resulted in the three retirements from the first race and the four from the second. Certainly our sympathies lie with Colin Stephens in Lethal Weapon. who having journeyed all the way from Penzance did not make the start after an encounter with our local Hazard the dreaded sewer pipe. A jammed foresheet and fixed rudder gave him membership of the Tear the Transom out Club. Welcome Colin, I once managed it going backwards, lifting rudders don't work too well that way!

The evening's festivities commenced in due course, a little quieter than previous years, some of the songsters missing due to sore throats etc. - possibly drinking too much salt water that day!

However, our fellow revellers from the Shearwater Ladies choir remained in good voice and Julian our head barman for the day did extremely well, he must have put in about twelve hours, keeping very active with the occasional help from certain Osprey sailors!

Sunday dawned a little more civilised than the morning of the previous day and for a while we had a flat calm, but after a leisurely breakfast the wind increased and by start of the third race at 1130 it was back to a fresh WNWly blowing over a slow flooding tide. A welcome spell of sunshine put a less inclement feel to the proceedings. Two more entries appeared and made the start number up to seventeen boats, some of us still shore bound though. At least the Cripples were entertained by some spectacular scenes on the water!



I am of the school that much prefers taking part to watching, never having considered sailing to be much of a spectator sport but today was different.

Light and Bitter led from the start remaining in first place for



all five laps, Richard Hewitt and Paul Jameson in Men in Black (1293) managed second place for the first round but from then on Andy and Adam (Full Monty) held the second position with Richard following. A ding dong battle went on for the fourth and fifth places with Des Menear, and Mike Taylor plus the Poole team, Martin , Alan and Adrian all in close company.

A quick break, (the race was being sailed Back to Back) and the fourth race was soon underway. With four retirements from race three the numbers were now down a bit with a dozen boats making the start line.

Rob and Steve repeated their mornings performance with Light and Bitter leading for the duration. Fully Monty, in hot persuit could not get through to take the lead so Bobs Bowl went north for the first time. Des Menear and Neil Robinson in Hello Again (1280) managed to hold third place for three rounds but Capt. Summers and Mate Angrave in Secret Diaries (1285) finished in this position thus keeping the Poole contingent in the prize money, something they've always featured in at this event.

Unfortunately lack of space and detailed reports have caused little in the way of tales of the adventures on the water making into print, no doubt if a reader who missed the event meets up with any of the competitors they will hear some of the tales!

Had all the potential competitors made it to the event we would have had an entry of just over thirty two boats. It must be a lesson to us all. When you hear those gloomy forecasts on Thursday and Friday take them with a pinch of salt. Take the risk, go and see for yourself. I missed one meeting this year on these grounds only to hear afterwards that those who went had a good time. And I've done it before!

Many thanks from the club, hope to see you all at around the same time next year

Bob Thomas

Photo courtesy of Eddie Mays



Results in Position Order

No	Boat Name	Helm and Crew	Club
1292	Light & Bitter	Rob Shaw Steve Watson	S'land
1295	Full Monty	Andy Barker Adam Bowers	Rock
1285	Secret Diaries	A.Summers, Phil Angrave	Poole
1203	One Step Beyond	Alan Laing, Terry Green	Poole
1284		Mike Taylor,John Wiley	Marconi
1280	Hello Again	Des Meneer, Neil Robertson	P'zance
1291	Waimanu	Pete Bannister, Nick Willis	Hayling
1195	Another oneBites	Richard Marshall , Richard	Spinnaker
1293	Men in Black	Richard Hewitt, Paul Jameson	S'land
1194	Lettice	Stuart Maunder, Steve Birch	Poole
665		Roger Kent James Anderson	Hayling
1291	Blackjack	Dave Gorringe, Steve Williams	Poole
1273	Yabba Dabba Doo	Colin Rainback, Bob Iles	Poole
905	Moonlight	Ian Madeley, Paul Madeley	R.Y.A.
1269	Gremlin	Michael Richardson,Dave Bourne	Poole
1207	Schiaffino	Martin Lewis, Jon Goringe	Poole
1182	Creole Lullaby	Paul Taylor, Kevin Burt	Netley
1277	Men Behaving Badly	Roger Walker, John Bailey	DGRA S
914	Aquarius	Dave Garrard, Chris Eato	Netley

D N S's

1240	Nick Jones, Jonathan Osgood
1167	John Shenton, Steve
1273	Bob Thomas, William Roper
555	Tim Kift, Steve Knee
1146	Will Thomas- Ferrand
332	Garreth Hunter, John Head
1116	Colin Stevens, Steve George

The Champions 25 Years in Ospreys

As its my 25th Year in Ospreys, I thought it was a timely opportunity to pen a few notes on sailing Ospreys, through the last quarter of a century. Obviously the people make the class, but I have concentrated on the more material aspects of the Osprey scene.

I would also like to take this opportunity to thank all my crews through the years, not forgetting my helms in my formative Osprey years.

My Helms were:-

Emlyn Richards	*1973-1974*
Tony "Doc" Davies	*1974*

My Crews Roll of Hounour :-

John Owen/John Gough	*1975*
Julien "Tiger" Bridges	*1976-1987*
Dave Griffith	*1988-1990*
Lisa Chess	*1991*
Joe Roderick	*1992*
Chris White	*1993*
Nick Daly-Hunt	*1994-To present*

I would like to thank them all and hope that no more go to Rutland next year, 3 was quite enough - Nick, Dave and Tiger!

Boats:-

793	*Wanderin Star*	*1975-1977*
1161	*Easy Picker*	*1978-1987*
1085	*Toothpick*	*1988-To date*

I would like to conclude by mentioning a few other names. Adam Bowers has contributed enormously to the Osprey fleet over the years. I would like to hear the story of how he got into the Opreys in the first place - was it anything to do with the dreaded Paul Davies and Blue Peter?

I must also mention Andy Barker, I thought we had seen the last of him when he left the class in the '80's. But he is never to be underestimated and I am thrilled that the class has sailors of his ability to provide the ultimate challenge. I look forward to seeing you all, especially Malcolm Clack, at Sunderland next year for what I hope will be another memorable Nationals

Oscar

10 "Osprey Things" that have disappeared for the better!

1. Rudder Stocks made of wood, with stainless steel pintles and gudeons.
2. Graphspeed, a graphite loaded paint for C/B's and rudders that was supposed to speed your boat up, but just covered you in black gunge.
3. Ripstop Spinnakers and the trips to the launderette to tumble dry them back to fit within the rules.
4. Sheeting jibs on top of the side tanks.
5. Smoothy centreboard and rudder paint, only available in pink.
6. The 50 MPH towing speed limit.
7. Aquaquipment stick together wetsuit kits.
8. Under the gunwhale spinnaker sheeting systems.
9. Forestays
10. Small pads on launching trolleys.

10 "Osprey Things" that have disappeared for the worse!

1. Continous trapezes (a fiendish system of hooks and elastic that, on a good day, allowed the crew to come in off the wire, tack across the other side of the boat and go out again without unhooking.
2. Wearing Deely Boppers on Filey Beach.
3. Centre mainsheet systems.
4. Storing spinnaker poles in your front tank (Weymouth AGM "IN" joke).
5. Bendy Booms - always good for a laugh.
6. 100 plus attendances at the Nationals.
7. Kicking Strap levers - well there may be one or two left.
8. Gold coloured masts.
9. Helm controlled spreader angle adjustments.
10. Reaching hooks - replaced by the omnipresent twining lines.

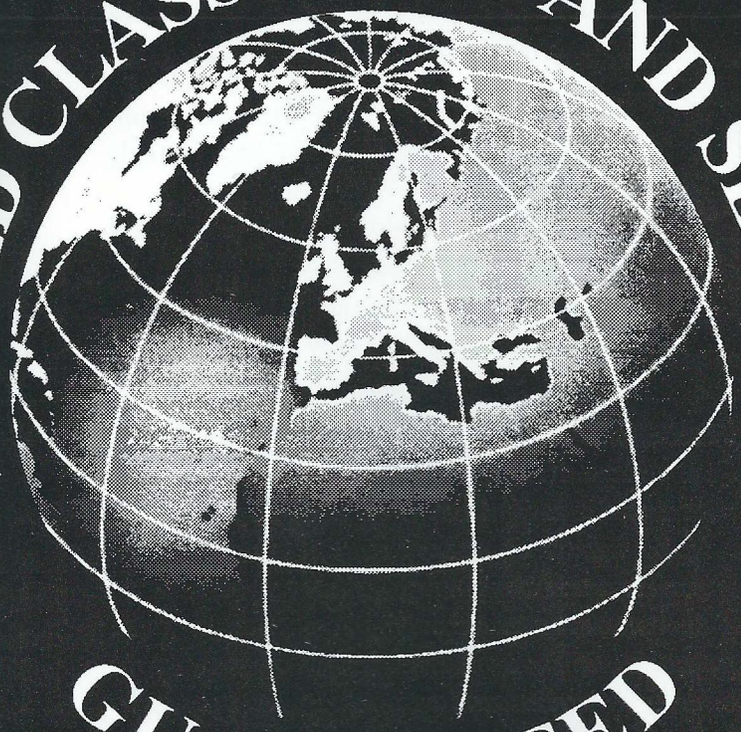
10 "Osprey Things" that haven't changed a bit!

1. Rob Shaws quality of boat name.
2. Rob Shaws boundless enthusiasm.
3. Rob Shaws optimism.
4. Rob Shaws dress sense.
5. Rob Shaw.
6. Malcolm Clacks enthusiasm, optimism, dry humour and dress sense.
7. Malcolm Clack.
8. Thrill of seeing St Michaels Mount on the way to Mounts Bay.
9. Feeling of sadness when packing the boat away at the end of the season.
10. Enjoyment of a good blast amongst mates in a force 5 on a choppy sea.

Ed:- Its always good to get an unexpected article for the magazine. Even more so when it has come from our very own Oscar "Champion Extraodinaire".

Thank's Oscar, not sure Rob & Malcolm will be pleased tho' because they will remember all those things that have disappeared !!!!

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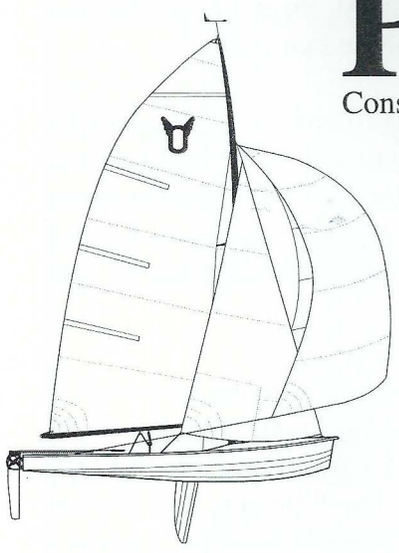
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Secretary's Soliloquy

How was it for you darling ?

This year the Osprey summer jamboree visited Weymouth for it's annual get together. I am trying very hard to be totally objective about how things went at our National Championships but if I offend, please forgive and make sure you write an article to put the record straight.

Our magazine is traditionally a "sunshine and smiles" type publication, each author telling the rest of the world how wonderful it is to sail an Osprey, what a great time he is having and inviting you to join the party. Yes, it is great to sail an Osprey and I believe that you would be hard pushed to find a friendlier and more exciting class to join.

On the other hand I think that you would be similarly hard pushed to find a worse venue than Weymouth Sailing Centre. I admit my prejudices, but when the leader of the centre told me on the eve of the first race "As far as I'm concerned you can all pack your boats up and push off home tonight", I had an inkling that things were not as they should be. Our Chairman was standing next to me when Mr. Gollop (Centre Manager) came out with that little gem.

To be fair, I had riled the man when I expressed concern that the whole fleet had been left out in Weymouth Bay after race 1. His response was that a single RIB had been left to watch over us. The fleet was spread out over a mile and by the time that we were eventually towed in some boats had been on the water for over six hours. Also, to be fair, the RYA concurred that the treatment meted out by Mr. Gollop was indeed reasonable.

I must say that at Poole Yacht Club (Blessed be the name !), no safety boat enters the haven after racing until all dinghies have done so. Our OOD, Mr. Frank Newton, a very personable man and one with a wealth of experience as a race officer told the assembled Osprey multitude that all safety boats at all times contained a driver and a crew. Now it may be that he didn't know what I did, or many others it would transpire, but this fact was demonstrably untrue.

This is turning into a right old gripe, but I can't tell you how much better it is making me feel.

Now I'll deal with the loo situation. Our championship committee was told by Mr. Gollop that the shower/toilet block was due to be rebuilt prior to the championships. I know that there were only four shower heads between 120 or so male sailors, and yes I do realise that sparks were coming out from round one of them, but when I am standing in 3cm of neat urine in the toilet area I do feel that the Championship charge of £85 per boat was somewhat exorbitant.

Well I've had my moan, but in all honesty there were lots of good things that happened as well. The family bit seemed to work very well and beach/town facilities were excellent. Adam worked extremely hard on the social side and got lots of people doing all manner of silly things in the name of sportsmanship and team spiritedness. Most of the sailing was superb and the courses were very good. Shame about the boat yard facilities, but there I go again !

Many thanks to our Chairman, Nick Jones for stepping in at the last minute to undertake so many of the details which needed to be done. It's a mystery to me how he manages to do a full time job as well as the amount of time he puts into NOCA.

I'm sorry I missed the prizegiving bash but Olympic Airways wouldn't wait. Pleasure beckoned in the form of a bare boat, a bare Lizzie and the Ionian Sea. The blue sky, blue sea and ninety degree heat were a bonus. Yes, I know it was a rotten job, but someone had to do it.

I do hope that all is well with you and yours and I wish you all the best for the silly season. See you after the millennium.

Simon.

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1269 Glass Composite Porter Special. Light, fast and in immaculate condition. Half Maximum correctors, adjustable rig, Rellings Sails (Two spinnakers), Harken / Ronstan throughout, under and over covers, combi, Milanese plate and fixed rudder plus Porter plate and lifting rudder, two spinnaker poles (single ended and centre slung ramp) Proctor Epsilon mast and boom.

£3100 Phone Jane or Christopher Seymour 01245-268776 or e-mail cbseymour @aol.com

For remainder see separate sheet

Membership Information

Please remember to complete the enclosed membership form if your home address, telephone number, boat or any other details have changed.

We need to know so that our records are up to date and that you get your magazine and other postings

The National Osprey Class Association try to ensure that

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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!

The next Magazine is already under way

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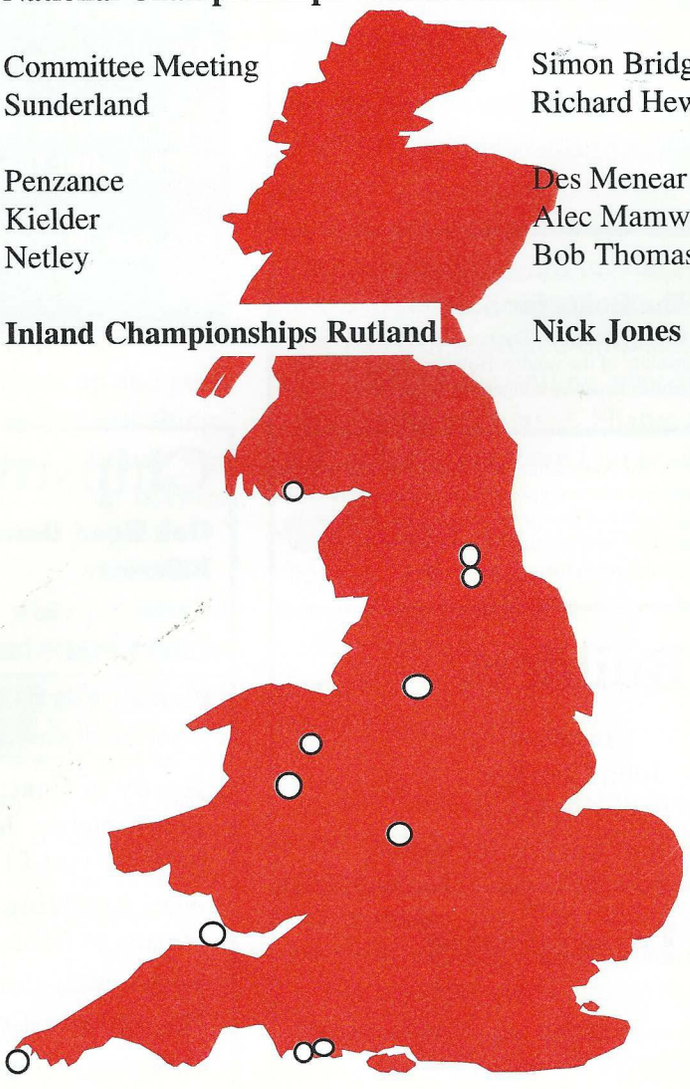
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Provisional Osprey Open Meetings & Events 2000

Please note these dates are provisional and are subject to change and are provided for guidance only

1999 December 27th	Eskimo at Fleetwood	Don Flannery
January 29th	**Committee Meeting - Weedon Bec**	**Simon Bridges**
April		
8th - 9th	**Southern Championships - Highcliffe**	**Simon Bridges**
May		
6th - 7th	Hornsea	Mike Smith
26th - 28th	Coniston	Don Flannery
June		
10th - 12th	Kielder Dam to Dam	Alec Mamwell
24th - 25th	Welsh & Midlands - Mumbles	Jeff Hughes
July		
1st - 2nd	Lord Birkett Ullswater (SE)	Don Flannery
8th- 9th	Blithfield	Nick Daly-Hunt
29th - 4th Aug	**National Championships - Sunderland**	**Richard Hewitt**
August		
3rd	Committee Meeting	Simon Bridges
26th - 28th	Sunderland	Richard Hewitt
September		
9th -10th	Penzance	Des Menear
16th - 17th	Kielder	Alec Mamwell
30th - 1st Oct	Netley	Bob Thomas
October		
14th -15th	**Inland Championships Rutland**	**Nick Jones**

Northerns TBA



Wilkinson Sword - Trophy to be presented at 1999 Nationals for the competition period August 98 to July 1999. One special event (SE) + four best opens (Not Nationals to qualify)

Special Events - To Be Advised

National Osprey Class Association

Boats For Sale

651 Wooden Mark II. Absolutely immaculate. Epoxied. David Milnes 01723 366513. £450.

804 "Ogo Pogo" Wooden Mark III. Combi, new spars & sails.Toby Collier 01590 683779. £1150.

805 Mark IIa Wood Westerley. Re-decked 1996. VGC, Full racing spec.Cover & Combi. Scott Atkinson 01795 871977. Offers.

1211 GRP mark III professionally built. Proctor spars, rod rigging, racing spec.Ulmann sails, trolley(+older trailer) and new cover. Stuart Richardson 01548 830557 £1,100 ono

1175 Creasy wood mark III. Minimum weight. All gear. Recently varnished. Immaculate. Under/over covers. New Rellings 1997. Steve Watson 0585 493305. £4,500

1119 Mark III GRP professionally built. Jon Roderick 01656 652633. £1.650

242 Wooden mark III conversion. 3rd at '93 nationals. Winner '94 Welsh & Midlands. In need of some attention. Can include most fittings, rig, and sails. Nick Willis 01420 538319. Offers.

1263 GRP professionally built Mark III. 2 suits Hood sails, 3 spinnakers, Combi trailer, under & over covers. Very good condition. Jeff Cooksley. 01656 655261. £3,500

395 Mark II all wood. Complete re-fit '96 - stripped, re-varnished, painted and new fittings. Good rig, 2 suits sails, trolley & cover. Andy Maskell 01590 676488 £650 ono.

1159 GRP mark III. 2 suits sails, trolley, trailer, cover etc. Strut and all controls. Alec Mamwell 01670 505822. £995 ono.

1167 Wood mark III. Good condition Roger Blake 01280 847275. £3,500 ono

1145 Wood Mark III. All in very good condition. More information from Alistair MacKay 01656 785508. £3,000 ono

1144 GRP mark III. Trolley, trailer etc. Many extras. Excellent condition. Ready to race. Steve Clay 01964 563002. £2,000

853 Wooden Mark II.(Westerly). Hull completely refurbished. Trailer, trolley etc. John Newby. 01677 460374.

1164 Wooden mark III. New mast, pole & cover. Excellent condition. Ronstan & Holt fittings, Trolley & trailer. Huw Morgan 01329 825617 (Work) £2450 ono.

380	Wooden Mk II. Chute fitted. Roller genoa. Trailer. £250. R. Hills 01329 667221.
1264	Porter GRP MKIII. Hood sails. Top foils. CV stock Epsilon. Quality fittings. Combi trailer, cover etc. Top twenty Nationals 97 & 98. £2500. Jeff Hughes 01792 830474. Not for sail anymore.
1261	Porter GRP Mark III. 2 suits sails. combi, cover etc. All controls. £2500 ono. Alec Mamwell 01670 505822
1233	Porter GRP Mark III. Winner Nationals 86. New Super Spar mast with mighty screw and Harken muscle box. Rellings sails + extra genoas. Covers and combi. £1995. Nick Jones 01525 751712
122	In need of TLC but sound. Offers to Chris Roach 0181 6883580
1141	Wooden Mk III. First class condition. Harken blocks, Epsilon rig, almost new Hoods, combi and boom up cover. Glen Adcock £2500. 01733 328819
509	Wooden MkII. Good condition, but not fitted out for racing. Trolley, trailer, sails and lots of bits & pieces. Christopher Lee 0181 6437396. £250 ono
959	Wooden Mk III (the first one). Full racing spec. Trolley, trailer etc. Ivor Graham 01202 694456 . £1,200.
919	Wooden MkIII - converted (The Pink Panther) Trolley, trailer, good fittings and cover. Full racing spec. John Shenton 01634 363312 £1,000 ono.
603	Wooden MkII. In need of re-decking, otherwise sound. Lots of Osprey bits for sale Masts, booms, trolley, centreboard etc. Bob Allen 01271 860804
1254	GRP Mk.III, Porter built. 2 suits sails, 2 rudders, Harken gear. Combi and cover. £ 2,250 ono. Chris Brown 01223 503781
1115	Westerley wood MkIII. Superspar mast, Snipe trailer, 2 mains, 2 jibs, Spinnaker, Rondar rudder stock. £1,100 James Harrison 017684 84507.
XXXX	Free to good home. Osprey hull and trolley. Bob Winwick 0131 4493021
2??	Westerley Mk II Composite. Combi trailer, chute, sails. Mr. Lavender 01920 830063
1226	Composite Mk III. Beautifully maintained, Superspar mast, adjustable rake & strut, '97 sails, minimum weight, all quality fittings, combi trailer. Top 10 Nationals 1999. Dave Gorringe 01590 671828. £2,500 ono.
1024	Professionally built & maintained wooden Mk. III. Extensively fitted out with top quality fittings. Top 10 Nationals each of past 5 years. Combi trailer, covers etc. Steve Brown 01258 857590 £2,900 ono