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National Osprey Class Association



Magazine

December 1997

40th Nationals Edition

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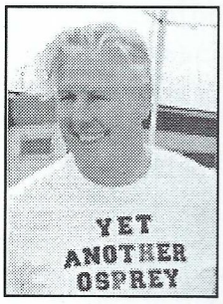
COPY DEADLINE

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

Front Cover

D.J Edwards & Adam Bowers
National Champions 1997.
Photo Courtesy of Eddie Mays



The Editor

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Terry's Tarradiddle

It's been all change at the top, the Shaw Dynasty has ended and we welcome the Jones Dynasty. Nick has been a great supporter of the Association for many years and will, as we all do, bring his own special brand of abilities to his new post.

We also welcome the rarest of beasts, a New Secretary, this in the guise of Simon Bridges. Simon has shown his organisational abilities at this years Nationals which will undoubtedly be useful in his new post.

I am grateful to the contributors of this issue, especially the Nationals Reporter, as always without them we would have no magazine.

It was interesting to see the increase in MKII's at the Nationals despite both Ian Madeley and I not being able compete this year. Clearly the MKIIA Modification is having its effect. I must confess I was very sceptical at first, but I am very much convinced it really does make the MKII a more than viable proposition. Sales of Templates continue to be requested the latest being Julien Brown from Guernsey.

Julien is sailing 716 without any competition out there in Guernsey, we had a long conversation in September and I hope that the information and photographs I sent him were helpful. It's really difficult being on your own with a class, I know I did the same for years and you tend not to keep up with useful developments which occur in an active fleet. Hopefully the lone class owners can keep in touch through this magazine ... of course they will have to join to get it. So if you become aware of others in Julien's situation why not try and get them to join.

Lastly may I wish you all a Happy Christmas, a prosperous New Year and Good Sailing in '98



Chairmans Cantillations

Sitting here in front of the word processor and struggling to think of anything to write my mind wonders back to the late summer.

Firstly one has to mention the Nationals at Poole. 70+ boats and some really good sailing. Congratulations to DJ & Adam and more especially congratulations to the lads from Poole who gave a great week our appreciation for their efforts should not be understated.

Since the National's I have been to two opens, the first being Lymington in late September, last year it blew old boots, this year it was the complete opposite. My main memory is sitting moored up to the Jack in the Basket with no wind and a ripping tide. I cannot give you an account of the sailing but perhaps next year Lymington will give us conditions between those of 1996 & 1997.

The following week we went to Netley Abbey for the Southerns. 23 boats arrived for the meeting and a thoroughly good time was had by all. This was the second time that we have had an open meeting at Netly and they certainly made us very welcome. It is a nice venue with great hospitality and fast becoming a traditional close to the season.

Also I must take this opportunity to thank Rob Shaw for his past 3 years as Chairman. His enthusiasm and effort cannot be understated and I hope that I can continue in the same vane. Leaving the committee after a number of years is Roger Edwardson whose enthusiasm for the Osprey has lead to the growth of a fleet at Kielder Water. Martin Stainsby from Hayling Island is also leaving the committee but is continuing to help us with some work that is being done on the rules, the result of which should be seen in the new year. So thanks again Roger & Martin.

As we head into 1998 I am sure we are again looking forward to a strong year for the Ospreys, with the National Championships at Pwllheli - Ian Madeley and I have just been up there and I can assure you that it will be an event to remember, the new facilities are really excellent.

One more thing before I conclude, we are looking for display stand's for the Dinghy Exhibition in March as the ones we used to borrow are no longer available. If you can help please contact either Ken King or myself.

Well that is just about it for 1997 looking forward to seeing you at Sailboat in March or the Nationals in August. All the best for Christmas and the New Year.



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Open Meeting Reports

Hayling Island SC 28th -29th June

16 boats rushed to Hayling from all over the country on Saturday with the promise of Force 4 & 5 winds and some hairy sailing. Just the job in the run up to the Nationals. What did we have ? Force 2 on Saturday and 1 if lucky on Sunday. Watch out Met Office we'll be sending the Boys round! Undaunted by the setback the fleet set off for the first two races, sailed in shifty and variable force 2.

Race 1

Neil Upton-Brown & Viv Townend (1234) took control from the start, hotly pursued by Ian Porter & Nick Willis (1278) with much place changing for third, taken eventually by Will & George Oddling (425 - a 32 year old boat).

Race 2

1234 took the lead again, pursued all the way by Oscar Chess & Nick Daly-Hunt (1085) with 1278 in third.

Sunday dawned a flat calm with thoughts of a day in the bar with no racing at all. After an initial postponement the Race Officer came to the rescue with a little force 1 he managed to dredge up from somewhere, so we all 'rushed' to the start with fevered anticipation.

Race 3

An interesting start with one or two boats pushing their luck and suffering a recall. A race where most of the fleet was searching for the elusive zephyrs but 1234 took control yet again to take first with 1278 again taking second, Jeff Hughes & Ben Edmunds, 1264, coming in fast at the end to take third spot.

Race 4

1234 graciously declined to sail this race to allow someone else a turn at the front (or were they just heading for the Bar anyway?). Another interesting start but this time, due to extreme keeness, the whole fleet was over for a general recall, something almost unheard of in the Osprey Fleet! Second start, all boats went through and the last race of the series was under way. Another frustrating wind hunting race, to be dominated until the last leg by Jane & Chris Seymour (1259). A trip up the wrong side of the last beat just cost them first, which was taken by 1085, with yet again 425 taking third place.

Final results were **1st** Uptown-Brown and Townend, 1234, Jurassic Barker, Hayling Island SC (You see Andy, dinghy racing is the same as "Formula One" according to Frank Williams, it's the machine that wins the races!) **2nd** Ian Porter & Nick Willis, 1278 Compute This, Hayling Island SC, (I say Captain, do you think local knowledge played a part in first and second places?). **3rd** Oscar Chess and Nick Daly-Hunt, 1085 Toothpick, British Steel SC (Well he would wouldn't he!). 4th Jane & Chris Seymour, 1259 Buff & Chunder, Shoreham SC (Heavaans above cheps, gels at the helm and in the Pots too. If it kerries on like this I'll take up Tiddlywinks.) Just out of the points but well worthy of mention, were Will and George Oddling, in 425, currently the oldest boat in the fleet sailing the Open Circuit. At thirty years + this surely proves the old 'ns can be good 'uns. (The Boat, The Boat, such care and attention).

Despite the frustrating wind conditions, which kindly increased to a nice force three shortly after racing finished. (Met Men the boys are on the way) a good time was had by all. Thanks from all the Ospreys to staff at Hayling Island SC for their usual hospitality. The welcome from the club was as good as ever, with excellant food and sufficient beer to avoid a dry bar and a noisy Disco (Why ***do they do that*** the music's much more enjoyable if you can hear yourself talk) shared with the 420 Fleet, who had joined us for the weekend. Boats from as far afield as Mounts Bay, British Steel, Morecombe and Sunderland, amongst others,

Cont on Page 8

One Careful Owner

The Editor received the very poignant epistle below and the "Cartoon"? opposite from someone who prefers to remain the "Kielder Correspondent" .... We think that's an euphemism for "Anonymous" ..... or it may be that he's afraid that Roger might just wreak some sort of retribution. Whatever the truth of the matter it seemed that all Osprey Sailors should know about Rogers very sorry Nationals. After all he is a very popular chap and all his friends out there will want to commiserate with him.

The story goes along the lines of, Roger set out bright and early for the Nationals, some several days in advance in fact. Good job that he did, because only 25 miles or so away from home disaster struck. Roger was towing his caravan with his brand new Range Rover Discovery, which he had saved very hard for, over a long period of time . The Caravan decided to swing round and clout the "New Motors" rear end.

Luck was with Roger as the Garage managed to restore the Van and Motor to some sort of useable condition for the Nationals, so he set off again a day later, a very good job he left early, given the circumstances!

Mid week and disaster struck yet again, when Rogers boat was very badly damaged, it is understood that the argument wrangled on somewhat. Roger's luck was in yet again as he was able to borrow Nick Jones boat as Nick had been incapacitated (we won't go into why, but just lets say he was walking in a very peculiar way and wouldn't sit down). The strange thing was Roger managed to get better results with Nicks boat than in his own! AND he didn't clash with the Chain Ferry either!..... strangely he did better than Nick in the boat as well .... perhaps there's a moral there somewhere Roger & Nick

..... now for the letter.

Dear Terry,

Your Friend's in the North really appreciated the picture of Riff Raff on the front cover of the last magazine.

As you may know Roger & Davey went to Poole and the Picture has proved useful to them in a number of ways, from potential epitaph to the enclosed advert. We feel sure that they might appreciate its inclusion in the next issue.

Our Spies tell us that inspired by Vic's efforts of last winter the dynamic duo already have the wood to build a new Osprey - a New Discovery - and a new Caravan. Suggestions that the next boat should develop the theme and be called "SCUM" have not been well received.

On the home front everyone at Kielder is trying to keep up with Vic and Sarah in 1287 "Excalibur". It looks good and sails fast - a credit to much effort.

Even Rogers cunning ploy to ram it with the Rescue Boat failed to slow them down. As a consequence we all pray for windy weather to give some relief. Wendy, Vic's wife, prays for deliverance. Vic, in turn, prays to an Arthurian God, for if someone tries to damage your sword, who other than "Merlin" is better placed to deliver Justice?

Yours Faithfully
The Kielder Correspondent

Thank You Kielder Correspondent whoever you are ..... it all helps to brighten up a winters night.

See Page 21 for the story of Rogers New Boat

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Open Meeting Reports Cont from Page 5

joined the local boats. Special mention must go to our tireless Chairman Rob Shaw, who drove 300 + miles to sail one race, only to retire, then travel 300 + miles back home again. (Please Rob can I be your Petrol Supplier?).

Excellant courses were set by Neil Robinson in very trying conditions. He had a fine time changing marks around as the wind changed direction regularly during the races. (Was he trying to confuse us or does he just like playing with his hooter?) Thanks to the rescue crews, who whizzed about the course trying hard to find something to do but none of us fell in, although we did try, Honest we did !

Two final points from your erstwhile recorder of events, sailing and otherwise. Would the Phantom Flower Pot Flinger of Willis Towers kindly own up to the dastardly deed. The Aspidistra has been complaining about assault and battery since Saturday night. And ..... last but by no means least, a word of kindly advice. "Would Chris please ensure that he does not wander off with the cabin key at inappropriate moments. The sight of a very wet Jane rushing around like a Page 3 girl caused many of us, having the well known delicate sensitivities of Osprey Sailors, to quickly avert our eyes (***Ed: I Bet!!!!)*** from the struggles of the straining towel. Really ..... we did!!! (***Ed: I Bet!!!!)*** Damn it, left the camera behind!!

Report by *Graham Mant*

Results

Postn	Helm	Crew	Boat	Points
1	N Upton-Brown	V.Townend	1234	3
2	I.Porter	N.Willis	1278	7
3	O.Chess	N.Daly-Hunt	1085	8
4	J.Seymour	C.Seymour	1259	11
5	W.Oddling	G.Oddling	425	12
6	J.Hughes	B.Edmunds	1264	15
7	C.Stevens	M.Somers	1116	15
8	R.Marshall	G.Mant	1195	19
9	J.Lang	M.Clack	1178	24
10	P.Gilmour	C.Livesey	1253	28
11	S.George	D.Hewitt	1111	29
12	R.Thomas	P.Taylor	1273	29
13	H.Morgan	J.Lloyd	1164	29
14	I.Sutherland	P.Graye	1224	37
15	W.Munnery	J.Mortimer	1261	38
16	R.Shaw	S.Watson	1175	48

The Lord Birkett Memorial Trophy

The Lord Birkett was sailed on the 5th & 6th July at Ullswater in the Lake District. The weather was warm and sunny, but the wind was very light and shifty. As usual almost two hundred boats turned up for the meeting, among which were fourteen Ospreys, an excellent turnout and the third most numerous class there after Lasers & Fireballs. Car and Boat parking spaces were very difficult to find, but the clubs organisation was superb and somehow everyone was accommodated.

Saturday's race was started at 1 pm with virtually no wind at all. It seemed inevitable that there would be a general recall as so many boats crowding up to a comparatively short start line meant that a lot of boats would be pushed over, and sure enough, that is what happened. The second start was more successful and everyone began the long drift up to the first mark in the Northwest corner of the lake.

With the wind so light it was difficult for the Osprey fleet to break away from the slower classes which was essential if they were to do any good on the overall handicap. Early rounders of the mark were Steve Saunders & Kevin Naylor in 935, Rob Shaw & Steve Watson in 1175 and Steve Clay & Trevor Eggett in 1209. Close behind them came all the other Ospreys who didn't have someone called Steve in the boat.

After the second mark in the Northeast corner at Pooley Bridge spinnakers were raised and everyone bunched up. This proved to be detrimental to the massed ranks of "Steves who sail Ospreys", as only Rob Shaw & Steve Watson in 1175 remained in front of the Osprey fleet. New arrivals at the front were Richard Hewitt & Paul Jameson in 1276, Alan & Alastair Smith in 1246, Mike Mooney & Pip Warner in 1281 and Andy Reed & Mike Smith in 1275. Tagging along just behind in 1286 were Dave Metcalfe & Elaine Cleminshaw and 1288 with Steve (Oh no not another one) Sharp & Paul Cox.

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Kites came down, went up again, came down again, went up again. A boat three metres away from you was beating whilst you were running. A Laser 4000 came by 1286 and shouted, "Do you know Steve Sharp?", Dave Metcalfe replied, "Unfortunately Yes!". It was a Mad Race.

Going round the island at the southern end of the lake it was Rob Shaw first, Dave Metcalfe second and Mike Mooney third. The first five minutes of the return leg was a beat, then it was up with the kites for a dead run, and we all knew that the rest of the race was going to be just as silly as what had gone before. Just before the last mark Dave Metcalfe got his nose in front for a few delicious seconds, but put in a bad gybe and was immediately re-passed by Rob Shaw and Mike Mooney. The wind suddenly sprang up to a force three and the first three Ospreys crossed the line in the order Shaw, Mooney, Metcalfe.

The wind had been completely back to front for a good result on handicap, as the leading Ospreys were only sailing in the stronger wind for about five minutes or less. Overall they came 77th, 78th, and 79th. However, because of the very light winds for most of the race, many slower class boats did not finish within the four hour time limit. Serves them right for sailing slow boats. They should all buy Ospreys.

Sunday's race started at 11 a.m. in a shifty southeasterly force two, and kicked off with another general recall. Again the second start was successful as many people decided to hang back a little. Early leaders were Alan Smith and Rob Shaw.

Going into Howtown Gap the order was Shaw and Watson, the Smiths, Iain Williams and lan Madeley, Metcalfe and Cleminshaw, Reed and Smith. Coming out the order was the same except that Metcalfe and Cleminshaw were leading. Beating down the west bank to the island seemed to be the strategy that paid, and Metcalfe and Cleminshaw went around the island with a substantial lead over Shaw and Watson. Rob Shaw made a brief comeback to draw level on the early part of the run back, but Dave Metcalfe in the centre of the lake found his very own little pocket of wind and had soon put himself in an unassailable position.

Three quarters of the way back the wind gusted up to a force four and Shaw and Watson gallantly tried to fight their way back, using their extra weight to power up. Alas, it was not to be, and the finishing order was 1286, Metcalfe and Cleminshaw, 1175, Shaw and Watson, followed by 1246, Alan and Alastair Smith.

Dave Metcalfe and Elaine Cleminshaw were 17th overall on the Sunday, with Rob Shaw and Steve Watson 22nd. This gave final overall positions of 43rd for Metcalfe and 45th for Shaw. Mike Mooney and Pip Warner ended the meeting in third place and 58th overall.

Finishing Positions Overall

1	1286 Kindred Spirit	D.Metcalfe	E.Cleminshaw	43rd
2	1175 Abel 2	R.Shaw	S.Watson	45th
3	1281 White Knuckles	M.Mooney	P.Warner	58th
4	1246 The Outlaw	Alan & Alastair.Smith		63rd
5	1288 Girlfriend	S.Sharp	P.Cox	64th
6	1275 Public Enemy	A.Reed	M.Smith	65th

Report by

Dave Metcalfe

1298, Kindred Spirit

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Pudsey Circumnavigates Hornsea Mere

Hornsea Sailing Club Juniors Raise Money For Charity.

Pudsey Circumnavigates Hornsea Mere during a Children in Need five hour sail.

Sponsor pledges 500,000 Lira.

Once again Hornsea sailing juniors took up the challenge to raise money for the BBC Children in Need appeal. In doing so they beat the total raised by their efforts last year by £400.

Pudsey bear sailed around Hornsea Mere for five hours on Saturday 18th October, assisted by seven of Hornsea Sailing Club's junior members. The juniors started sailing in Mirrors, Firefly and Osprey dinghies around the Mere at 11.00 a.m., and continued in relays until 4.30 p.m. Weather conditions were excellent with a light breeze and sunshine.

Pudsey never left the water all day, being passed from boat to boat as each circuit of the Mere was completed. By the end of the day Pudsey had sailed about fifty miles. He was a little damp, having got closer to the water than intended, but was over £600 better off. This superb amount was raised by the boys who had been sponsored by friends, relatives and anyone else they could persuade to help them raise money. One sponsor, an Italian business contact of Rob Pryboda, Danny and Tom's father, pledged half a million Lira, about £180.



The juniors were; Mark Robinson; Peter and Matthew Smith; Danny and Tom Pryboda; Peter Cross and Wess....A really great effort by a small number of juniors.

by

Mike Smith

The National Championships Report - Poole 97

40TH OSPREY NATIONALS AT POOLE YACHT CLUB

A turnout of 70 boats for the 40th event made a welcome return to larger numbers, with the resident membership of Poole Yacht Club welling the totals from the more normal average of 50 to 55. It is a fact of life that Poole's Membership of the Association and standard of sailing with six boats in the top ten and a further five in the next ten show where the mathematical centre of the Universe really is.

For a change, brought about by general sensibility (or is it senility?), yours truly decided that after 22 consecutive Nationals and a Crew strike, a more stable platform was required. In fact a coffee making facility, cooker, cooler, beer and wine tent, a few fellow sufferers and something to shelter in seemed like a good idea. Various avenues were tried and eventually one of Poole's past Commodores offered to take us on. This proved hugely successful and during the week we proved the following:

1. It's a long way to the start and long enough for coffee, cook the bacon and eggs, toast, coffee, eat the lot, wash the dishes, more coffee, get the boat on station - give or take 30 metres and settle down to wait for the start. In three past Poole Nationals we had often discussed the possibility of a 'Primus Stove' as a useful addition to the trip out but never got round to it - this time YES !

2. We could see who was doing what, when and how well, which was the normal subject on the way back in on previous years, although not of the front runners.

3. GK29's have a bigger Kite than an Osprey. Colourful too!

4. 15 knots is not the length or condition of a rope, but a figure on a dial and 30 knots in one piece of rope is a sign meaning Go Home! unless you can reef of course or sit on a motorised cruiser rocking & rolling your way round the bay.

5. A multitude of other related facts all totally useless on land.

However, back to the racing.

SUNDAY - Hot and Sunny - Race 1
The Practice Race was sailed as a 'One Triangle' affair in a 2/3 with a winner, 1203 Gavin Rose and Terry Green coming out on top, followed by Jane and Chris in 1259 and Mick & Russel in 824

Then followed a wait as the wind played around eventually coming in at 3.0 p.m. from 220° and fluctuating between 10-18 knots with a large shift late in the race. Early leaders 1285 Adrian Summers led 1198, 1207 and 1085 through the first triangle with some skilful sailing. As the race unfolded no one was really overpowered and with places changing around the rest of the fleet due to the trials and tribulations of mixed luck the first four stayed reasonably in that order until up the third beat 1198 popped out in front of 1285.

As the race ran on, 1198 with 1285 close on its heels slowly opened up a gap between 1207 and 1085 of 2 minutes between both boats respectively and at 17:22 D.J. and Adam finished the first race with their sights firmly on The "Championship Honours".

The last finished some 30 minutes later with the time approaching 18:00. It had been a long hot day! Various people had suffered from the heat and in one case been taken off to hospital, sadly not to race again through the week.

MONDAY - Hot and Sunny - again! - Race 2
The fleet set out to the start in almost similar conditions to the previous day and at 12:20 the Race Officer set a course tight in the corner of Poole Bay with wind 15-20 knots from 210°. Up

Cont on Next Page

the first beat most of the fleet went into the mouth of the Port to escape the tide. The first boat to the windward mark being 1198. Down the first reach a few changes occurred but only behind the leader.

The race progressed with only minor changes and after 2 hrs 6 minutes 1198 with D.J. and Adam followed by 1278 Ian Porter and Nick Willis, 1085 Oscar Chess & Nick Daly-Hunt and 1277 Colin Rainback & Phil Angrave took the top four places with 1207 knocked down to 5th. Again most of the fleet finished in generally ideal conditions returning to land to recount all the 'If Only's' etc,

TUESDAY - Hot and Sunny - Race 3
An eventful sail out with Jane and Chris Seymour attacking the chain ferry and coming off worst with a damaged boat & shaken up by the experience. This occurred due to very little wind and a lot of tide dragging their boat under the stopped ferry and putting their chances of competing for the day in serious jeopardy. This also resulted in a damaged rescue boat in the struggle to sort out the problem. However the race started on time with wind at 190° and 15-20 knots and at the first mark Men Behaving Badly popped first, followed closely by fellow Club Members, McGregor/Frith, Rose/Green. Whilst 1198's crew having been swimming on the line never caught up the scrap at the front, but collected their week's discard. However right through the fleet the racing was very tactical with most boats being able to sail effectively and not bounced around too much.

The race lasting 2 $^{1}/_{2}$hrs for the leaders, of which Poole's Commodore Jim McGregor crewed by Peter Frith in 1290 led Colin Rainback /Phil Angrave in 1277 and Gavin Rose/Terry Green in 1203 in third place. An excellent result, giving Poole Y.C. a resounding 1,2,3.

The first three were followed very closely by Des Menear and Peter Grieg with 1280 Obsession for their best result of the week. Albeit further back 1284 Mike Taylor and John Willey in 8th also gained their best position of the week. Down the fleet, little battles were clear to see, in particular with two groups of 5 & 6 boats giving no quarter finishing respectively in the late teens and late twenties, all within seconds of each other in their individual groupings .

WEDNESDAY - after overnight rain the day dawned bright - Race 4
The fleet went out into an already sunny day in similar wind to the previous part of the week. However as if a boredom factor had set in 6 mins into the start sequence the wind went up from a steady 3 on 200° to 5 gusting 6 on 270°. The ensuing mayhem sorted the men out from the boys causing some carnage with badly damaged boats limping home or being towed home. At the same time the sea developed lumps and customary full coffee cups became halved requiring more ingenuity sitting at anchor some way out to sea. Not only that, some degree of waterproofing became necessary. The general change of tempo altered things a bit and in particular the radio broadcasts emitting some "1.1 Nautical Miles" to the north of us were interesting to say the least.

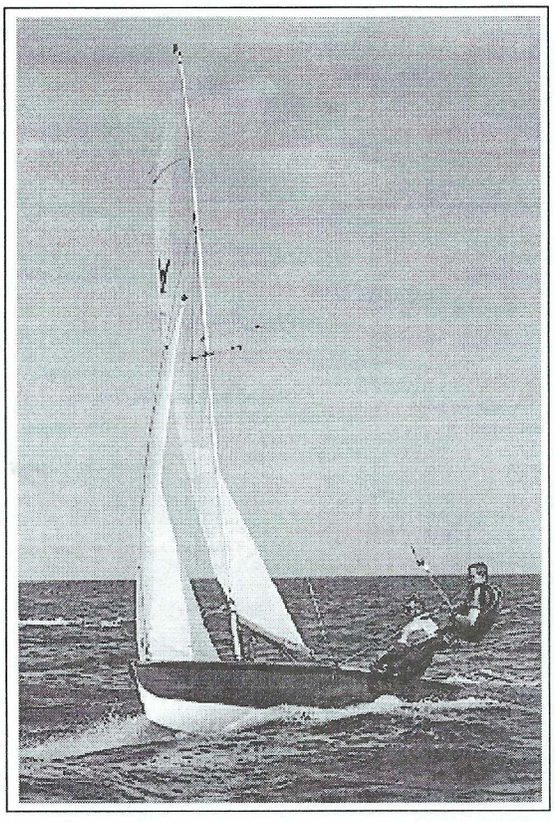
The start sequence was blown out very quickly and from a rescue boat came the story that the "Driver's Assistant" had been knocked off his seat when coming off a wave and was rolling in the bottom of the boat unable to move and in great pain. A certain degree of controlled panic set in. Communication's being quite clear revealed two functions. The OD calmly changing the course and resetting the start system in the background whilst the Safety Officer was sorting out damaged boats, part temporary loss of a Safety Boat and how to get a man to hospital and out of the boat and replace him. For some two or three minutes the airways were very busy. Radio watch being an important part of the Coast Guard Service, they soon started to assist.

The solution arrived flying in from the West in the shape of the Rescue Services Helicopter, which hovered somewhere over the fleet now already commencing its new start sequence. A relative calm returned. In the middle of this lot,

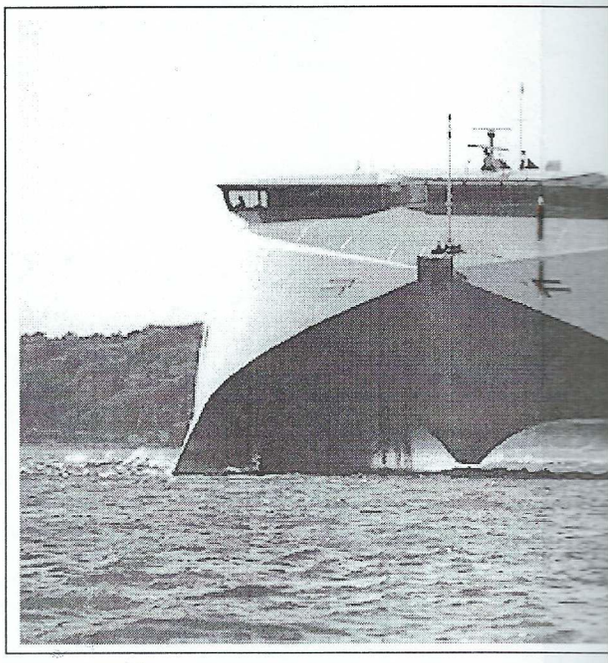
Cont on Page 16

Nationals 1997 - Full Results

Boat	Name	Helm	Crew	Club	Prac	Races 1	2	3	4	5	6	Dis	Pos
1198	Blue Moon	D.J.Edwards	Adam Bowers	Cast	5	1	1	12	1	2	1	6	1
1278	Compute This	Ian Porter	Nick Willis	HISC	70	8	2	5	2	3	2	14	2
1277	Men Behaving Badly	Colin Rainback	Phil Angrave	Poole YC	70	6	4	3	3	1	70	17	3
1207	Schiaffino	Martin Lewis	Jon Gorringe	Poole YC	26	3	5	11	4	4	5	21	4
1085	Toothpick	Oscar Chess	Nik Daly-Hunt	British Steel SC	9	4	3	6	6	8	3	22	5
1203	One Step Beyond	Gavin Rose	Terry Greene	Poole YC	1	7	7	2	5	7	4	25	6
1290	Swiftwun	Jim McGregor	Peter Frith	Poole YC	11	9	6	1	18	9	16	41	7
1280	Obsession	Des Menear	PeterGrieg	Mounts Bay SC	70	11	70	4	12	6	11	44	8
1140	Mischief	Tim Mitchell	Rob Gillespie	Poole YC	4	70	14	16	7	5	7	49	9
1024	Bank Robber	Mark Taylor	Steve Brown	Poole YC	29	5	10	9	70	14	13	51	10
1223	Blind Faith	Chris Gorringe	Nadia Hosie	Poole YC	38	15	8	15	8	10	10	51	11
1226	Blackjack 2	Dave Gorringe	Steve Willaims	Poole YC	48	10	9	19	9	18	8	54	12
1175	Abel 2	Robert Shaw	Steve Watson	Sunderland YC	22	13	12	13	10	11	9	55	12
1272	Yabberdabberdoo	Alan Laing	Bob Iles	Poole YC	8	19	13	14	70	12	6	64	14
1285	Secret Diaries	Adrian Summers	Paul Walker	Poole YC	46	2	16	17	13	19	22	67	15
1284	Out of the Blue	John Taylor	Jonathon Willey	Burnham	6	50	21	8	20	16	20	85	16
1194	Lettice	Stuart Maunder	Steven Birch	Poole YC	18	12	11	18	70	13	33	87	17
1195	Another One Bites The Dust	Richard Marshall	Graham Mant	Spinnaker	35	17	15	29	14	31	17	92	18
1275	Public Enemy	Andy Reed	Mike Smith	Hornsea SC	70	27	31	24	16	15	15	97	19
1116	Lethal Weapon	Colin Stephens	Mark Uren	Mounts Bay SC	16	23	19	21	19	21	19	99	20
1240	Incognito	Nigel Skudder	Keith Hills	Broxbourne	28	16	20	20	11	34	34	101	21
1178	Psycho	John Lang	Malcolm Clack	West Riding	27	14	24	28	21	25	21	105	22
1230	Riff Raff	Roger Edwardson	David Lyall	Kielder Water	36	26	23	27	70	20	23	119	23
1264	Raposeira	Jeffrey Hughes	Ben Edwards	British Steel SC	70	40	40	7	70	22	14	123	24
1111	Legs Eleven	Steve George	Danny Hewitt	Mounts Bay SC	10	18	18	30	70	26	31	123	25
1276	Jennifer	Richard Hewitt	Paul Jameson	Sunderland YC	40	42	25	26	17	28	28	124	26
1289	Gnasher	Michael Atkinson	Sam Coombes	Poole YC	13	28	38	56	23	24	12	125	27
665	Bewitched	Roger Kent	Richard Kent	Hayling Island	70	70	70	10	15	17	18	130	28
963	Totally Confused	Ian Williams	Clive Hardy	British Steel SC	39	29	22	33	24	43	26	134	29
1142	Jack Attack	David Charles	Martin Stephens	British Steel SC	14	21	26	32	70	30	29	138	30
1260	Flying High	Julian Peach	Garry Whitehead	Poole YC	44	38	30	223	28	70	25	143	31
824	Horizon Too	Mike Greenland	Russel Wheeler	RYA	3	33	39	23	30	23	38	147	32
1224	Hagar the Horrible	Ian Sutherland	Suzanne Sutherland	Lymington TSC	23	34	27	59	27	33	35	158	33
1253	Desperado	Paul Gilmour	Chris Livesey	Morecombe	30	30	28	37	44	42	30	167	34
1288	Girlfriend	Stephen Sharp	Paul Cox	Hornsea SC	24	22	32	48	37	29	48	168	35
1146	One Jump Ahead	Ed Whipp	Will T-Ferrand	Manx	25	31	35	45	22	49	36	169	36
1270	Prey On	Jeffrey Wear	Richard Wear	Poole YC	12	20	42	39	29	40	46	170	37
555	Schh You Know Who	Tim Kift	Steve Offer	Wilsonian	50	46	58	35	33	33	24	171	38
1250	Living Daylights	Richard Hattersley	Colin Pugh	Poole YC	32	39	34	44	32	36	32	173	39
1262	Still Preying	Martin Wadsworth	James Dowland	Poole YC	52	37	37	25	36	46	41	176	40
1259	Buff & Chunder	Jane Seymour	Chris Seymour	Shoreham	2	25	44	70	38	32	39	178	41
1225	Return of the Pink Panther	Johnathon Burden	David Solly	Poole YC	21	70	53	50	25	27	37	192	42
1228	Low Flyer	Peter Reeves	Luke Reeves	Poole YC	47	43	29	36	70	44	44	196	43
919	Pink Panther	John Shenton	Ian Kelly	Wilsonian	51	55	48	41	26	39	45	199	44
1286	Kindred Spirit	Dave Metcalfe	Elaine Cleminshaw	Hornsea SC	19	32	43	40	35	51	70	201	45
1199	Merlyn	Phil O'Kane	Lynn O'Kane	British Steel SC	7	45	36	43	70	37	50	211	46
425	Blue Bird	Will Oddling	George Oddling	RYA	15	24	17	70	70	50	52	213	47
1269	Gremlin	Mike Richardson	David Bourne	Poole YC	34	70	47	46	31	47	42	213	48
857	Horse Play	William Crichton	Johnathon Oslood	RCS	54	35	33	55	42	54	54	218	49
1081	Twilight Zone	Alan Bennett	Paul Haskell	Poole YC	33	36	70	31	70	41	40	218	50
1155	Silver Spray	Stuart Morton	Peter Dibden	Poole YC	61	41	61	49	41	45	49	225	51
1209	Hokey Cokey	Stephen Clay	Alaistair Smith	Hornsea SC	62	70	52	64	34	56	27	233	52
1249	Yes Its Green	Pete Gordon	Stuart Newcombe	Poole YC	63	49	45	38	70	38	63	233	53
888	Pieces of Eight	Phil Holt	Malcolm Shakesby	Poole YC	17	48	50	34	70	52	53	237	54
1069	Comin' Thru	Rob Kemp	Phil Coxhill	Poole YC	53	70	41	57	43	53	58	252	55
1219	Glass Act	David Atkins	Tom MacMorran	Poole YC	41	51	56	51	70	48	51	257	56
1273	Frustration	Bob Thomas	Paul Taylor	Netley SC	56	44	60	47	70	70	47	268	57
1244	The Next Best Thing	Simon Bridges	Tim Bridges	Poole YC	49	70	46	52	70	58	43	269	58
1119	Crusader	John Roderick	Martin Glyn	British Steel SC	20	47	49	58	70	60	56	270	59
1282	Jezabel	David Milne	Diana Milne	Lymington TSC	37	54	70	54	40	70	59	277	60
1205	Sarajon	Kieth Gibbons	Jon Gibbons	Blithfield SC	45	70	51	53	70	57	55	286	61
1171	Aurora	Roger Dockrill	Marion Dockrill	Lyminton TSC	55	70	62	62	45	62	61	292	62
1267	Another Swift Half	David Best	Ian Woolgar	Poole YC	42	70	55	42	70	70	60	297	63
1252	She's a Babe	Colin Fletcher	Peter Fletcher	Llan	58	70	57	70	39	70	70	306	64
1113	Wings	Roger Baker	Scott Atkinson	Sheppey YC	43	70	54	60	70	61	62	307	65
1007	Elizabeth 'R'	John Raynor	Peter Smith	Hornsea SC	31	52	70	70	70	59	57	308	66
936	Lethal Lime	Richard Pointon	Clare Gladwyn	Poole YC	64	70	65	61	70	55	64	315	67
1112	Hotstuff	Zoe Liddiard	Becky Gilbert	Poole YC	59	53	64	70	70	70	70	327	68
1216	Swift Half	Michelle Jones	Kim Barnes	Sunderland YC	60	70	63	63	70	70	70	336	69
1233	Quatlepanqui	Nick Jones	Andrew Bellamy	Stewartby	57	70	59	70	70	70	70	339	70



857 Horse Play enjoying a two sail reach driven by Will Crichton and Jon Oslood



The Sea Condor - one of the hazards competitor with this one, but, two Ospreyites took on The Cruiser on the extreme right gives the

Photo Stop N

Adrian Summers and Paul Walker of Poole on a tight three sail reach with 1285 Secret Diaries who were placed fifteenth





The Fleets at sea and what a pretty sight the



s competitors had to watch out for, no one tangled
ites took on the Chain Ferry ..... It Won!!!
ht gives the idea of size if you did not attend



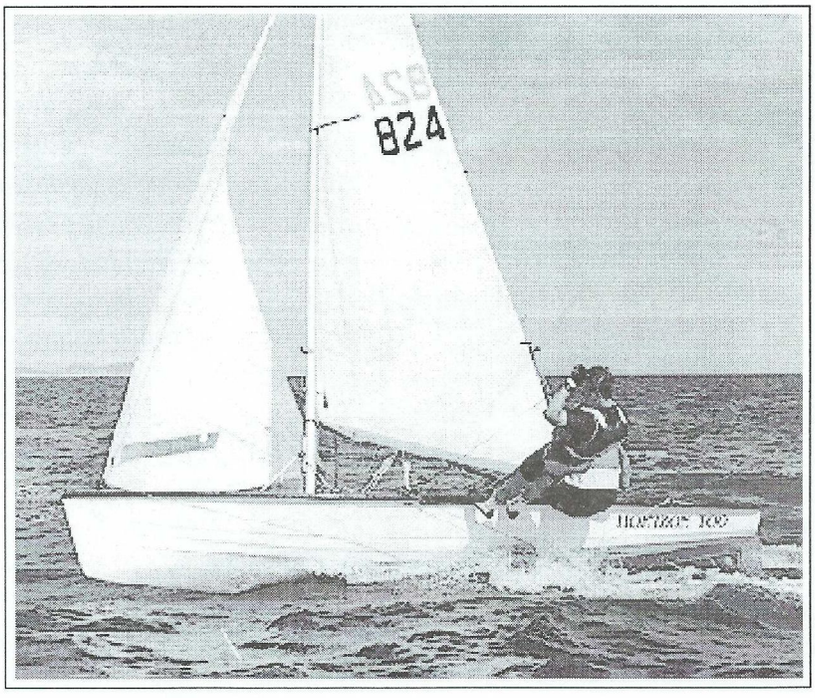
Pooles Lethal Lime with Hurst Castle in the Background
Richard Poington on Helm and Clare Gladwyn on wire.

op Nationals 97



tty sight they make, if only we could have colour!

Mid Fleet Sheppey Pair Mick Greenland and Russell Wheeler



Championship Report Cont from page 12
the man was winched off and taken directly to hospital - fortunately after check-ups, not in too bad a shape, and returned later with quite severe bruising.

The revised start carried on throughout. As the Chopper disappeared to Bournemouth the fleet was already on the way to the first mark, with somewhat fewer sailors, diminishing further as the race continued. However, at the front, 1278 and 1198 led the fleet round the first mark and down a very quick first reach. At the first gybe 1278 and 1198, with perfect ease and agility, gybed from starboard to port, followed by others of similar ability and shot away from the mark at great speed.

The same could not be said for the lower parts of the fleet, with various swimming techniques being observed on a regular basis. The race continued full length with 1198 finally capturing the lead with 1278 close behind and 1277 not far behind that. A further 42 boats finishing all within two hours.

Whilst all this was going on, and towards the end of the race, 1112 sailed valiantly by Zoe Liddiard and Becky Gilbert suffered a knock down, and whilst righting the boat, Becky ended up underneath. A second roll over and she was hit on the head. Safety Boat action sorted them out, and we were brought two very bedraggled ladies, plus one boat. The girls, who having completed two triangles and a sausage between, were quite honestly exhausted from the conditions, with Becky the worst of the pair. Getting them transferred from the Osprey was not easy, even though the girls were not heavies, as they had become very tired trying to cope and were now in desperate need of warmth, in fact Becky was not very well at all. Again, the Rescue Services were called to meet a fast Rescue Boat, en-route to shore, to take her straight to hospital where she later recovered, albeit after several days. Here again, the level of expertise out on the water swung into action to counteract a very potentially serious occurrence. Together with our Skipper, David Bennett, and Safety Officer for the day, we had a nurse on board within minutes. A fast launch to the beach and Becky was in hospital within 20 minutes. An interesting day!

THURSDAY - Light rain - Race 5

Thursday's fleet sailed cautiously out into a grey clouded bay to find a light summer rain brushing the surface of the sea. This was gently peaking and troughing, apparently unaware of yesterday's lumps and seahorses which had mysteriously vanished. With new resolve, the brightly coloured rags appeared and started their way to the day's business out into the bay. With a 10/15 knot breeze rising gently during the race to 20 from a similar South Westerly direction, the fleet after one false start, started at 12.30 p.m. in ideal sailing conditions.

In this race, the whole fleet appeared very close together up to the first mark, and at the windward mark Men Behaving Badly, hadn't, and followed by D.J. and A.B. set off down the reach to lead a different pecking order behind them. The Riff Raff contingent's new hull and equipment borrowed from our new Chairman due to his earlier problems, was 5th at this point and the boat was obviously enjoying being let out of the pen.

When Roger went home the previous day, with very considerable damage to his own, it looked all over. Not so - the usual Osprey Brethren Force took over and 'Hey Presto' one temporarily unused boat for the use of!

Personal Note: *In 23 years of being associated with Ospreys, the number of times I have seen boats either totally re-rigged, almost re-built after devastating situations, gear loaned, technical advices given, experiences shared, believe me, no-one need ever miss a race if it is humanly possible to patch it up. You only need to return with a damaged boat and it will be fixed if humanly possible by the Team!*

As the race progressed, the general racing standards had improved all the way through the fleet. No more sloppy tacks or gybes, the competition was tight from front to back. The front of the fleet battle continued and from a 30 second lead by the 'Boys' from Poole, D.J. and Adam working like the very devil behind, pulled back to 6 seconds down at the finish. The gap behind Ian and Nick to 3rd was some 500 yards. Colin Rainback and Phil Angrave certainly deserved their win, with an excellent show of close covering up the last beat.

FRIDAY - Fine and Sunny - Race 6
With the return of the sun, the fleet fair shot out to the start of the final race. Again, the weather gave ideal sailing conditions for everyone and after a spot on 11.00 am start the boats and crews again wound up their enthusiasm to finish the job. With wind speeds and direction very similar to Race 5, all participants seemed to be enjoying the sail. First spinnaker out at the first mark was the luminous pink spinnaker of Blue Moon - could they hold it?

At the beginning of the race, D.J. and Adam had to be in the top five to take the Championship. As the mark turns came up, nothing changed, 1198 all the way! leaving 1278 Ian and Nick to follow on, with 1085 Oscar and Nick closely behind - both of whom had again sailed a full series of low point races. The full course was sailed in 2 hours with even the last boat on shore with a pint in their hands at 2.30 p.m. The accompanying list tells the general results story of the week for everyone. There must be a lot of incidental ones along the way. Later that evening, prizegiving followed with the usual ceremony and was a very happy occasion. Poole Yacht Club's successful on and off the water organisation of yet another Nationals deserves great praise.

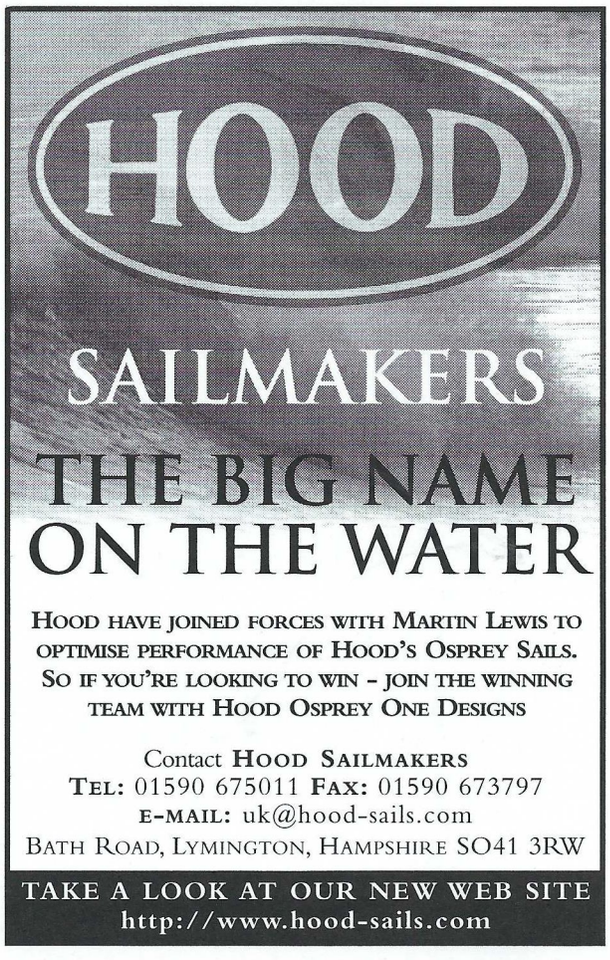
Congratulations must go to the Welsh Weymouth Team of David Edwards & Adam Bowers with yet another 'Major Win' to their credit for the year. Well Done! Also Ian & Nick at 2nd and Colin and Phil at 3rd.

The week finished as usual on a high - I think - hic!!! It passed incredibly quickly with all sorts of memories, such as the Singing Comic earlier in the week, David and his guitar, Dot's Diner for the underprivileged campers (Night Time Open Air Drinkers Club). Meeting everyone again, not having to drive home every night, although stumbling along railway sleepers and wire mesh fences was a bit difficult after the odd drink or three...?

The last thing I think I remember on Friday night was a fat lady singing her head off - or was it JL, IW, TM, JR, AR, MS, et al.

Regards

Ian Madeley



Treasurers Titbit

Members are reminded that **January 31st 1998** is when subscriptions are due, those who leave it till later in the year make it extremely difficult for the Committee to manage the affairs of the Association and its finances. They also risk not getting the magazine and other information which goes out from time to time to members.

Everyone should complete and send back the form included in this magazine so that we can ensure that the data we hold on you is correct. Remember we are obliged by law to try and ensure that such data is kept up to date and this is the only realistic way we can do it .... but we do need your co-operation to succeed .... its now up to you!

This year it is particularly important that you return the form as we have quite dramatically altered the range of membership at the last AGM (held at Poole) this may affect your mandate and you could end up paying too much! Your crew can now become a member and fully partake in the affairs of the Association, anyone who is a student in full time education can now take advantage of the generous discount of 40%. That includes anyone who is over 21 and re-training, something which is happening ever more often these days.

We hope that many of the crews out there will want to join the Association, perhaps with some encouragement from the (now) Full Members they will. This will help to increase the ability of the Association financially who may then be able to more easily assure the future of the boat we all love.

Finally preparations for Pllwheli, the '98 Nationals Venue, are now well in hand and you will already have received details of accommodation in the area. It promises to be a superb venue and has changed greatly since our last visit there, I am sure we will all approve of these changes which have all been made to make the venue even better than before, don't miss it, to do so will be a great mistake. Finally I hope everyone has a Happy Christmas and a good sailing year in 1998

Ian

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The Alternative Nationals

Albert, Dave, Ian, Joan, Margaret, & Terry's Nationals

As I think I have said before I had every intention of sailing the 97 Nationals, despite my misgivings about the sail out through the Harbour.

Everything was on line for Antares and her crew to go, we had ordered new sails, Adam had spent some time helping us to understand how to get the best from the sails. Sister-in-law's caravan was booked for the week, nothing could go wrong ..... well it did Andrew was made redundant, fortunately got another job straight away but was unable to get away for the Nationals. I tried 9 prospective crews, none of whom were available, before finally giving up.

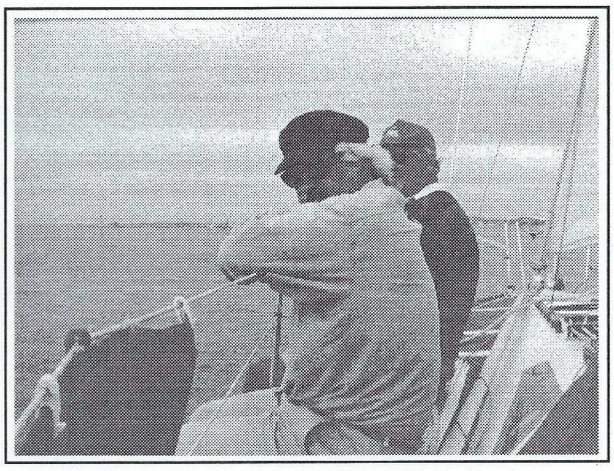
What do I do now? Well I promised I would go so I decided I would, but without Antares, incidentally I never did get that Pint Peter!!!

After some discussion with Ian the Mad, who was in a similar situation, we decided to try and get a cruiser for the week. This proved to be outrageously expensive, at least £250 each for the boat alone!!! It really was out of the question so what to do, Martin Lewis to the rescue with a suggestion that we help crew one of the cruisers which needed some crew ..... why not we said and so it was.

We met the Bennetts (The owners) finally on the Sunday morning despite efforts to meet them during the afternoon and evening of the Saturday. What lovely people they turned out to be and we had a fabulous week. David Bennett had owned a restaurant and seemed more than happy to be chef. Joan his lovely wife proved to be a fine navigator, keeping us and GilKicker away from all the nasty bits of Poole Harbour and Bay.

We were given the boat to drive whilst our owners kept us topped up with appropriate quantities of coffee, beer, wine, cakes, sandwiches and other goodies. Anyone who knows Ian well knows that he only communicates in grunts until his sixth coffee has been sunk!

Dave was amazed at his (Ians) ability to sink coffee and his coup de grace was to take Ian his final coffee of the Nationals to the top table after desert had been served.



Ian & Terry Holding Gilkicker Down

I can hear some of you saying but didn't you miss the competition, well the answer is no we didn't, it was amazing how much we learnt from watching all you guys out there. Adam Bowers and DJ kept their boat so flat it was noticeable and we were not surprised to see them take honours. The angles of some of the masts were just so amazing, from heavily raked, to straight up and down (Adam & DJ) to inverted.

It was to some extent rather like being God out there saying so and so won't do well unless he sorts his rig out etc. ... no we didn't tell anyone about it at the time that would have been outside assistance. We did some sailing of our own and a GK29 goes incredibly well with only a headsail set, we could get round the course pretty fast, the instruments told us we were doing between 4 and 6 knots depending on the wind.

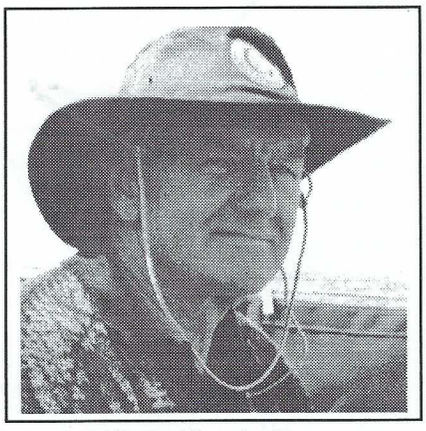
We also had many a laugh at Ian's attempts to outguess the Race Officers placing of the wing

Cont on Next Page

Alternative Nationals Cont from page 19

mark. None of us really understood how the GPS worked when we went out on the Sunday, our sides were sore from laughing so much and that was before the course had been set. Ian did get it right by midweek though and we were always very close to the point from then on.

Albert managed to give us a laugh by pulling a flag halyard completely through its pulley, so someone had to go up the mast to re-rig it. Now not many people know that Albert is an ex Royal



Albert After the Event

Marine, a real "Roughy Toughy" as us ex Fleet Air Arm people knew them. Well yes of course he had to go up in the bosuns chair to regain his honour and of course that of the Corp and NOCA!



Margaret, less strong than the rest of us, seemed content to help with the lighter parts of running a cruiser.

Margaret Doing Some Light Stuff

However we decided that she should have at least one drive ofGilKicker, after all she is a Helm in her own right. So it was on the Friday Margaret was driving GilKicker down the fairway heading generally for the hotel adjacent to the chain ferry (Yes she missed it Simon). I was highly amused to watch the expressions on her face as she fought each gust that hit us ... but she did well and Dave was quite impressed!

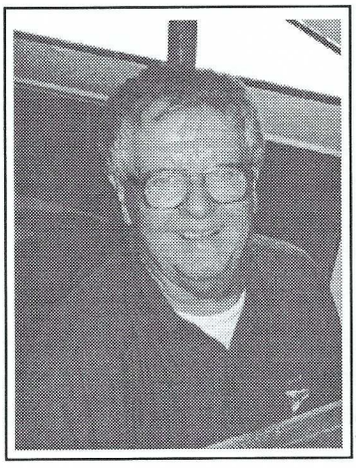
Earlier in the week we had two very wet, tired and hurt young ladies come to visit, they had capsized several times trying to recover from the original capsize. During their struggle one had been hit very hard on the head by the boat and we were very concerned about her. So we mobile phoned for an Ambulance and had her sent in by Rib, she spent the night in hospital ending up with her neck in a collar and on crutches. The other mermaid stopped with us until we returned to the Haven.

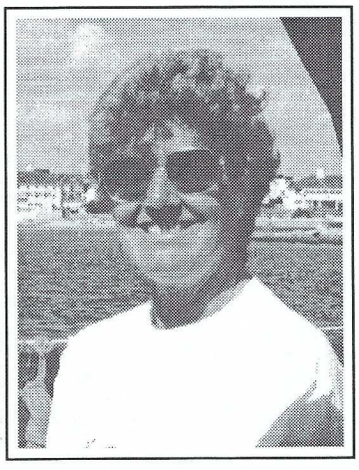
We also had a very young Pearce visit us half way through one race. I'm not quite sure why Huw wanted to get rid of him but he was very well behaved whilst with us. He only complained a bit when I tied him to the boat whilst we were all fully occupied with other things and couldn't keep an eye on him.

So we all had a thoroughly enjoyable time, learnt lots from watching you lot, whilst we munched our way through an assortment of goodies, visited the loo any time we wanted AND PUMPED IT OUT onto your course!!!!. There was no dressing up in wet suits or dry suits, no dying to get out of them for a ..... in fact it was the most civilised Nationals I've ever attended, but to be honest I did wish I had been competing, but didn't miss the sail to get out there one bit!

Terry

Dave & Joan Bennett our Fabulous Hosts

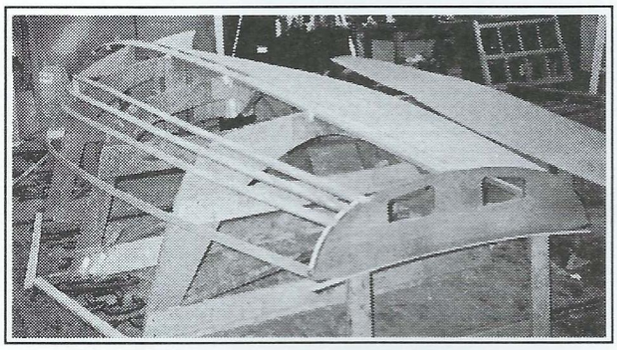




A New Osprey Is Borne

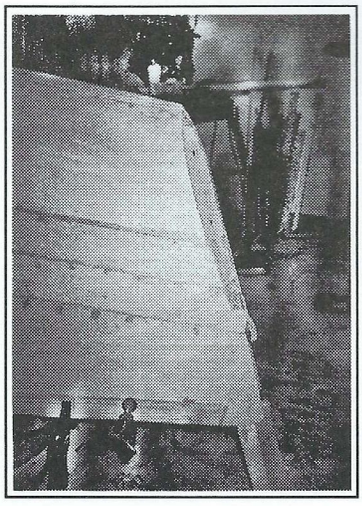
Yet Another New Osprey. As most of you know Roger Edwardson had a bit of a mishap at the Nationals. Sadly "Riff Raff" is now renamed "Right Off". The insurance company showed it the red card.

This posed several options for the Edwardsons. A new glass or wood boat was the first and where to go for one was the second. I towed the now reshaped "Riff Raff" home to Hornsea for Roger

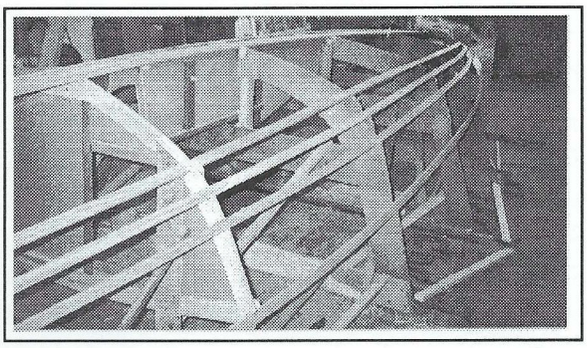


while he drove his new but bent Discovery and matching bent caravan home (that's another story - *see page 6*).

"Riff Raff" was parked at Terry Greaves' house. Terry, as some of the older Osprey members will recall, built some pretty damn fast Ospreys in years gone by. He came out of retirement the other year after a phone call from Adam Bowers "Breast of Gold" was the result finishing 3rd at Hayling.

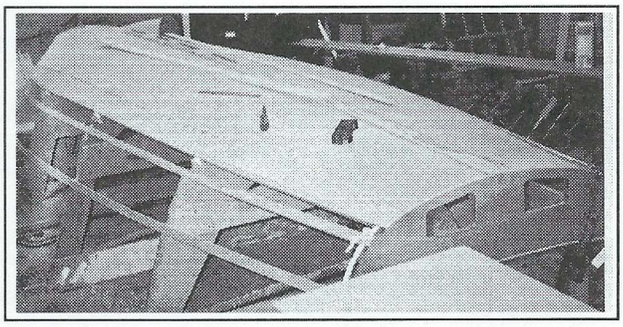


So when Roger turned up at Terry's, Ospreys were the main topic of conversation. "What do you think about building me a new Osprey?" asked Roger. "How much will it cost?" asked Christine. In between looking



around the old school Terry is renovating; the E-type Jag that's under renovation; the aeroplane he's building; looking at photo's of "Gambit" a 34 ft racer/cruiser he built and lived on for awhile and drinking several cups of tea, a deal was struck.

Terry would build Roger a bare hull. "Are you sure you can finish it?" Christine again. "Oh yes" replied Roger "Dave's a joiner" (Roger's crew....aren't crews wonderful?). So that was that. My job title changed from assistant aircraft builder



to chief labourer, glue boy and head of sweeping up. As Roger's hull progressed Terry was reminded of all the good reasons he stopped building Ospreys. But at the end of the job he left the frames up, remarking "just in case, well you never know". He's got the bug again.

Mike Smith

p.s. He's now got the timber for the stringers. Any takers?

Inland Championships

Blithfield Sailing Club

Held on the 12th & 13th of July, with fifteen boats taking part from eleven clubs. British Steel, Mounts Bay, RYA, Burnham, Kielder, Morecombe and Heysham, Royal Yorkshire, Shoreham, Spinnaker, Stewartby and Sunderland travelled to join seven home fleet boats for a final meeting before the Nationals at Poole.

An overcast, still, windless day greeted the Race and Rescue Teams on their arrival well in advance of the scheduled start time. Galley & Bar Crews were also on hand to provide refreshments to our visitors as they arrived. However a shifting wind filled slowly to force two for the start of the first race at 1400 hrs. After a clean start, Mike Taylor & Jon Willey led round the first mark, chased by Oscar Chess & Nick Daly-Hunt, with Jane & Chris Seymour in third.

The varying wind direction made for testing sailing and constant place changes throughout the fleet. Oscar Chess took the lead during the second lap and held this position until the end from Mike Taylor, Des Menear & Peter Grieg were third followed by David Charles & Joe Roderick, Richard Marshall & Graham Mant with Geoff Stubbs & Mark Wetton sixth. The varying wind direction gave the first race the greatest number of positional changes throughout the entire fleet of all the four races sailed.

The second race started at 1600 with similar conditions but with a more consistent wind direction than race one. After the first lap Oscar Chess led from Des Menear, Will & George Oddling, David Charles and Richard Marshall. The chasing fleet again swopped places repeatedly but the front five held their positions to the end of a long race.

After the racing a meal was served in the clubhouse, all the diners enjoyed a fine three course meal prepared by the ladies of the club. The bar remained open until late and it was rumoured that mermaids and possibly mermen were seen in the water close to the jetty.

It was interesting to find that some of our visitors had found local accommodation through the Blithfield Web site. Your reporter spent the night peacefully in the clubhouse but all our visitors moved out to tents, cars or elsewhere.

Sunday arrived and as expected a hungry group awakened and descended on the clubhouse for breakfast. A good feast was available which was intended to be supplemented with baked beans. a). had I not forgotten a can opener or b.) if the breakfast team had recognised the High Tech Blithfield can opener.

Sunday was an unexpectedly good sailing day with a good 4-5 wind. At the 1030 start on a tricky line Richard Marshall led followed by Rob Shaw & Steve Watson, Mike Taylor & Des Menear. The fleet revelled in some glorious three sail reaches and exciting racing. There were a few capsizes, but, at the end of the race Des Menear won from Rob Shaw, Oscar Chess, Geoff Stubbs, Will Oddling, with Stephen Sharp & Paul Cox sixth.

The position of Inland Champion was therefore between Oscar Chess & Des Menear. After a short break the final race started at 1245 with similar conditions to the third race. At the start Chess moved into the lead followed by Menear, Marshall and Kevin & Steve George. The fleet again enjoyed the glorious wind which, with gusts made sailing tricky at times and saw five retirements.

At the finish Oscar Chess & Nick Daly-Hunt won the race and therefore the Inland Champions. Des Menear & Peter Grieg finished

the race in second place, followed by Richard Marshall, Rob Shaw, Geoff Stubbs and David Charles.

The Blithfield Osprey fleet were well supported by our club members both on and off the water. We all enjoyed the experience of sailing in a large Osprey fleet and trust that our visitors enjoyed their weekend in the Midlands.

Looking on the map at the back of the Osprey Magazine I don't think any other club can be more inland than Blithfield. We would like to thank all our visitors for their support and look forward to seeing them in the future.

Report by

Chris Guy

Blithfield E-Mail Address http://www.duck1.demon.co.uk

Overall Results

Ptn	Boat	Name	Helm	Crew	Club	Pts
1	1085	Toothpick	O.Chess	N.D-Hunt	B'Steel	3
2	1280	Obsession	D.Menear	P.Grieg	M'Bay	5
3	1175	Abel 2	R.Shaw	S.Watson	S'land	12
4	1195	Another One Bites the Dust	R.Marshall	G.Mant	S'Lake	13
5	1142	Jack Attack	D.Charles	J.Roderick	B'Stell	14
6	1198	Blue Moon	G.Stubs	M.Wetton	B'Field	15
7	425	Blue Bird	Will Oddling	G.Oddling	RYA	16
8	1284	Out of the Blue	M.Taylor	J.Willey	Burnham	19
9	1201	Up-A-Class	M.Guy	C.Guy	B'Field	22
10	1111	For One & All	K.George	S.George	M'Bay	23
11	1288	Girlfriend	S.Sharp	P.Cox	R'Yorks	27
12	1190	Merlyn	P.O'Kane	I.O'Kane	B'Steel	33
13	1259	Buff & Chunder	J.Seymour	C.Seymour	Shoreham	36
14	420	The Fast Lady	R.Cooper	J.Cooper	B'Field	37
15	1253	Desperado	P.Gilmour	C.Livesey	M'Combe	39
16	1205	Sarajon	K.Gibbons	J.Gibbons	B'Field	40
17	905	Moonlight	I.Madely	A.Young	RYA	49
18	1232	Orca	P.Cooke	A.Mottram	B'Field	50
19	1233	Qualtlepanqui	N.Jones	M.Owen	Stewartby	52
20	1159	Stress Relief	A.Manwell	I.Little	Kielder	54
21	832	Beez Neez	M.Potter	A.Bellamy	B'Field	55
22	947	Roll Over Beethoven	C.Beckwith	S.Beckwith	B'Field	62

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Club News

Hornsea News

Hi from the sharp end of Public Enemy. As our season draws to a close I find the depression of winter already setting in. Short days and long nights with no sailing is too much for me. So here's my appeal now before you get any other begging letters. If you find yourself a megga bucks lottery winner and need someone to help you through the shock and confusion of what to buy next? Where to go on holiday? etc. Look no further. I'm your man.
The begging bits over, let's talk Osprey.

The season at Hornsea has gone well. Three Hornsea Ospreys travelled to Royal Tay and thanks to the excellent sponsor, "The Famous Grouse" and I don't mean the wife, we all got wet inside as well as out. For those who did not make the trek north you missed a treat; great sailing; good ale (lots of it free); free whisky when you came ashore and some of the best food I've ever had at a sailing club plus, of course, great company. Thank you Royal Tay.

A fair gaggle of Ospreys went to Ullswater for the Birkett Trophy again getting very wet inside on Saturday night. Andy slept in the boat cover while the rest of us made it back to the tents only to disturb Dot and Ian Williams, Elizabeth and John Lang, and probably most of the Lake District. Sorry! Well done Dave Metcalfe and Elaine Cleminshaw, they won the Osprey class despite Elaine trying to drink Ullswater dry.

Hornsea Ospreys have not travelled as much this year. However we took five to the Nationals where the locals tried to kill us all off by plying us with funny beer that looked and tasted like Kielder Water but had less head on it, no offence Roger. Seriously we all had a really great week and are looking forward to returning to Poole sometime in the future. Next year's venue of Pwllheli should be another great week, but I fear that with a name like that they too will serve queer beer.

Sadly no Hornsea boats went to Kielder, what a miserable bunch! So her that must be obeyed and I went just to say hello, have some lunch (very nice too ladies) and then go looking for some Roman chap's wall. Only to find the locals had taken most of it away to build farm houses and the like. If you don't nail it down some bugger is bound to pinch it!

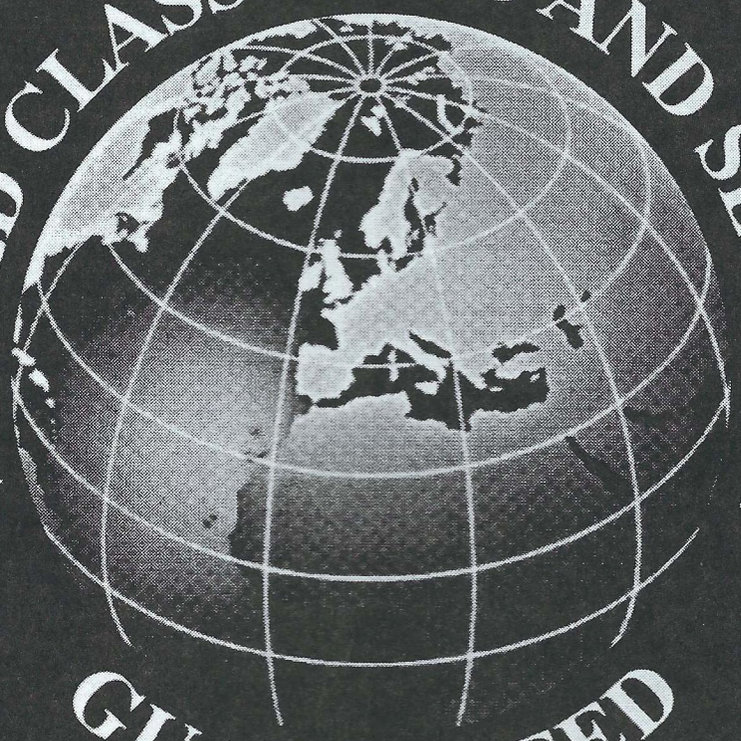
Moving to the home front. Mike Hood has hung up his wellies. He will be missed on the local scene. His boat 1040 is staying in the club, Nick Eggett (one of our Firefly sailors) has joined the Osprey fleet and has already shown good pace.

No one really dominated with pots being well spread around the fleet.

Cont on Page 26



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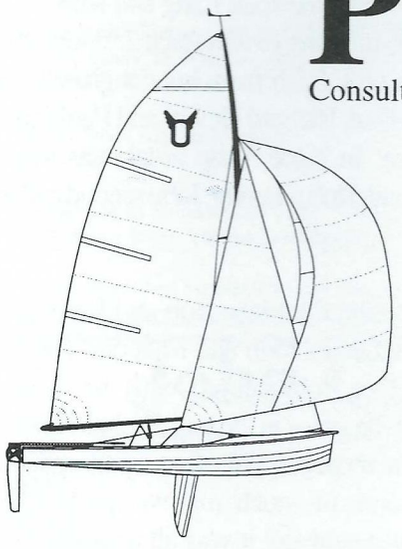
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Club News Cont from page 24

Mark Robinson, who moved up from Mirrors last season, finally cracked it one Wednesday night. Sorry, Mark broke his duck, that sounds just as bad. Mark won a race in our Wednesday series. Well done Mark. Steve Clay continues to improve and is always there or thereabouts.

The Spring series was won by Alan and Alastair Smith 1246, 2nd Mike Mooney and Pip Warner 1281, 3rd Andy Reed and Mike Smith 1275.

The Summer series, 1st Mike Mooney and Pip Warner, 2nd Dave Metcalfe and Elaine Cleminshaw 1286, 3rd Steve Clay and Martin Millner 1209.

The Sunday morning series, 1st Steve Clay and Elaine Cleminshaw, 2nd Pip Warner and Alastair Smith, 3rd Steve Sharp and Paul Cox 1245.

Wednesday night series, 1st Dave Metcalfe and Elaine Cleminshaw, 2nd Mike Mooney and Pip Warner, 3rd Brian Ruston and Mike Holt 1122.

The Autumn series, 1st Dave Metcalfe and Elaine Cleminshaw, 2nd Nick Eggett and Alaistair Smith 1040, 3rd Mark Robinson and Jeff Robinson 939.

Alan and Alastair Smith won the Moyes Cup, an event held over one weekend in the Autumn series.

While at Royal Tay, Steve Watson, myself and a few others were pondering why Steve Sharp called his new boat "Girl Friend". Well if you want to know the answer it will cost you. All proceeds going to a good cause, Steve, Mike and Andy's Beer Fund!

report by
Mike Smith

Open Meetings Cont from page 9

Kielder Water 13/14 September '97

We were particularly disappointed with the turnout as members of Kielder Water Sailing Club had made the effort to attend a number of other open meetings on the circuit this year, including Hornsea, Birkett, Sunderland, Blithfield, Coniston and Royal Tay as well as the Nationals in Poole. However despite the disappointing turnout the sailing proved to be exciting and at times very demanding with a number of crews practising synchronised swimming.

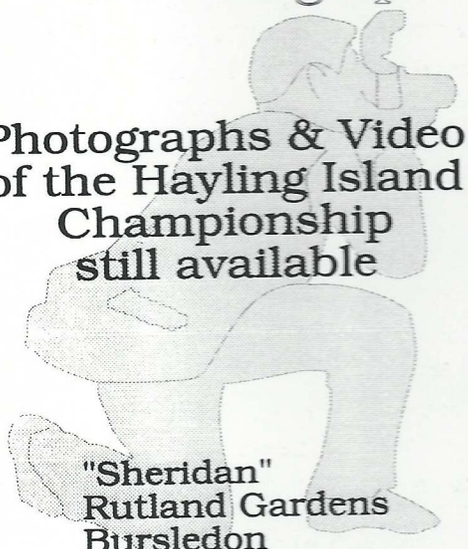
A particular thanks to Sunderland and the West Riding Osprey stalwarts who clearly enjoyed close racing with the Kielder crews. On the Saturday only one race was held as the conditions deteriorated. The strong westerly, blowing force 7 and more in the gusts, proved very testing for everybody with only three Ospreys finishing. The sight of Rob, John and Paul flying their kites on the reach through the debris of assorted dinghies and cart-wheeling catamarans made Roger depressed at being lumbered with the Race Officer role.

The Race Officer again provided excellent courses assisted by a strong committee boat team and effective rescue support (which was again needed). Three races were held on the Sunday in similar conditions to the Saturday. This time John Lang and Malcolm Clack applied the pressure to win Race 2 followed by Rob and Steve and, fresh from his daughter's wedding the day before, Richard Hewitt and Paul Jameson in third place. In Race 3 the order was once again reversed with Rob winning, John second and Richard third .

Going into the final race Rob and Steve held pole position although John and Malcolm could still tie for first place. John subsequently retired and Rod Shaw had the series in the bag. Richard Hewitt went on to win recording his first open meeting win demonstrating his much improved performance this year. Paul would say it was all down to him!! Vic Goode from the home club, in his new boat, recorded a second in this final race. He and Sarah had struggled in the strong winds all weekend and deserved this good result.

Report by *Alex Mamwell*

Eddie Mays
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1145	MKIII Wood Alastair MacKay
£3000	ONO Via Simon Bridges
1167	Dodger MKIII Wood Good Cond
£3500	ONO Roger Blake Via Simon Bridges
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Measurers

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Oscar Chess	Swansea and South Wales	01792-367837
Huw Pearce	Crowthorne, Berks	01344-771047
Andy Reed	Hornsea, East Yorkshire	01964-535095
Rob Shaw	Washington, Tyne & Wear	0191-4173572

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Peter Frith	Poole, Dorset	01202-694845
Martin Lewis	Poole, Dorset	01202-842672
Terry McDonald	Birchington, Kent	01843-841497

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

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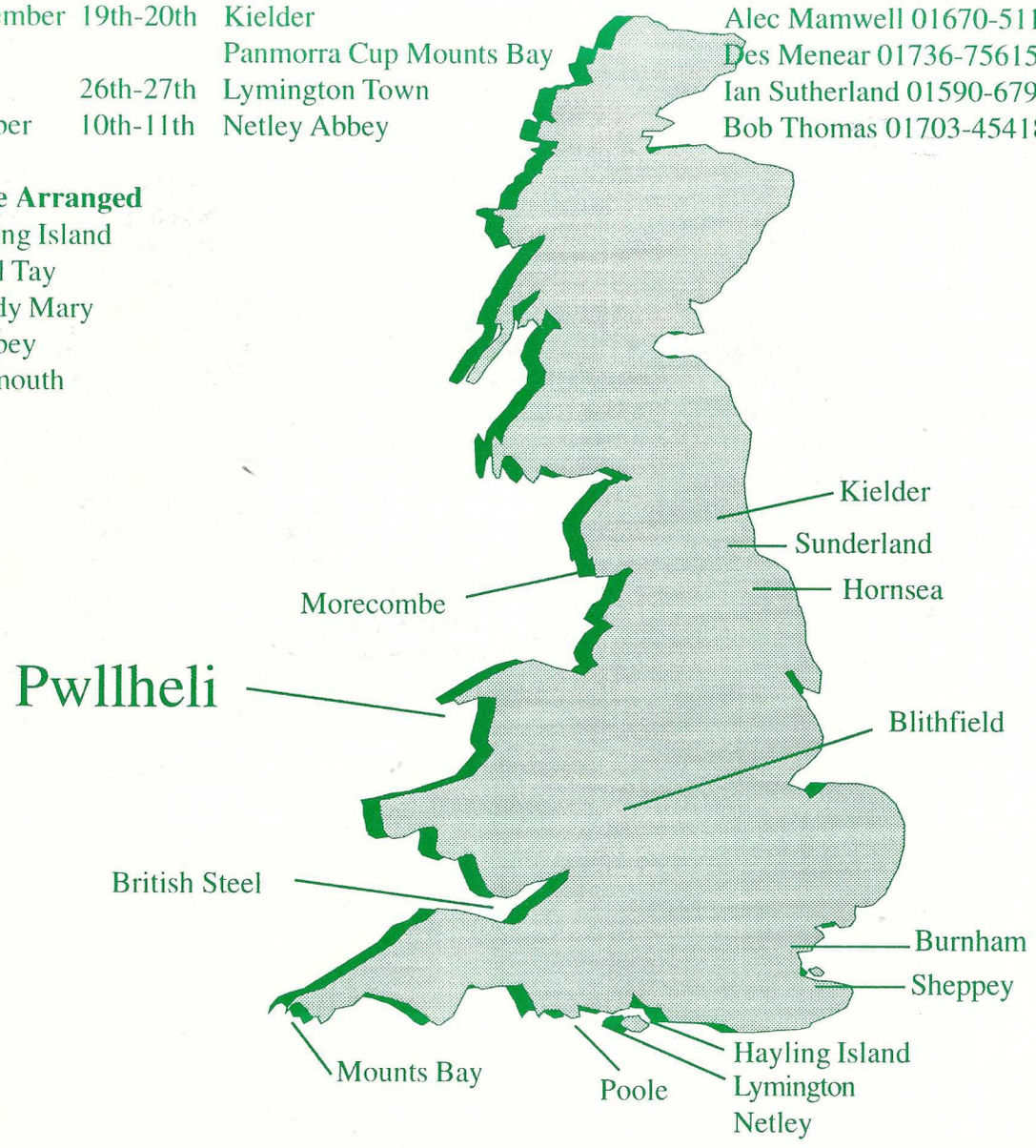
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Provisional Osprey Open Meetings & Events '98

Month	Date	Event	Contact
March	*7th-8th*	*Sailboat Alexandra Palace*	*Nick Jones 01525-751712*
April	*18th-19th*	*Inland Championships British Steel*	*Jeff Hughes 01792-830474*
May	*2nd-4th*	*Southern Championships Mounts Bay*	*Des Menear 01736-756154*
	16th-17th	Hornsea	Mike Smith 01964-534912
		Swanage	Simon Bridges 01202-671091
	30th-31st	Coniston Water	Don Flannery 01772-724740
June	13th-14th	Morecombe (Probably Scottish & Northerns)	Don Flannery 01772-724740
July	4th-5th	Poole	Phil Angrave 01202-885942
		Lord Birkett	Don Flannery 01772-724740
	11th-12th	*Welsh & Midlands Blithfield*	*Chris Guy 01785-840010*
August	**1st-8th**	**National Championships - Pwllheli**	**Ian Madeley 0114-23666873**
	29th-31st	Sunderland	Richard Hewitt 0191-2131386
September	19th-20th	Kielder	Alec Mamwell 01670-511695
		Panmorra Cup Mounts Bay	Des Menear 01736-756154
	26th-27th	Lymington Town	Ian Sutherland 01590-679660
October	10th-11th	Netley Abbey	Bob Thomas 01703-454187

To Be Arranged
Hayling Island
Royal Tay
Bloody Mary
Sheppey
Weymouth



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Non Osprey Event 12th January 12 Noon the Blackpool and Fleetwod Yacht Clubs "Eskimo"