

National Osprey

January 2002



The Committee

Chairman	Adam Bowers Relling One Design, The Sail Loft, Osprey Quay, Portland, Dorset DT5 1SA	rellingone@aol.com	01305 826555
Secretary	Jane Seymour 9 Laurel Grove, Chelmsford, Essex CM2 9BL	cbseymour@aol.com	01245 268776
Treasurer/ Membership	Will Odling 29 Burnham Road, Southminster, Essex CM0 7ES	will.odling@ btopenworld.com	01621 773074
Committee Member	Nick Jones 2 Tyne Close, Flitwick, Bedford MK45 1DG	nicholas.jones@ bull.co.uk	01525 751712
Committee Member	Graham Mant 1 Old Bridge Road, Bloxham, Oxfordshire OX15 4LY	grahammant@ onetel.net.uk	01295 721630

Fleet Representatives

Poole	Phil Angrave Three Wells, 20 Beaucroft Lane, Colehill, Wimborne, Dorset BH21 2PA	philip.angrave@ chase.com	01202 885942
Blithfield	Nick Daily-Hunt, Priory Cottage, Priory Road, Newcastle-under-Lyme, Staffordshire ST5 2EW	ndailyhunt@aol.com	01782 620846
Kielder	Alec Mamwell, Treetops, 69 Wansdyke, Lancaster Park, Morpeth NE61 3RA		01670 505822
Netley	Bob Thomas, 50 Hound Road, Netley Abbey, Southampton SO3 5FU		02380 454187

Non-Committee Posts

Newsletter	Jon Willey, 1 Le Howe Farm Cottage, Howe Green Road, Purleigh, Essex CM3 6PX	ospreynews@ talk21.com	01621 828443
Webmaster	Paul Jameson, 3D Aventure & Education, Osmington Bay Centre, Shortlake Lane, Weymouth, Dorset DT3 6EG	pauljameson80@ hotmail.com	0781 327 0599
Trophies/ Results	Alan Laing, 39 Northbrook Road, Broadstone, Poole Dorset BH18 8HD	alan.laing@ poole.siemens.co.uk	01202 692894
2nd Hand Boats	Jonathan Osgood	sail_osprey@ excite.co.uk	0208 387 0398

Osprey Class Association web site: www.ospreysailing.org.uk

Front cover:
Action from the Nationals, Highcliffe
2001. Photographs courtesy Eddie Mays

NATIONAL OSPREY CLASS ASSOCIATION MAGAZINE
JANUARY 2002

CONTENTS

Class News
Elizabeth Lang 3
Chairman's Address 4
Secretary's report 5
Treasurer's report 6
The Name Game 6
The Young 'uns report 24
Student Nationals 26
Boats & Gear for sale 27
2002 Open Meetings & Events 28

The Nationals 2001
44th Osprey Nationals 12
Nationals Prizewinners 16
Nationals Results 17
Nationals Gear Guide 17

Open Meeting & Club Events
Hornsea 8
Coniston 10
Cardiff Bay 10
Kielder dam-to-dam 11
Penzance 18
Hayling Island 19
Lord Birkett 19
Kielder 20
Netley 21
Rutland 23
Nigerian Nationals 23

ELIZABETH LANG

It is with great sadness that I am reporting that Elizabeth Lang recently passed away.

Elizabeth and John were enjoying a trek in the mountains of Nepal when she became unwell. Elizabeth died shortly after. The support John had from the local Nepalese people was fantastic.

The funeral took place at their home town of Garforth on November 15th. Donations are being made to a tree nursery project in Nepal, where a memorial to Elizabeth has been placed. Cheques payable to 'Topke Treks'.

I am sure we all wish to send our deepest sympathies to John and his family at this tragic time.

Very best wishes,

the Osprey fleet.

EDITORIAL

Many thanks to those who have put pen to paper or finger(s) to keyboard and sent material to Graham or myself for inclusion in the magazine - please keep it coming as without it you don't have a magazine!

A big thank-you also to Graham for his work on this magazine before he handed it over to me. It is a huge task to produce and his help has been greatly appreciated.

I have set up a new e-mail address - ospreynews@talk21.com - so that you can send articles, gossip, open meeting reports, photos, cartoons etc...

If you have any suggestions for the magazine, things that you would like to see included, please don't hesitate to send them through to me.

I hope that Santa brought you those ratchet blocks that you always wanted and I look forward to seeing you all on the open circuit in the coming year.

Jon Willey

COPY DEADLINE

July Issue ..... 1st June
December Issue ..... 1st November

But please don't send it all on the copy deadline - sending it early is OK!

MEASURERS

Full

Oscar Chess	South Wales	01792 363433
Huw Pearce	Berkshire	01344 771047

Maintenance

Peter Frith	Dorset	01202 694845
Nick Jones	Bedfordshire	01525 751630
Martin Lewis	Dorset	01202 842672
Terry McDonald	Kent	01843 841497

There are also RYA measurers in other parts of the country. Details available from the RYA.

BUILDERS

Chipstow Boatyards	01268 710111
Andy Barker	01929 439165

THE CHAIRMAN'S ADDRESS

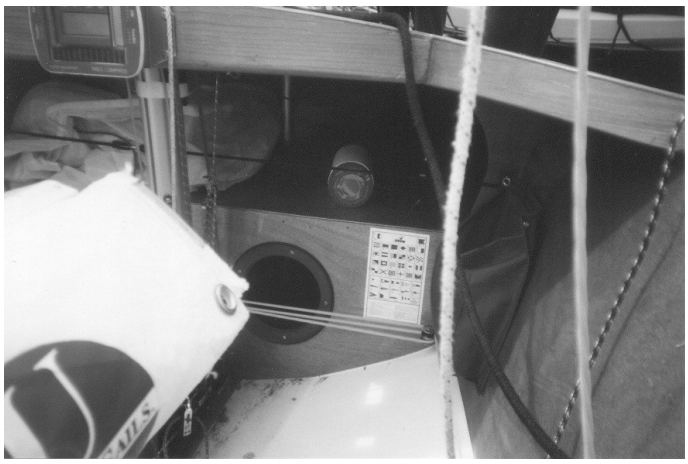
So how did your Osprey year go? For me it was full of a delightful mix of sailing and politics, with the sailing most definitely coming out the winner.

One of the great delights for me as a crew is being able to sail with a variety of helms, and this year being able to sail with Graham Vials at the Nationals was brilliant. And what a Nationals it was, blue skies, warm seas and winds to suit everyone's taste. Can it be that we have discovered a friendly family run club that could become a regular south coast fixture? Well it's got a lot going for it and I for one will be very happy to go back. Well done to our National Champions Andy Barker and Phil Angrave and commiserations to Oscar and Nick.

Next year's Nationals are at Plymouth and promises to be a belter, with the facilities at the Mount Batten centre amongst the best in the country. We as a class have to sell our merits and benefits to every one out there who wants to sail the best, longest lasting, weight carrying, cost effective, technical two person single trapeze boat that's out there. Here's a simple task for us all, go to the Nationals at Plymouth and take a friend in another boat with you. Should we all do this we will double the entry, improve the social activities and strengthen the Osprey class's chance of securing the best Nationals venues in the future.

On that theme perhaps we should be talking our friends into joining us on the ever increasing Open meeting circuit, just a thought but surely the more of us banging the drum the greater the chance of success.

Thanks go to Adam Ellery for taking the plunge and allowing the class to take a long overdue step forward. Now we finally have the option of having an Osprey with



a split deck. The seas haven't parted!!! We are not beset by plagues of frogs!!! In fact all that has happened is we can now replace dodgy old leaking spinnaker chutes with a plywood tray. I believe Chris Firth converted his boat in an afternoon!!!

Where to now? Well I'm sitting in the dining room looking out on a beautiful bright December day with a sparkly force four working away outside. Blue Moon is tucked away in the workshop awaiting the friendly man from the RYA to come check and measure her before mould preparations can go ahead. The intention here is to have a boat ready for inspection at the Nationals, but believe me it feels like a long way to go before we get there. I've got a pretty good idea how the glass boat may finish up with regard to fittings systems and how they will be placed, but I would be delighted to hear from anybody who has any thoughts that may be incorporated within the boat, or perhaps more importantly issues with the existing glass boat that we could avoid with this new and exciting project.

We have moved the sail loft to a nice new shiny building on Portland at the new Sailing Academy and get this for an address.

Relling One Design
The Sail Loft
Osprey Quay
Portland
Dorset DT5 1SA

Pretty neat address huh!! Oh and the new phone number is 01305 826555, and if you want to talk about the new glass boat I would be delighted to hear from you on my email which is abcforwinning@aol.com

As I started off by saying, this has indeed been a year of change. Not as scary as some would have us believe, but massively important for the future of our beloved class. Welcome to Jon Willey our new editor, and welcome one and all who can embrace the inevitable change, which is all around us. I do hope you have a fantastic Christmas and look forward to some great Osprey sailing in the New Year. Now I'm just off to try a new carbon mast, Tee Hee—only joking

Have fun, cheers,
Adam.

THE SECRETARY'S REPORT

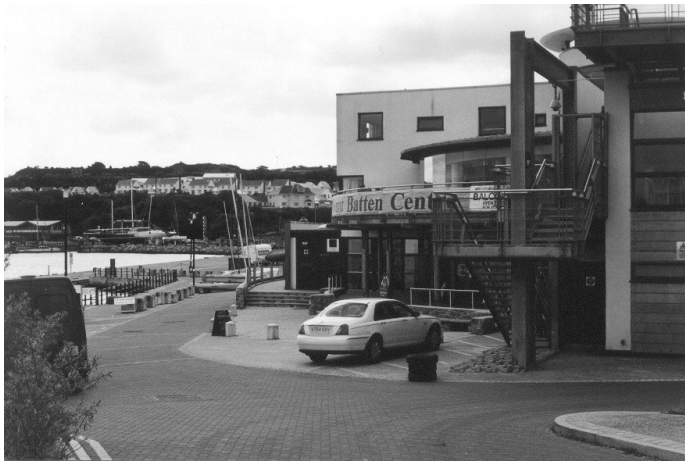
The Nationals at Highcliffe went very well. We were greeted the first day with scorching hot sunshine which lasted until the Wednesday, and a Club which couldn't do enough for us. The Officers at Highcliffe had bent over backwards to ensure that everything ran smoothly, and as far as I know, everything did.

The racing was quite challenging, with some tricky shifts, but what more could you want, when the sun was shining and the sea breeze generally came in to rise to about a force 4 – ideal for most of you, although dreadful for us lightweights! I even wore my shorts for most of the races which is something I haven't done for a while!

There was a good atmosphere in the Club, and even if people went into Christchurch for a meal and a few bevvies, they generally came back to the Club to keep going. The Prize Giving was held in the Club and was very relaxed and informal with a fab disco afterwards. Messrs Mant and Gorner did a skit and raised a large amount of money for the RNLI.

Many thanks to all those who helped make the event such a success, and arrangements are now already being made for next year at Plymouth.

The 2002 Nationals are being hosted by the Plym Yacht Club in conjunction with the Mount Batten Centre (see photo's) which has been completely booked for all of us.



There is accommodation in the Mount Batten Centre itself in comfortable rooms, many with spectacular sea views, for up to 60 people. There are also on-site facilities for a limited number of camper vans. If you prefer to camp, Riverside Caravan Park for both caravans and tents is approximately 3.5 miles away, tel 01752 344122.

The Centre boasts substantial boat and car parking, with easy launching from 2 slipways. There are excellent changing rooms and showers and an extensive range of catering facilities including wet and dry bars. The Shops are also within easy reach.



Plymouth itself with its historical connections to the sea, and numerous bars and restaurants is a short water taxi ride away, or a 15 minute car journey. The racing outside the breakwater is some of the best in the country, and the surrounding scenery is quite impressive, so do make the effort to come along, and we're sure you won't be disappointed.

I have tried to secure more open meeting dates, which is not an easy task, but the only way to acquire new venues is to keep trying. You will see that we are going back to Highcliffe for a combined meeting with the 505's and Contenders which is what we did a couple of years ago, and was very successful, and Hayling has combined us with the Contenders and Flying Fifteens.

A lot is happening in Cornwall, with the Southern Area Champs being held at Penzance, one of our fastest growing fleets and we are booked to go to Rock with the Larks over the May Day Bank Holiday. I am reliably informed that Rock is stunningly beautiful and that the Larks always have a good bash there, with good food and a band as well.

The Grimwith Grapple usually held in mid June is a large event, which has had a lot of praise from Yachts and Yachting, and where, if enough Ospreys turn up, we can have our own start. Finally Blithfield, the Welsh and Midlands Champs, will be back with a vengeance, after unfortunately being cancelled this year because of the Foot and Mouth crisis.

This is a summary of just some of the open meeting venues on offer, and we're obviously hoping to have good turnouts, especially since many of these events are combined with other fleets. Let's show people what a keen, competitive and thriving fleet the Osprey class is.

See you all next year.
Janie

A MESSAGE FROM THE TREASURER

Many of you will not have been at the Annual General Meeting at Highcliffe, so you won't have seen the 2000 accounts for the Association. I thought that you might like an abbreviated summary of the Association's financial position, so what follows is a shortened and modified version of my report given at Highcliffe.

As at the end of December 2000, the association's net current assets were £5,975

Fixed assets comprised the moulds at a written down value of £1, as per the previous year.

The Association retained a net surplus of income over expenditure in 2000 of £2,155, which compares with £1,096 in 1999 and a deficit of £2,548 in 1998.

Put simply, the Association is in a sound financial position, and able to finance the necessary promotional and support activities planned for the coming year.

The surplus was boosted by our decision to minimise expenses in a number of ways. We were helped by the generosity of Phil Holt FCA, who did the audit review work for the cost of his membership, and I would like to offer the association's thanks to him for his valued contribution. We expect a further but smaller surplus to be generated in 2001, and the Annual General Meeting agreed that membership subscriptions will remain unchanged for 2002.

During the year I re-established a complete register of members. For the current year 2001, up to the day before the championships I had received subscriptions from 150 members, which has since risen to 162. This compares to a reported 168 members last year. I am pleased to report that Penzance Sailing Club has the largest number of new members, thanks I believe to the efforts of Des Menear and his friends there.

Members have continued to support the move to payment by standing order, with 119 mandates now in place. Naturally I want the rest to follow suit, as it helps reduce the treasurer's workload considerably, as does timely payment early in the year.

A final thought – Can someone slow down that pale blue boat with a number between 1297 and 1299. I thought I might win the inland nationals at Rutland with the able assistance of Nick D-H at the front!

Will Odling - December 2001

Milanes Foils

POWERING THE WINNERS ACROSS THE CLASSES

FOR THE FAST FOILS
PLUS CEE VEE (M&W) STOCKS

Milanes Foils, Urchfont, Wilts, SN10 4RA
Tel 01380 840050 Fax 01380 840150

THE NAME GAME

by Dave Metcalfe

We have always felt the need to give names to our boats, even back in the furthest reaches of time. Argo, the boat of Jason and the Argonauts in Greek mythology; the Nina, Pinta and Santa Maria, boat names I learnt at school when I was very young. A little later it was the Victory, the Beagle, Cutty Sark and Thermopylae, Titanic and Lusitania, Hood and Bismarck. Memorable names, heroic names, names that will stay with us throughout our lives. But for those of us who sail humble dinghies, we see a chance to put some of our own personality into the name of the boats we spend so much time in. For some it will be a reflection of their sense of humour, for others the name might be suggested by the sail number or some other feature of the craft, and for still others, the chosen name will be something far more personal.

I suggested the name Uffa Fox Sake (try saying it in a Billy Connolly voice) for one of my son's Fireflies. We liked this twist on the name of the Firefly's designer, but wondered if the RYA would allow us to register it as they don't allow any names that are lewd or sexual. They must not have seen the joke, because it went through without a problem.

My last Osprey, 1203, was called Bird Of Prey, a good name for an Osprey. I didn't

change it, but I always felt that it should have been called Ebony Eyes. As the Everly Brothers sang, 'My Ebony Eyes was coming to me, From out of the skies on flight twelve-o-three.'

It's the owner's choice: fact or fiction, literal or literary? The main thing is that a boat's name usually tells us more about the owner than the boat. My present boat is called Kindred Spirit, and is the reason I've gone to the trouble of writing this article.

In 1994, my son Neil died of cancer. This left me with not only a gaping hole in my life, but also a very nice Firefly. I didn't feel that I should keep it, but neither did I want to sell it. Just before he died, I promised Neil that I would do all the work that was needed on his boat, and get it up to tip-top condition. I did this after his death, and though the task was painful, it was also rewarding; I had many conversations with Neil while I was doing the work. When I had finished, the boat looked practically brand new.

During this long, solitary spell in the



Neil Metcalfe & Philip Reed

garage, I had time to decide what I wanted from my future sailing career, and I worked out a way to sell the Firefly that I thought might not be too painful for me. I would sell both Neil's Firefly and Bird Of Prey to help finance a new Osprey. That way I could feel that Neil had a share in the new boat. As each boat was worth a similar amount, the initial input from me and Neil would be about equal. Mike Mooney agreed to build it.

As the building progressed I tried to think of a name for it that would reflect Neil and his importance to the new boat. Nothing came.

Sometimes we need signs to help us on our way. One day as I was flying to Geneva to visit my daughter Jill, who lived in Lausanne, I saw and recognized the signs.

I read, three pages from the end of the novel I was reading, the phrase 'bird of prey'. On the next page, the penultimate one of the book, I saw 'white knuckles' - the name of Mike Mooney's new boat that I'd recently crewed at the Nationals. It felt like a strange coincidence to see these two phrases on consecutive pages. Then on the last page of the book 'kindred spirit' practically jumped out at me. I knew immediately I had found the name I was looking for. It was a perfect expression for Neil's relationship with me - we sailed together, played guitars and sang together, went to gigs together, rode bicycles together, and so on. Kindred spirits is what we were.

But would I have recognized this phrase as being the all-important one if I hadn't been led there by the two preceding ones? Probably not. They were the signs that pointed the way. My brain was in 'boat name' mode by the time I spotted it.

Of course there's another aspect to the name, which strengthened it, and made me feel absolutely certain that it was right. As father and son, Neil and I were kindred, and as Neil was no longer alive, he could be said to be a spirit. So Neil is my 'kindred spirit' in a much more literal sense.

When the boat was delivered, it looked stunning. I now put some thought into how I would display the name on the side of the boat. I could see the design quite clearly in my mind's eye. I wanted the word Kindred to be in a solid, upright, Roman style of lettering to signify the solidity of the family bond, and in bright red to represent the blood ties. The word Spirit needed to be in a delicate script, forward-sloping and light grey in colour, to represent the ephemeral qualities of the spirit world.

Putting the two words, in vinyl graphics, together on the side of the boat proved very easy with the Osprey's wide top-plank, and they interlocked beautifully - Spirit snuggled into the end of Kindred. The overall effect was everything I'd hoped it would be.

I know Neil likes it too.

OPEN MEETING AND CLUB EVENTS

SCOTTISH & NORTHERN CHAMPIONSHIPS HORNSEA

Eight visitors and four local boats turned out for the Scottish and Northern's at Hornsea on the 12th of May. Visitor numbers were slightly lower than had been promised, but we were grateful to all those who came, many of whom had travelled great distances. Des Menear drove almost four-hundred and fifty miles each way from Penzance, Will and George Odling from Bristol, the day after moving house. Dedicated or what?

The local fleet is somewhat depleted at the moment, mainly through lack of crews rather than lack of boats. Steve Sharp had his boat all ready to go, but in the end he stayed ashore because no-one could be found to sit at the pointed end - his new (semi) regular crew Elaine having been sent by her employers to Cyprus that weekend. Still, four locals signed-on for the first day, with a further two on the Sunday, which gave us a total of fourteen boats on the water over the full meeting.



The weekend was blessed with glorious weather, but this being the north and the east, both at the same time, there was a little bit of a nip in the air. The wind had been north-easterly for the two weeks before the event, and it was not going to change its pattern just to please us. It comes straight off the sea and can make a beautiful day bloody cold. For those of you who have never been to Hornsea, we sail on a large, natural lake, which is less than a mile from the North Sea. Still, despite the nip, the weather was good - even Des Menear said so, and he lives down on the English Riviera, so I was inclined to believe him.

Racing started promptly at 1.30. Twelve boats sped away from the line. Fortunately some sped more speedily than others, or it would have been mayhem at the windward mark. Rob Shaw/Steve Watson in 1292 quickly built up a good lead, only to throw it away on shallow ground. Mike Taylor/Jon Willey, in 1297, gratefully took up the running, with Andy and Phil Reed, 1246, Dave Metcalfe/Elaine Wilson-Smith in 1286, Alec Mamwell/Ian Little in 1276, and Des Menear/Peter Grieg, 1280, following.

Mike Taylor was persuaded to give up his commanding lead at the same place as Rob Shaw and Alec Mamwell found himself unexpectedly leading from Dave Metcalfe. Up the final beat the order was Mamwell, Metcalfe, Taylor, Menear and Shaw. A hundred yards from the line Metcalfe became sandwiched between Mike Taylor and Des Menear and lost out to both. Alec kept his head, his boat speed and his lead, to squeeze over the line first, followed by Mike and Des. All of the first four boats finished within twenty yards of each other.

Race two was a much more processional affair, being led all the way by Des Menear; he never looked in danger of losing his lead from start to finish. Will/George Odling came second after a poor result in the earlier race, and Rob/Steve were third. Alec Mamwell and Mike Taylor, both so strong in the first race, were down in the bottom half of the fleet, so the overnight leaders were the Cornishmen, followed by Alec and Ian, the boys from the frozen North.

Mike Smith had organised a meal at Da Carlo's pizzeria for the Saturday night. Most of the visitors went, and enjoyed the food, drink and company, returning in apparently good condition for the second day's racing.

Sunday's weather turned out to be almost a carbon copy of the day before. The wind, though a little stronger, was from the same direction, once again giving a tricky beat up to the notorious north mark. Des Menear showed everyone a clean pair of heels, followed by Rob, Alec and Mike

Mooney. Metcalfe had been in irons behind the line at the start, but fought through the fleet from last to fifth place, which was very pleasing.

After lunch the fourth race was dominated by Mike Taylor and Des Menear. Des eventually lost the battle, letting Mike through towards the end. However, he had won the war, his second place giving him the championship. With two wins and high positions in all the other races, his consistency had won the day. Having no need to contest the last race, he wisely decided to pack up and head off down the motorway.

The final race was sailed to determine the minor placings. Mike Taylor/Jon Willey again dominated, their win giving them second place overall. Rob/Steve were second, John/Malcolm third. Hornsea sailors Steve Clay/Peter Williams had been improving steadily all weekend and recorded their best result to date, a fifth.

Trophies were presented by the club's joint honorary presidents, Mr and Mrs Russell. Dave Metcalfe had spent much of the previous Friday baking cakes, a skill learnt at Christmas for a bet and these were speedily consumed in the clubhouse afterwards. Thanks were expressed to the race officers and to all the visitors who had travelled such great distances to make this a successful event.

At half-past eight that night Dave had a call from Des Menear, who was still a hundred and twenty miles from home. He was ringing to say how much he'd enjoyed the weekend, and that he was glad he'd made the trip. Thanks for that, Des, we're glad you could come.

Report by Dave Metcalfe

Overall Results:

1.	1280	Des Menear	Peter Grieg
2.	1297	Mike Taylor	Jon Willey
3.	1292	Robert Shaw	Steve Watson
4.	1276	Alec Mamwell	Ian Little
5.	1178	John Lang	Malcolm Clack
6.	1281	Mike Mooney	Brian Ruston
7.	1286	Dave Metcalfe	Elaine Wilson-Smith



Relling One Design

Photo Courtesy Eddie Mays

Relling Sails Still No 1 For 2001

Consistently the Most Successful Osprey Sails



The Best Sails + The Best Information = The Best Speed

Relling One Design, The Sail Loft, Osprey Quay, Portland, Dorset DT5 1SA
Tel: (01305) 826555 Fax: (01305) 826222 E-mail: rellingone@aol.com

CONISTON WATER
26TH- 28TH MAY

The Northwest Osprey spring open event was again held in the Lake District at Coniston Sailing Club over the bank holiday weekend of the 26th – 28th May.

Due to the foot and mouth epidemic in the area, the event had been in doubt, and was only given clearance with limited access the previous week (many of the camping and caravan sites still remaining closed). This no doubt had an effect on the turn out, with only seven Ospreys risking the journey (although a five minute telephone call to yours truly could have confirmed the event).

It was, therefore, just as well, that the weekend also included the Coniston Regatta which allowed all classes to participate, resulting in more that twenty boats on the water.

Wally Gardiner, having recently sold 1114 to his old crew Dick Hartley (for an undisclosed fee), generously offered to OD the Osprey fleet over the three day event. With Wally's many years Osprey sailing and local knowledge of the lake, it was left to him to set the separate courses for the class.

We were not to be disappointed, for in the first race on the Saturday with a fresh south-westerly wind blowing directly up the lake, he set the windward mark in the centre of the lake, which after rounding, resulted in some excellent three sail reaches.

Rob Shaw and big Steve Watson in 1292 set the pace and led for most of the race, but a lack of concentration on the last beat allowed Alec Mamwell and Ian Little in 1276 to take line honours with Rob and Steve having to settle for 2nd place. In the second race, 1292 made no mistakes and this time led from start to finish forcing 1276 into 2nd place, with Willy Crichton and Keith Lawton 857 in 3rd position.

Sunday with three races to sail, saw 3-4 winds freshening from the South-west. Rob and Steve, who were again in excellent form, set the pace, dominating all three races, with only 1276 putting the lead boat under any pressure. Closer racing for the next three positions was contested between 857, 1163 (Don Flannery/ Roger Woodhead) and 946 (Brian Stringfellow/ Peter Bennett).

Monday dawned with the lake like a millpond, but with a wind forecast of force 5, Wally decided on a half-hour postponement. This proved to be the correct decision, for the wind again filled in from the Southwest, but this time with more gusty conditions. With only 5 out of 7 races to count, Rob and Steve having won 4 races, decided not to enter on the last day and left the rest of the fleet to contest for 2nd place overall.

Although 1163 led race 6 to the windward mark, 1276 proved to be the faster boat and finished up taking line honours with 1163 having to settle with 2nd place, and 857 in 3rd. Race 7 turned out to be a repeat of race 6 with 1276 again finishing in 1st position.

Thanks must go to Wally Gardiner for giving up his weekend to OD the races (his enthusiasm and sailing involvement in the class over the many years will be sadly missed).

Also Coniston Sailing Club for hosting the event, and the lads from Sunderland and Kielder for their support, and for those who didn't you missed a great weekend.

Report by Don Flannery 1163

Overall Results:

1.	1292	Rob Shaw	Steve Watson
2.	1276	Alec Mamwell	Ian Little
3.	1163	Don Flannery	Roger Woodhead
4.	857	Willy Crichton	Keith Lawton
5.	946	Brian Stringfellow	Peter Bennett
6.	1150	Rich Hoad	Sarah Bennett
7.	1233	Andy Holmes	David Holmes

WELSH & MIDLANDS CHAMPIONSHIP
CARDIFF BAY
9TH - 10TH JUNE

It is always nice to sail at a new venue so sailing in Cardiff Bay was something to look forward to, especially just after the official opening of the barrage. It was nice to see familiar faces turning up at the clubhouse which is situated on the mouth of the river Ely with Penarth on the other side. We shared the water with the Enterprise fleet on the Saturday and had the bay to ourselves on Sunday. David Kencraft was OD on Saturday, he's also the secretary of the club, and was aided on Sunday by Iain Williams who couldn't sail because he broke two toes when he put one toe either side of a door. Ouch! He did well to come and help us out.

The wind strength on Saturday was around force 4 gusting 5 and was generally from the NW. That mixed with the light cloud and sunshine was perfect sailing weather. The course to be sailed on Saturday was four squares and four sausages, two races back-to-back.

In the first race Chess/Daily-Hunt were fast off the start and were first to the windward mark, followed by Menear/Greig then Barker/Angrave. Menear/Greig and Barker/Angrave got in front and shared the lead with the Seymours also joining them. Coming around the leeward mark on to the final beat to the finish line there were many incidents. Gorner/Mant who were a lap behind and sailing just in front of the leading group capsized on a massive header, Barker/Angrave nearly went for a swim too. Menear/Greig showed great vision and tacked before the header and took the lead. Barker/Angrave regained the lead and went on to win with Menear/Greig second and Chess/Daily-Hunt third.

In the second race the Odling brothers got away well and were first to the windward mark followed by Barker/Angrave and Chess/ Daily-Hunt third. Barker/Angrave took the lead with Chess/Daily-Hunt close behind. Midway through the race this pair went left up the beat losing out by doing so, letting the Odling brothers back into contention. The lead changed hands continuously but it was Barker/Angrave who led into the final leeward mark. Somehow Chess/Daily-Hunt regained the lead at the mark then led the short beat to the finish, Barker/Angrave crossing second and the Odlings third.

Sunday morning arrived with lovely sunshine and the promise of force 3-4 northerly winds, perfect. Again, it was going to be very shifty as the wind was coming straight over the city.

The third race started with Barker/Angrave away well followed by the Odlings, Menear/ Greig and the Seymours. Chess/Daily-Hunt got away poorly, missed a wind shift, and were playing catch-up for most of the race. They got somewhere near but Barker/ Angrave went away again to win comfortably. Further down the fleet four boats rounded the windward mark to start a sausage leg with Hughes/Dougall leading Gorner/Mant, the Seymours and Menear/ Greig. A fabulous gust , around force 5, carried them through all the way down the mile long leg to the leeward mark.

So onto the fourth and final race. Chess/Daily-Hunt had to win with Barker/ Angrave in third or worse for the championship to be tied, otherwise, Barker/ Angrave take the trophy south. On the start, Hughes/Dougall crossed the fleet on port but went backwards from then on! Substantial wind shifts put a premium on concentration and crew fitness as the race lasted for an hour and a half. But it was Barker/Angrave who stamped their authority on the race. Chess/Daily-Hunt and the Odlings fought back hard and managed to get back onto Barker/Angrave's transom but to no avail. Barker/Angrave pulled away again and took the Welsh Championships. Chess/Daily-Hunt were second, the Odling brothers third and the Seymours in fourth.

Further down the fleet there was a dramatic finish for fifth place between Hughes/Dougall and Gorner/Mant. Hughes/ Dougall were ahead by fifty metres going around the wing mark on the final lap. Hughes/Dougall gybed and looked comfortable to cover Gorner/Mant to the finish. Unfortunately a big gust came through and with just 22 stone all-up weight on board, Hughes/Dougall bore off and went with the gust hoping it would die but it didn't. Gorner/Mant, predators as they are, read the situation quickly and dropped their kite and planed to the leeward mark arriving before Hughes/Dougall who, after dropping the kite, had to beat up to the mark. Gorner/Mant then covered on the short beat to the finish.

So, after a fabulous week-end on and off the water plus the new experience of sailing in Cardiff Bay it's congratulations to Andy Barker and Phil Angrave for winning the Welsh & Midlands Championships.

Report by Jeff Hughes

Overall Results:

1.	1298	Andy Barker	Phil Angrave
2.	1085	Oscar Chess	Nick Daily-Hunt
3.	1199	Will Odling	George Odling
4.	1280	Des Menear	Peter greig
5.	1295	Jane Seymour	Chris Seymour
6.	1112	Karl Gorner	Graham Mant

KIELDER DAM-TO-DAM
9TH- 10TH JUNE

Sailed over the weekend of June 9th - 10th this year's Dam to Dam was most notable for the variations in wind and weather experienced by the 12 competitors. Heavy rain and occasional Force 5 on Saturday contrasting with bright sunshine and occasional Force 0 on the Sunday. The wind gradually swung from North West to North and this served to increase their variability and unpredictability. Five Ospreys took part and, along with an International Canoe, dominated the results. Giles Passmore was Race Officer and, ably assisted by his wife Shirley, set some excellent courses which fully exploited the not inconsiderable length and breadth of Kielder Water.

Race One saw Alec and lan in 1276 using their weight to advantage up the first beat. They hung on to their lead until the top end when the "lightweights" Rob and Steve in 1292 got past closely followed by

(Continued on page 18)

44TH OSPREY NATIONAL CHAMPIONSHIPS
HIGHCLIFFE, 28TH JULY - 3RD AUGUST

PRACTICE RACE - SATURDAY

The fleet was greeted to a warm welcome from Highcliffe Sailing Club, and a heat wave forecast for the week. The Practice race was started in a gentle force 1, and the fleet split after the start with the majority going left, those that headed right were rewarded with a favourable shift. The order at the 1st mark was Will and George Odling (1199), Richard Hewitt and Paul Jameson (1293) and Jane and Chris Seymour (1295).

On subsequent beats it paid to go right against a weak adverse tide, and those that went out to sea into the stronger tide dropped back. Nigel Skudder and Peter Frith (1290) read the course well and finished first followed by the Seymours and the Odlings.

RACE 1 - SUNDAY

After a 4 hour postponement on a very hot day, the race was started in a force 1-2. The early starters sailed into a header and tacked into more wind, Roger Edwardson and Steven Graham (1294) from Kielder Water led the fleet up the first beat. 10 boats arrived at the windward mark and all tried to get round the mark in an adverse tide, in the ensuing chaos Graham Vials and Adam Bowers (1175) came out in the lead followed by Oscar Chess and Nick Daily-Hunt (1085) and Andy Barker & Phil Angrave (1298).

Places among the leaders were maintained down the reaches but the 2nd beat produced gains for those that hit the lay lines. The wind was dying and the race officer Mike Robinson wisely decided to finish the race. Andy Barker crossed the line first closely followed by Graham Vials and Oscar Chess. Rob Shaw hit the right hand corner, found his own private wind and gained seven places to finish fourth.

Final Positions:

1.	1298 Andy Barker	Phil Angrave
2.	1175 Graham Vials	Adam Bowers
3.	1085 Oscar Chess	Daily Hunt
4.	1292 Robert Shaw	Steve Watson
5.	1272 Colin Rainback	Bob Iles
6.	1296 Martin Cooney	John Price

Subject to Protest against 1175 from 1297. (*1175 retired! - Ed*)

RACE 2 - MONDAY

The race officer Mike Robinson postponed the start for 1 hour to allow a sea breeze of Force 3-4 to develop and stabilise. Pathfinder Chris Gorringe got the fleet away to a good gate start. Graham Vials and Adam Bowers in 1175 made up for their forced retirement yesterday after a starting incident, by flying out of the start to take a good lead at the windward mark followed by Oscar Chess and Nick Daily-Hunt (1085) and Alan Laing and Steve Birch (1194).



Oscar, Nick & glamorous assistant

Graham had problems with his spinnaker pole end fittings twisting off the mast which allowed Oscar to take the lead during the first reach. During the next beat and run Rob Shaw and Steve Watson (1292) worked their way up to 2nd behind Oscar. For the 2nd triangle and sausage the first 4 boats were very close with frequent place changes. At the finish, Oscar won a brilliant race in perfect conditions one boat length ahead of Andy Barker and Phil Angrave (1198) who were closely followed by Graham and Rob, with the rest of the fleet close behind.

Final Positions:

1.	1085	Oscar Chess	Nick Daily-Hunt
2.	1298	Andy Barker	Phil Angrave
3.	1175	Graham Vials	Adam Bowers
4.	1292	Rob Shaw	Steve Watson
5.	1199	Will Odling	George Odling
6.	1280	Des Menear	Peter Greig

RACE 3 - TUESDAY

The third race was postponed for 90 minutes to allow a Force 3 sea breeze to fill. Soon after the start the fleet sailed into a header, and Martin Lewis and Terry Greene (1207) tacked to cross the fleet on Port. This gave them a good lead at the windward mark, followed by Graham Vials and Adam Bowers (1175), and Jane and Chris Seymour (1295). Oscar Chess and Nick Daily-Hunt (1085) rounded 6th but delayed their Spinnaker hoist to reach over the top of four boats to take second place at the gybe mark. These positions were held to the leeward mark except Nigel Skudder and Peter Frith (1290) moved up to fourth, and the Seymours dropped back due to a near capsize. As the race progressed the first three positions stayed the same but fourth was hotly contended. Collin Rainback and Bob Iles (1272) moved up to fourth position at the end of the second beat, to be overtaken by Andy Barker and Phil Angrave (1298) at the end of the run. During the last beat Martin put a loose cover on Oscar to finish with a comfortable lead, Martin Cooney and John Price (1296) who were flying upwind passed Collin and Andy to take the elusive fourth place.

Final Positions:

1.	1207	Martin Lewis	Terry Greene
2.	1085	Oscar Chess	Nick Daily-Hunt
3.	1175	Graham Vials	Adam Bowers
4.	1296	Martin Cooney	John Price
5.	1298	Andy Barker	Phil Angrave
6.	1272	Collin Rainback	Bob Iles

RACE 4 - WEDNESDAY

The fourth race was sailed in an easterly Force 4 dropping to Force 2. The race officer got the race away nearly on time to make the best of the prevailing winds. After a false start, due to the pathfinder Rob Shaw starting his run before the gate boat was in position, the majority of the fleet headed towards the shore to avoid the ebbing tide. Andy Barker and Phil Angrave (1298) and Will and George Odling (1199) stood high of the port layline and reached in on a lifting breeze to round the windward mark 1st and 2nd with Graham Vials and Adam Bowers (1175) 3rd. On the first two reaches Martin Cooney and John Price (1296) and Oscar Chess and Nick Daily-Hunt (1085) overtook Will and Graham to take 2nd and 3rd. On the second beat Will read the shifts well and reclaimed his 3rd position but lost it again to Oscar on the run. These positions were held until the penultimate beat when Will dropped a place to Graham, then Des Menear and Peter Greig (1280) passed on the last beat and Martin Lewis and Terry Greene (1207) squeezed through at the finish.

Final Positions:

1.	1298	Andy Barker	Phil Angrave
2.	1296	Martin Cooney	John Price
3.	1085	Oscar Chess	Nick Daily-Hunt
4.	1175	Graham Vials	Adam Bowers
5.	1280	Des Menear	Peter Greig
6.	1207	Martin Lewis	Terry Green

RACE 5 - THURSDAY

Martin Stainsby got race 5 started at the second attempt in a Force 2 wind dropping to less than 1. The majority of the fleet headed towards the shore to avoid an adverse tide. Oscar Chess and Nick Daily-Hunt (1085) established an early lead but Andy Barker and Phil Angrave (1298) worked the shifts on the left hand side to lead at the next mark ahead of Martin Cooney and John Price (1296) and Oscar. Oscar passed Martin Cooney on the second reach and closely covered him up the second beat until the run when they both closed up on Barker. At the end of the next beat Martin Cooney squeezed in front of Oscar only to have Oscar reach over the top of him as they hoisted their spinnakers. At the last mark of a shortened course Andy led Oscar and headed for the right hand side on the beat. The wind dropped and backed allowing Alan Laing and Steve Birch (1194) to threaten the leaders for a while. Towards the finish Andy kept a tight cover on Oscar but was unable to stop him taking 2nd place with Martin Cooney 3rd.

Final Positions:

1.	1296	Andy Barker	Phil Angrave
2.	1085	Oscar Chess	Nick Daily-Hunt
3.	1296	Martin Cooney	John Price
4.	1194	Alan Laing	Steve Birch
5.	1272	Colin Rainback	Bob Iles
6.	1207	Martin Lewis	Terry Greene

RACE 6 - FRIDAY

The final race of the championships was started in a Westerly Force 3-4. The Overall winner between Andy Barker and Phil Angrave (1298) and Oscar Chess and Nick Daily-Hunt (1085) would be decided by the results of this race with Andy having the advantage and Oscar needing a 1st or 2nd with Andy 4th or 5th. Pathfinder Nigel Skudder got the fleet away cleanly at the first attempt.

Andy kept a loose cover on Oscar starting after him and pushing him over to the left hand side of the beat. The favourable side was inshore to the right and Graham Vials and Adam Bowers (1175) led the fleet at the first mark with Nigel second and Rob Shaw and Steve Watson (1292) third. Rob got swamped by boats reaching high over

(Continued on page 16)

28 July-3 August 2001



44th Osprey National Championships



Highcliffe Sailing Club











Previous page - Action from the nationals
- Sailing photographs courtesy Eddie Mays
- Pappa & Luigi show Adam who's Boss
- The 2001 National Champions, Andy Barker and Phil Angrave

(Continued from page 13)
the top and dropped to 7th. By the gybe mark Will and George Odling (1199) had moved up to 3rd with Andy and Oscar at the back end of the top ten. By the end of the second beat Rob had worked his way back through the fleet to third. Down the run the status quo was maintained but up the third beat rain clouds moved over the right hand side of the course, veering the wind.

With the first reach now a run the second reach became a tight fetch. The leading positions were unchanged although the fleet did close up. Race officer Mike Robinson shifted the windward mark as far into the shore as he could.

At the end of the next beat Graham still had a comfortable lead over Nigel closely followed by Martin Cooney and John Price (1296). Towards the end of the run Rob sailed lower and took second place ahead of Nigel and Martin. Graham, now on the beat, needed Martin Cooney to be outside the top three to take 3rd overall so passed behind Nigel and bore off to intercept Martin. Graham and Martin collided and both took 720 degree penalties. Graham went on to win the race with Rob 2nd and Nigel 3rd.

Final Positions:

1.	1175	Graham Vials	Adam Bowers
2.	1292	Rob Shaw	Steve Watson
3.	1290	Nigel Skudder	Peter Frith
4.	1199	Will Odling	George Odling
5.	1296	Martin Cooney	John Price
6.	1298	Andy Barker	Phil Angrave

Summary

The week proved to be a great success, the weather was excellent and the venue ideal. Andy Barker chalked up his 5th Nationals victory in the Osprey fleet, and after 21 years Phil Angrave achieved his ambition to win the Nationals.

Report by Martin Lewis

NATIONALS TROPHY WINNERS

OVERALL TROPHIES		
1st - Daily Telegraph, Plymouth, Association Rose Bowl	1298	Andrew Barker & Phil Angrave
2nd - Stone, Tenby Tankard	1085	Oscar Chess & Nick Daily-Hunt
3rd - Mumbles	1175	Graham Vials & Adam Bowers
4th - Little Ship	1296	Martin Cooney & John Price
INDIVIDUAL RACES		
Practice - Plycraft Trophy	1290	Nigel Skudder & Peter Frith
Race 1 - Mounts Bay	1298	Andrew Barker & Phil Angrave
Race 2 - Martini	1085	Oscar Chess & Nick Daily-Hunt
Race 3 - British Steel	1207	Martin Lewis & Terry Greene
Race 4 - Ian Proctor	1298	Andrew Barker & Phil Angrave
Race 5 - Marlow Ropes	1298	Andrew Barker & Phil Angrave
Race 6 - Saundersfoot	1175	Graham Vials & Adam Bowers
Creeksea Trophy for 1st Mark II	857	Bill Crichton & Phil O'Kane
Other Trophies		
Stubley Evergreen Trophy	555	Tim Kift & Mick Greenwood
Stubbs Potential Trophy	1273	Bob Thomas & Paul Taylor
Filey Novices Trophy	1295	Jane & Chris Seymour
Tubbs Over 40 Helm Trophy	1199	Will Odling
Master's Over 40 Helm Trophy	1298	Andrew Barker
First Crew Over 40	1298	Phil Angrave
First Helm Under 21	1175	Graham Vials
Ken King Trophy First Crew Under 21	1114	Mark Hartley
First Lady Helm	1295	Jane Seymour
First Lady Crew	1155	Stephanie Morton
Endeavour Trophy	857	Bill Crichton & Phil O'Kane
100 Plus Glass Bowls	1178	John Lang & Malcolm Clack
Offer Team		Poole A
First Northern Boat!	1292	Robert Shaw & Steve Watson
Forsyth Lang	1276	Alec Mamwell & Ian Little
Wilkinson Sword	1292	Robert Shaw & Steve Watson
Chairman's Tankard		Will Thomas-Ferrand & Ed Whipp

44TH NATIONAL OSPREY CHAMPIONSHIPS, HIGHCLIFFE
FINAL RESULT

Pos.	Boat No.	Boat Name	Helm	Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	dis-card	Total
1	1298	Barkin Mad	Andy Barker	Phil Angrave	**0**	**3**	**10**	**0**	**0**	11.7	11.7	**13**
2	1085	Infidel	Oscar Chess	Nick Daily-Hunt	**3**	**0**	**3**	**5.7**	**3**	15	15	**14.7**
3	1175	Able Too	Graham Vials	Adam Bowers	46	**5.7**	**5.7**	**8**	**13**	**0**	46	**32.4**
4	1296	White Star	Martin Cooney	John Price	**10**	20	**8**	**3**	**5.7**	**10**	20	**36.7**
5	1292	Light N Bitter	Robert Shaw	Steve Watson	**5.7**	**8**	**16**	17	**16**	**3**	17	**48.7**
6	1272	Yabba Dabba Do	Colin Rainback	Bob Iles	**8**	**14**	**11.7**	15	**10**	**14**	15	**57.7**
7	1207	Schiaffino	Martin Lewis	Terry Greene	**18**	**17**	**0**	**11.7**	**11.7**	18	18	**58.4**
8	1290	Swiftun	Nigel Skudder	Peter Frith	25	**13**	**13**	**14**	**17**	**5.7**	25	**62.7**
9	1280	Hello Again	Des Menear	Peter Greig	17	**11.7**	**14**	**10**	**14**	**13**	17	**62.7**
10	1199	Merlyn	Will Odling	George Odling	22	**10**	**19**	**13**	**15**	**8**	22	**65**
11	1194	Lettice	Alan Laing	Stephen Birch	**13**	**16**	20	**18**	**8**	**16**	20	**71**
12	1291	Waimanu	Martin Stainsby	Nick Willis	**11.7**	**15**	**17**	**16**	**19**	20	20	**78.7**
13	1285	Secret Dairies	Adrian Summers	Steve Brown	**14**	**18**	**18**	**20**	**21**	23	23	**91**
14	1223	Blind Faith	Chris Gorringe	Richard Hattersley	**16**	**19**	**25**	**22**	31	**17**	31	**99**
15	1293	Men In Black	Richard Hewitt	Paul Jameson	**19**	28	**22**	**21**	**18**	**21**	28	**101**
16	1297		Mike Taylor	Jon Willey	**26**	**24**	**15**	**19**	35	**22**	35	**106**
17	1295	Big Girl's Blouse	Jane Seymour	Chris Seymour	**15**	**23**	**24**	**26**	**24**	29	29	**112**
18	1276	Jennifer	Alec Mamwell	Ian Little	**23**	32	**28**	**24**	**20**	**24**	32	**119**
19	1195	Another one bites the dust	Richard Marshall	Paul Walker	31	**21**	**29**	**27**	**25**	**19**	31	**121**
20	1294	All Torque	Roger Edwardson	Steven Graham	**20**	31	**26**	**28**	**22**	**28**	31	**124**
21	555	Sch you know who	Tim Kift	Mike Greenland	**24**	**27**	**21**	**23**	**33**	**33**	33	**128**
22	1178	Psycho	John Lang	Malcolm Clark	**27**	30	**27**	**25**	**23**	**26**	30	**128**
23	1114	Just Pogo	Richard Hartley	Mark Hartley	**35**	**22**	**23**	**32**	46	**31**	46	**143**
24	1112	Hotstuff	Karl Gorner	Graham Mant	**30**	**25**	**30**	**35**	41	**25**	41	**145**
25	1198	Blue Moon	Ollie Houseman	Andy Bellamy	**29**	**29**	**31**	**30**	46	**27**	46	**146**
26	1146	One Jump Ahead	Ed Whipp	Will Thomas-Ferrand	**32**	**26**	**32**	**33**	**30**	46	46	**153**
27	1278	All white now	Peter Gordon	Phillip Gruar	**28**	**35**	39	**31**	**36**	**30**	39	**160**
28	1205	Sarajon	Keith Gibbons	Jonathan Gibbons	**34**	37	**33**	**36**	**26**	**37**	37	**166**
29	1228	Low flyer	Peter Reeves	Luke Reeves	46	**36**	**34**	**29**	**34**	**35**	46	**168**
30	1155	Silver Sprey	Stuart Morton	Stephanie Webb	**33**	40	**38**	**34**	**27**	**38**	40	**170**
31	1167	Dodger	John Shenton	Adam Treadwell	**21**	**39**	43	**40**	**32**	**40**	43	**172**
32	1163	Prickley Pair	Donald Flannery	Roger Woodhead	**36**	**33**	**37**	**38**	39	**32**	39	**176**
33	1273	Frustration	Robert Thomas	Paul Taylor	**37**	**41**	**35**	45	**29**	**41**	45	**183**
34	1230	Riff Raff	David Shilling	David Spoor	**40**	43	**36**	**39**	**38**	**36**	43	**189**
35	1265	Blaze of Glory	Tim Bowden	Chris Holding	46	**34**	46	**37**	**28**	46	46	**191**
36	1203	One Step Beyond	Michael Richardson	David Bourne	**42**	**38**	46	**41**	46	**34**	46	**201**
37	1182	Creole Lullaby	Jonathan Osgood	Ricky Knights	**41**	44	**42**	**43**	**37**	**39**	44	**202**
38	857	Horseplay	William Crichton	Phil O'Kane	**39**	**42**	**41**	**42**	**40**	43	43	**204**
39	1284	Cognito	Nick Jones	Richard Walker	**38**	46	**40**	**44**	46	**42**	46	**210**

NATIONALS GEAR GUIDE

Position	Helm Crew	Boat No	Boat Age (yrs)	Hull	Foils	Sails	Mast	Combined crew weight (stone)
1	Andrew Barker Phil Angrave	1298	1	Barker	Milanes	Rellings	Superspar M2	24.5
2	Oscar Chess Nick Daily-Hunt	1085	26	McCutcheon	Vick/ Milanes	Rellings	Superspar M2	26.0
3	Adam Bowers Graham Vials	1175	22	Creasey	Falconer	Rellings	Proctor Epsilon	26.5
4	Martin Cooney John Price	1296	2	Barker	Milanes	Sanders	Proctor Epsilon	27.0
5	Rob Shaw Steve Watson	1292	2	Dobson	Top Foils	Rellings	Proctor Epsilon	28.5
6	Colin Rainback Bob Iles	1272	6	Chipstow	Hoare/ Bloodaxe	Sanders	Proctor Epsilon	28.0
7	Martin Lewis Terry Greene	1207	18	Claridge/ Smart	Bloodaxe	Sanders/Hood	Superspar M2	25.5
8	Nigel Skudder Peter Frith	1290	4	Chipstow	Thomas/ Bloodaxe	Sanders	Proctor Epsilon	25.5
9	Des Menear Peter Greig	1280	5	Hewitt	Milanes	Ullmans	Proctor Epsilon	27.0
10	Will Odling George Odling	1199	20	Winder	Winder	Rellings	Superspar M2	28.0

(Continued from page 11)
the Canoe. These two then proceeded to sail away leaving Alec and lan to fend off a strong challenge from Richard and Paul (yes - that Paul) in 1293. After a long race 1292 won with the Canoe second and 1276 third.

The second race was shorter being merely two hours long! The wind blew, the heavens opened and Roger and Davey (yes - that team) in 1294 and Viola and Mike in 1261 decided to get stuck in and join the others. Unfortunately 1294 anchored themselves in a hole at the top end as the wind dropped and 1261 went swimming as it freshened once again. 1292 continued to dominate proceedings but was pressed hard all the way by 1293 and 1276. All the Ospreys finished within a minute of each other to take the first three places. A tired group of sailors still sank a few beers that night with one of the "lightweights" even managing to get locked in the Blackcock. Needless to say it was a good night.

Next morning, apart from Roger and Davey who had lost the plot, everyone was on the water for an early start in a true Northerly. The sun shone and gave a novel hint that there might be a Summer in the North this year. 1292 was at it again and pulled out a substantial lead only to anchor in Rogers hole at the top end. It was not a happy pair of bunnies that watched motionless as the gleeful crews of 1293 and 1276 powered down the lake towards them. All good things come to an end and eventually after all three had held the lead for a short while the form book reasserted itself. 1292 gradually pulled away with 1293 hanging on despite a swim and 1276 well dumped. This provided the finishing order for the race and the event.

Report by Alec Mamwell

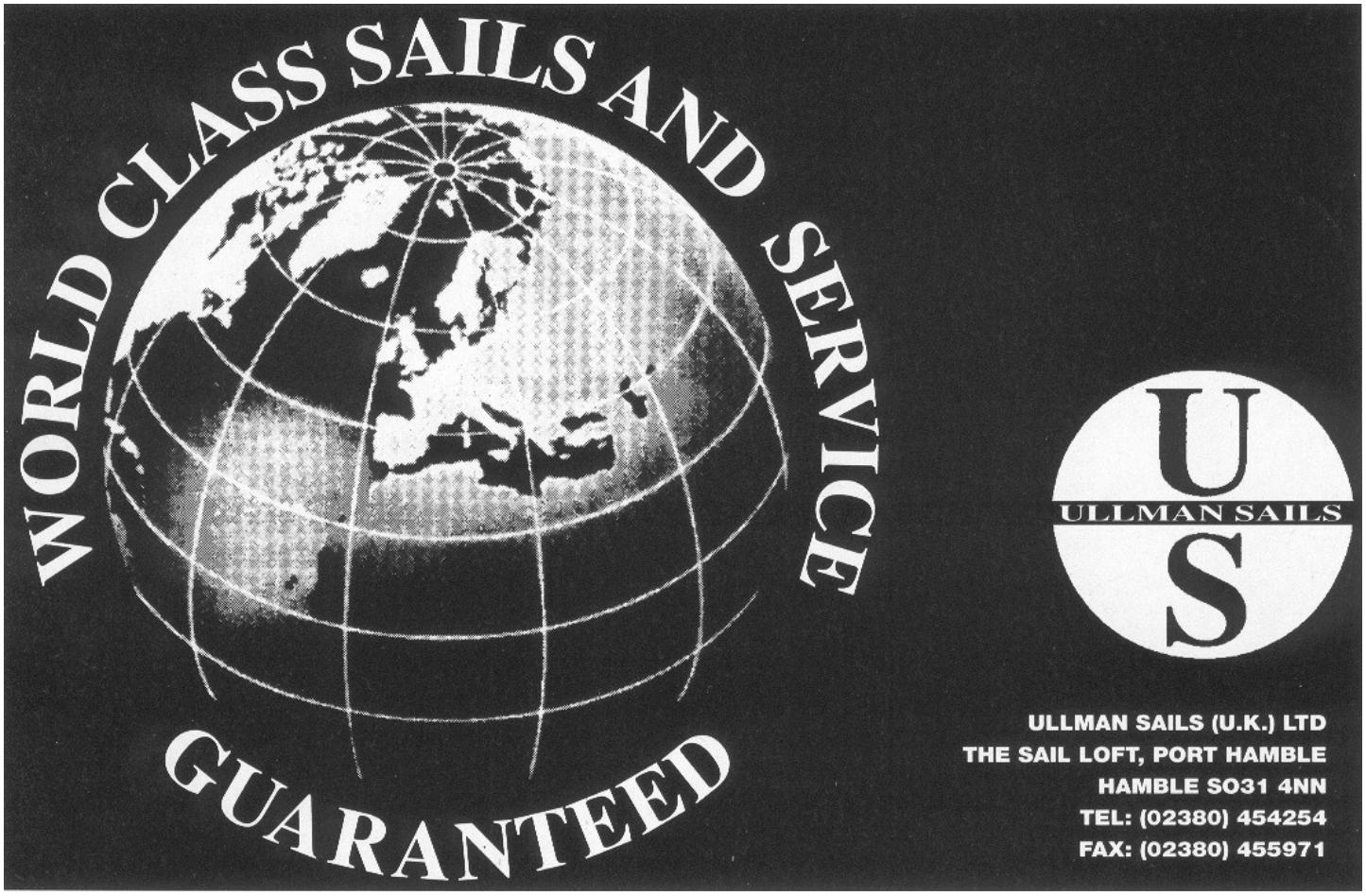
Overall Results:

1.	1292	Robert Shaw	Steve Watson
2.	1293	Richard Hewitt	Paul Jameson
3.	1276	Alec Mamwell	lan Little

PENZANCE SAILING CLUB
16TH- 17TH JUNE

A two-day Osprey Open Meeting was hosted by Penzance S.C. over the weekend of 16-17 June, with a Laser Open Meeting running concurrently on the Sunday. Although the fleets were not large, they were of a high quality, particularly in the Ospreys where several top 10 ranked helms competed.

Two races were scheduled for the Ospreys on Saturday, but only one was sailed as the wind built to 35 knots and a number of boats suffered gear failure. Andy Barker and Phil Angrave were among the casualties after leading for most of the race, leaving Gavin Rose and Steve Birch to win from Adam Ellery and Richard Sharp.



Conditions on Sunday were ideal for the re-scheduled three races for the Ospreys as well as the planned three races for the Lasers, with sparkling seas and an off-shore force 4-5. Barker and Angrave led from start to finish in the first race, but had to give best to Des Menear and Peter Greig after a close tussle in the second race. This left Barker and Menear both with a 1,2,DNF card, and all to sail for in the final race, where Barker pulled out all the stops to win convincingly and so take the overall prize.

Unfortunately the Panmorra cup could not be sailed this year but hopefully this will be resolved next year. We look forward to seeing you all in Penzance for the 2002 Southerns!

Overall Results:

1.	1298 Andy Barker	Phil Angrave
2.	1280 Des Menear	Peter Greig
3.	1299 Adam Ellery	Richard Sharp

HAYLING ISLAND SAILING CLUB 30TH JUNE - 1ST JULY

'Hayling at its best' – Classic sailing for the last open sea event before the National championships at Highcliffe. The Ospreys came to Hayling from all over the country to tussle for the Sundale Computing Cup and were treated to excellent sailing, a good omen for the 2003 Nationals which will be held here..

Saturday's Westerly F4 was a blast…. Martin Cooney/John Price led at the first mark pursued by Andy Barker/Phil Angrave and Oscar Chess/Nick Daily-Hunt. Down the two reaches, Peter Bannister/Nick Willis from the home club showed phenomenal downwind speed to take the lead from Barker by the leeward mark. Up the next beat the conditions proved ideally suited to Rob Shaw/Steve Watson from Sunderland YC who showed amazing upwind speed to take the lead. Down the off wind legs Shaw struggled but his upwind superiority more than compensated for this, enabling him to take first place. Barker hung on to Shaw's heels to take second with Chess just pipping Bannister for third.

The second race started promptly with Bannister crossing at the pin end and, after a drag race to the left-hand side of the beat tacked to cross the fleet. Unfortunately he failed to allow enough for the foul tide and tacked short of the layline and had to drop behind the transoms of the next six boats as they rounded the windward mark. Chess took the lead with Barker and Martin Lewis/Terry Greene behind in short order. Up the next beat Shaw closed up to Chess and when Chess understood the windward mark Shaw rounded in the lead. With Chess having to perform a 360 after hitting the mark Shaw moved into a comfortable lead ahead of Barker with Chess recovering to take third just ahead of Lewis.

That night resulted in a blitz of the Curry house followed by a Disco at HISC's temporary club house and a few sore heads for the morning.

Sunday, and the wind had dropped to a westerly 15 mph. A 45° shift just after the gun didn't do much harm to anyone and in the lighter airs Jane and Chris Seymour took the lead only to be overhauled on the reaches by first Barker and then Chess. With the windward mark now shifted, the three remained close until the last lap when Barker opened up a small lead with Chess covering Seymour into the finish for second and third.

The final race had Barker in the lead with a first and 2 seconds but Shaw could still win overall if he took the last race. It was not to be as Barker led from start to finish. Lewis and Chess followed closely until Bannister took Lewis on the run to follow Chess into the finish. Unfortunately Bannister had been a bit eager on the start and was OCS leaving Lewis third.

Barker had taken the cup with consistent sailing ahead of the equally consistent Chess.

Overall Results:

1.	1298 Andy Barker	Phil Angrave
2.	1085 Oscar Chess	Nick Daily-Hunt
3.	1292 Robert Shaw	Steve Watson
4.	1207 Martin Lewis	Terry Greene
5.	1291 Peter Bannister	Nick Willis
6.	1295 Jane Seymour	Christopher Seymour
7.	1290 Nigel Skudder	Adam Bowers
8.	1146 Giles Bradford	Will Thomas-Ferrand
9.	555 Timothy Kift	Steve Offer
10.	1273 Robert Thomas	Paul Taylor
11.	1296 Martin Cooney	John Price
12.	1182 Jon Osgood	Richard Knights

LORD BIRKETT TROPHY 7TH- 8TH JULY

Norman Birkett was an Advocate and Judge who, in the early fifties, made a speech in the House of Lords which argued against Manchester making use of Ullswater for water supply purposes. The Lords threw the bill out and anyone who knows Thirlmere and Haweswater understands that they were right. Every year Ullswater Yacht Club commemorates this man with an event that comprises two races the length of the lake.

The "Birkett" has become one of the biggest events in the North and is a real

celebration of sail and sailing. This year was no exception with over 200 boats from Toppers to 25ft Cruisers taking part. Among them were 6 Ospreys competing in an event that is "Special" in more ways than one. Winds this year were generally, as they often are, light and variable with slightly more on Sunday afternoon to bring the fleet home.

One of the good and, some would say, bad things about the "Birkett" is the strong lottery element that it can bring to the class results. Such a crowded and occasionally fraught startline can throw anybody into a favourable position or, even with good sailors, spit them out at the back. This year the gods smiled on Alec and lan (1276) at the first start and they drifted around the windward mark in about tenth place. Indeed on the subsequent run they almost got their nose in front of the whole fleet until submerged by canoes and asymmetrics. Nevertheless they sailed away with the leading group leaving almost 200 boats including all the other Ospreys rafted at the second mark.

An hour or so and several miles later 1276 sailed, along with the other leading boats, into a big, big hole and watched, at their leisure, as the fleet including all five other Ospreys closed up and started to pass on either side. Not a good moment to listen to Jennifer's crew! Shortly afterwards fortunes changed again as Rob and Steve (1292), Steve and Alastair (1288) and Nick and Keith (1240) came to a full stop.

At Norfolk Island, the turning point for home, Mike and Brian (1281) were leading with 1276 hanging on and Richard and Richard (1293) pressing hard. 1281 promptly went on a flyer letting 1276 and 1293 back in. These two proceeded to swap tacks on the way home. Despite 1293 getting in front at one point 1276 prevailed and opened up a comfortable lead in the closing stages. 1292 managed to sneak in as third Osprey. Given that 1276 was only 62nd overall it was obvious that racing on the second day would be focused on the class prize.

Once again 1276 drifted to a respectable start only this time 1292 was in close attendance. Game on! For the next four or five miles these two crossed tacks until a rising wind and a more astute choice of shifts allowed 1292 to break clear and lead round the Island. 1292 consolidated her lead on the long run home but 1276 had hung on sufficiently to take the class prize with a better overall result. Next home was 1281 with 1288 in close attendance having enjoyed a further Hornsea battle.
The "Birkett" is not for everyone. It can be frightening and costly on the start line, you queue for everything, the wind is often fluky, launching, retrieval, and packing are fraught and the "party" can get intrusive. However, it is also one of those events that everyone should try at least once before making judgement. Osprey attendance has been falling in recent years and it would be good to see some new faces swelling the numbers next year along with the return of some old hands.

Osprey Results (overall position).

1.	(38)	1276 Alec Mamwell	lan Little
2.	(40)	1292 Robert Shaw	Steve Watson
3.	(64)	1281 Mike Mooney	Brian Ruston
4.	(74)	1293 Richard Hewitt	Richard Walker
5.	(76)	1288 Steve Sharp	Alastair Smith
6.	(109)	1240 Nick Jones	Keith Dingle

N.B Richard Walker, only 5 times in any boat before, was very pleased to beat his new helm (Rob Shaw) on the Saturday - a good effort !

Richard Hartley and his son/crew Mark, sometime Osprey sailors, had a great result in their immaculate Kestrel to finish 23rd.

Report by Alec Mamwell

KIELDER OPEN
15TH- 16TH SEPTEMBER

THE ALDREDS TROPHY FOR OSPREYS,

Over the weekend of September 15th and 16th Kielder held its annual Open Meeting for Osprey, Scorpion, Flying Fifteen, Fast and Slow Handicap Fleets. Eleven Ospreys took part from Kielder, Sunderland, Ribble, Wilsonian, West Riding and Marconi. It would have been more given that Roger and Davey were in charge of the racing and Richard Hartley and son were in their Kestrel whilst the Osprey was in dock. As usual Kielder provided some challenging sailing with a splendid force 5/6 North Westerly on Saturday and a fickle force 2-4 on the Sunday. Five races were sailed over the two days and Mike Taylor and Jon Willey (1297) proved unbeatable in the first four.

Their impending superiority was not evident as they gently laid their boat flat at the first mark in race one. Indeed chaos reigned at this mark as Richard Hewitt and Paul Jameson (1293) attempted to do a Starboard rounding to everyone else's Port hand and then unwind! All interesting stuff in a strong breeze. Out in front, following a lunch of Viagra or something which brought stiffness to his resolve, was Don Flannery (1163) with new crew Ian Shaw (no relation). Just behind were Alec Mamwell and David Eynon (1276) wishing fervently that they had eaten the

same as Don. 1297 gradually caught and passed these two to record a well deserved win. Just before the end of the race a vicious squall blew through flattening John Lang and Malcolm Clack (1178) and 1293. This was a skilful capsize on John and Malcolm's part as it was so convenient for the clubhouse to whence they repaired. Richard and Paul, after completing their fifth capsize of the race, struggled on to a finish. Worthy of note in this race was the fifth place gained by Jonathan Osgood and V. Hoffman (1182).

Race two saw 1297 get away to a good start but 1293 had had a wake up call and pushed them all the way to the finish. Indeed Richard and Paul led for some time before Mike and Jon slipped ahead once again. The wind, although still strong, was much steadier and at times provided sailing that is as good as it gets. 1276 plodded round in third place until the last tack of the last beat when an undeserved error saw them capsize. Despite a swift recovery Rob Shaw and Richard Walker (1292) were able to snatch third place on the line. Further back in the fleet Willy Crichton (857) received a blow on his head from the boom following a capsize. The contest was adjudged a draw but veteran Osprey sailors reckoned that Willy talked more sense that evening than they had ever known!

It was an early night for those boys in 1297 whilst the rest sampled the delights of the Blackcock and the Kielder Soiree. None more so than Mr. Jameson who sniffed so hard he almost caught a cold.

An overnight frost and a clear autumn morning greeted competitors a few hours later and it was evident that conditions would be less savage than the previous day. A boat damaging incident at the start of race three caused 1293 to retire from the race and the meeting. 1178 and 1297 set the pace but 1292, 1163 and 1276 were close behind. Also enjoying the lighter conditions were Dave Shilling and Dave Spoor (1230), Vic Goode and Steve Graham (1287) and Viola and Mike Scott (1261) who, incidentally, had travelled overnight to take part in the second day. In fact all these boats showed good speed at times but in the end 1297 prevailed with 1178 second and 1276, this time crewed by Angela Mamwell, in third place.

After a long wait following a general recall the fourth race eventually got away and for most of the time Rob and Richard led the way but 1297 was persistent and passed them on the last beat to record their fourth win and take first place overall. 1292 had to settle for second place whilst 1230 sailed an excellent race to come third.
In race five Mike and Jon took a well deserved early bath and left the rest to fight for the scraps. 1178 was first off the line but some good luck allowed 1276, this time with Paul Jameson crewing, to sneak through and establish a lead which was never seriously challenged. 1178 came second and 1292 third which meant that Alec et.al. took second overall from Rob and Richard by one point. John and Malcolm, despite sailing very skilfully on the Sunday, were one point behind in fourth place.

Mike and Jon therefore became the first holders of "The Aldreds Trophy" since it was rededicated to Kielder. Old timers will remember it in a past life as the Yarmouth and Gorleston trophy and if anyone knows what an "Aldred" is I would be interested to find out. The meeting was characterised by Mike and Jon's consistent performance, brilliant sailing conditions, great courses (thanks Roger, Davey and Team), the close racing throughout the fleet and Paul's unsuspected usefulness as a crutch.

Following a notable retirement Rob has temporarily lost his dominance of the North and, as a consequence, things are wide open with a number of teams vying to fill the void. This has proved beneficial in improving the quality of the racing and hopefully this can be carried over into the new season. We look forward to seeing you all, and more, next year.

Report by Alec.Mamwell.

THE ALDREDS TROPHY FOR OSPREYS 2001.

1.	1297	M. Taylor	J. Willey
2.	1276	A. Mamwell	et.al
3.	1292	R. Shaw	R. Walker
4.	1178	J. Lang	M. Clack
5.	1163	D. Flannery	I. Shaw
6.	1230	D. Shilling	D. Spoor
7.	1287	V. Goode	S. Graham
8.	1261	V. Scott	M. Scott
9.	1182	J. Osgood	R. Hoffman
10.	1293	R. Hewitt	P. Jameson
11.	857	W. Crichton	A. Holmes

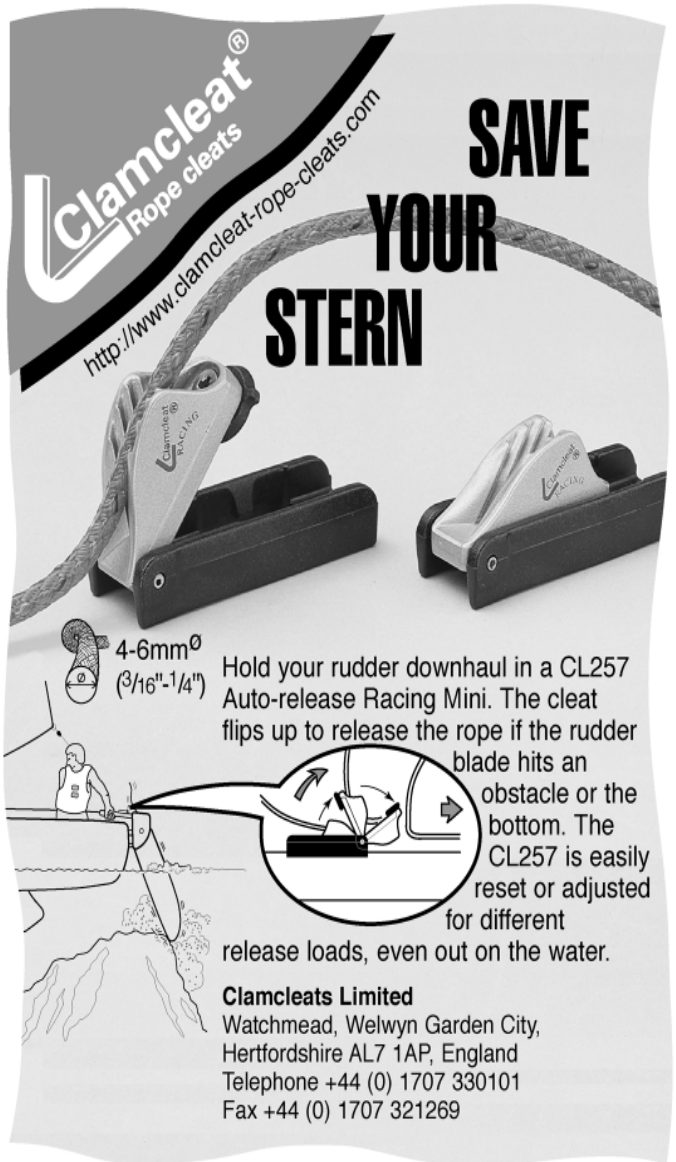
SOUTHERN AREA CHAMPIONSHIP
NETLEY
29TH - 30TH SEPTEMBER

Saturday was a really pleasant quiet autumn day, though wind a bit on the light side for most. At least there was enough to keep sailing and the first race started on time at 1300. Shortish courses were laid to allow for an expected drop in the wind on a falling tide but it held up for the rest of the afternoon and both races sailed the full course in quite reasonable time finishing somewhat earlier than expected. This caused a complication when we returned to the slip at dead low water!

At least it wasn't off the end of the slip and apart from a bit of a struggle getting the safety boats out, all arrived ashore with the mud left in its rightful place!

It may have been a bit boring for some, with Oscar and Nick in *Infidel* leading the fleet on every lap of the first race, followed in turn by Roger and Nick (the big one) in *Waimanu,* and place changing going on for third position - Mike Taylor and Jon Willey in 1297 on the first round and Robert Shaw and Richard Walker in *Light n Bitter* taking the position for the intermediate and final legs. Strategy was interesting to say the least. Some went straight out into the tide on the beats, maybe more wind out there, who knows, but the upshot seemed to be that it did not make a great deal of difference!

Second race was the more interesting with tidal strategy becoming more important. Andy Barker and Phil Angrave in *Barking Mad* led for the whole race with Will Odling and Adam in *Merlyn* in pursuit. Again the place changing was going on for that third place with Martin Lewis and Terry Green in *Schiaffino* only to be passed at the finish by 1297.



Sunday dawned wet and misty, the wind having shifted to the Southwest and increased. It did not look too inviting, a grey sea and grey faces! Funny, they looked pretty rosy at a late hour last evening! We also have a forecast for a force 7/8 by late afternoon! A 1030 start and plenty of wind, not a gale yet but a good force five and a bit squally, the conditions making for an exciting race. In fact it turned out better afloat than standing at the top of the beach!

First leg went to Des Menear and Peter Greig in *Hello Again*, Martin Cooney and John Price in *White Star* and Ian Zimerman and Rob Gillespie in *Zero Tolerance* third, who held this position for the rest of the race. *White Star* took the next round followed by Oscar in second place. He went on to take the lead by the end of the third round hotly pursued by Andy. At the penultimate lap Andy had taken the lead and they finished the race in the same order.

There were a few adventures, safety boats were kept busy, Des came ashore with serious sail troubles and others spent time practising capsize routines, but it was a very fast race.

Last race was equally quick. Andy, Oscar and Mike Taylor played first, second and third in that order. Peter and Nick pulling up to fourth place for the last two laps getting them into the prize lists. Local lads Dave Garrard and Cliff Skinner plugged away for all four races in what they claim is the worlds heaviest Osprey - well done, they've now bought another (reputedly) lighter one!

Thanks to all who came, hope we will see you again - 28th Sept 2002 is the date.

Report by Bob Thomas.

1.	1298	Andy Barker	Phil Angrave
2.	1085	Oscar Chess	Nick Daily-Hunt
3.	1291	Peter Bannister	Nick Willis
4.	1297	Mike Taylor	Jon Willey
5.	1207	Martin Lewis	Terry Green
6.	1292	Robert Shaw	Richard Walker
7.	1271	Ian Zimerman	Rob Gillespie
8.	1276	Alec Mamwell	Ian Little
9.	0012	Adam Ellery	Mostyn Evans
10.	1199	Will Odling	Adam Bowers
11.	1296	Martin Cooney	John Price
12.	1285	Adrian Summers	Steve Brown
13.	1203	Mike Richardson	Dave Bourne
14.	1195	Alan Laing	Richard Marshall
15.	1167	John Shenton	Matthew Wynn
16.	1295	Jane Seymour	Chris Seymour
17.	1182	Jon Osgood	Ricky Knights
18.	1112	Karl Gorner	Graham Mant
19.	1280	Des Menear	Peter Greig
20.	814	Dave Garrard	Cliff Skinner
21.	1273	Bob Thomas	Paul Taylor

INLAND CHAMPIONSHIPS
RUTLAND WATER
13TH - 14TH OCTOBER

Twenty two Ospreys competed in the Inland Championship at Rutland Water SC on the 13th/14th October, which was sponsored by Sailpower.Com.

Conditions on arrival did not look promising, but after a postponement, the first race was sailed in a gentle force 1. Mike Taylor/Jon Willey sailed a perfect first beat to arrive at the windward mark first, with Jane and Christopher Seymour in second, followed by Andy Barker/Phil Angrave and Will Odling/Nick Daily-Hunt. A collision at the next mark meant that Chris/Jane had to perform a 720 which effectively ended their chances in the race, leaving Will/Nick to battle it out with Mike/Jon for first place. Will/Nick finished first, followed by Mike/Jon, Peter Bannister/Nick Willis sailed well to overtake Andy/Phil to finish in third, with Robert Shaw and new crew Richard Walker in fourth place.

Sunday's conditions looked even less promising, with fog as well as no wind, but after a postponement, the fog cleared and the wind suddenly came up to Force 3 and 2 races were sailed. The second race saw Andy/Phil leading virtually from the start, followed by Will/Nick. Peter/Nick again came in third with Mike/Jon in fourth.

With the wind dropping a little, the Race Officer quickly fired off the final race which saw Andy/Phil again lead from the start, with Will/Nick and Jane/Chris battling it out down the first reach. The final beat saw Andy/Phil leading from Will/Nick who held these positions until the finish which gave Andy/Phil the event. Mike/Jon were in third, followed by Pater/Nick and Jane/Chris. Jane/Chris tacked for the finish line earlier than Mike/Jon and Peter/Nick, and came in on port at the line behind Mike/Jon in third, squeezing Peter/Nick out to fifth.

Overall Results:

1.	1298	Andy Barker	Phil Angrave
2.	1199	Will Odling	Nick Daily-Hunt
3.	1297	Mike Taylor	Jon Willey
4.	1291	Peter Bannister	Nick Willis
5.	1292	Robert Shaw	Richard Walker
6.	1295	Jane Seymour	Chris Seymour

NIGERIAN NATIONALS
LAGOS YACHT CLUB
17TH NOVEMBER

Hot on the heels of a successful GP Fourteen Nationals, Lagos Yacht Club followed up a week later on November 17th with an equally successful Osprey Championship, sponsored by P & O Nedlloyd. The format for this event, as in the previous year, was for fifteen teams to share nine boats, each team sailing three races out of the five scheduled, with the Osprey owners sailing their own boats, and the guests from the other fleets rotating amongst the others available.

The day dawned extremely gloomy, with zero wind causing a one-hour delay. However the sea breeze suddenly kicked in, building to a pleasant force three, which allowed the full race schedule to take place. The first race had the least wind and allowed Stewart Jones (1191) with Jo Rhodes to win at a canter from Mike Barnes and Gene Luzietti, who had had the extreme good fortune to draw 1279, the newest boat in the fleet, for their three races. Third was the ladies' pairing of Gusti Merzeder and Ingrid Noori in 1210.

Race two saw the first start for hot favourite and defending champions Peter and Margaret Barraclough in 1208. Also starting for the first time were Richard Willmott and Mark Martyn-Fisher who caused an upset by beating the Barracloughs in a photo finish after they had dropped their spinnaker at the wing mark rather than gybing. Merzeder was third for a second time.

The third race saw a win for Barnes, with a superb second for Fleet Captain Judith Riessner with Al Bollinger in 1190. Charging up from behind after a poor start was Jones, who did not quite manage to retrieve the lost ground. Merzeder finished her programme with a fourth after a start line incident with Barnes, losing the ensuing protest.

Race four saw high drama, with a massive scramble for the Port end of the line. Barraclough had to re-round and found himself flat last. Carrying on on Port, he then found himself confronted by a large bulk carrier on its way out of Lagos harbour. The other boats having gone down tide on starboard, he was able to nip round the stern of the ship and emerge at the windward mark in the lead. Barnes finished his schedule with a second, whilst Willmott continued his way with third. Hobie sailors Niall Wallace and Pauline Feeman had a good fourth in this one.

So to the last race, with Barraclough having to win to take the championship from Barnes. In the end, he had it much his own way, with both Jones and Willmott having 'spinnaker under the boat' incidents. This allowed Phil Rayner and Martine Keat now also in 1279 to take second followed by another good result for Wallace. Don Third, with Sally Jones had a second fourth.

Thus Barraclough carried off his win by a single point followed by Barnes then Willmott, reversing their second and third places from the previous week. As before, a superb event, blessed by ultimately perfect conditions and very generous sponsorship from P & O Nedlloyd, who were very happy to pledge their continuing support for the future.

1.	Peter & Margaret	Barraclough
2.	Mike Barnes	Eugene Luzietti
3.	Richard Willmott	Mark Martyn-Fisher
4.	Gusti Merzeder	Ingrid Noori
5.	Don Third	Sally Jones
6.	Stewart Jones	Jo Rhodes
7.	Phil Rayner	Martine Keat
8.	Niall Wallace	Pauline Freeman
9.	Judith Riessner	Al Bollinger
10.	Kevin O'Farrell	Betty Sue Luzietti

Chipstow Boatyards

Oak Road Downham
Billericay
Essex
CM11 1QF



Phone / Fax 01268 710111
www.chipstow.co.uk
sales@chipstow.co.uk

Ready to Coat: Sapele decked, Sliced cut Khaya interior, West African trim
Ready to coat £4,994

Also available: Part built boats with a kit of parts to finish

Foils: New centreboards, Rudder blades, Plain or laminated

Refitting: Repaint, two pack spray finish, revarnishing work, complete boat restoration, rigging etc.

Insurance: Quotations & Repairs

A. Jackson T/A Chipstow Boatyards
Builders of Classic Racing Dinghies

NOTE

If you are submitting open meeting reports please remember to send them to me at ospreynews@talk21.com as well as:

club@yachtsandyachting.com
results@madforsailing.com
photos@madforsailing.com
dinghyman@allatsea.net
sue_pelling@ipcmedia.com

If you don't have access to e-mail but can type then please send me type written reports so it can be scanned. I can then e-mail to the various web sites for you.

Thanks, Ed.

THE YOUNG 'UNS

by Will Thomas-Ferrand

Ed, Will, Paul, Andy, Ollie. These names ring any bells? We are part of the group which could be termed as Osprey youngsters. Not that we're the only ones of course. At the dinghy show recently, after a few beers I asked Adam if there was anything I could do to lend a hand. His response was to send me packing to the bar and tell me to think about writing something for the newsletter. 'Escaped' I thought. That is until Graham phoned me and asked how I was getting on with it.

So here we are. I thought I'd put pen to paper on a few topics relevant to all those in the class, and giving my own (which are not necessarily the same as all the younger osprey sailors) opinions on them.

NATIONALS.

The highlight of the year. So far I haven't been to an Osprey Nationals which was not a success. They all had their good and bad points and below I have listed what these were from my point of view.

Tenby - Seems like an awfully long time ago! Which is a shame. I thought that this was a superb venue with a friendly holiday environment. It was perfect for families which meant that young sailors still dependent on their parents could race (the Mackays three up). Camping and plenty of other accommodation near at hand and no need for a car. As for social life, can it be beaten? The clubhouse has now been redone, with improved changing facilities and more space.

Mounts Bay - Again another great one for families, racing in some of the best waters possible. Much used by other fleets for large events which raises the event's profile.

Hayling Island - Possibly the best venue

for me. Cheap accommodation on site, a great clubhouse (soon to be even better?), chandlery on site (for those without a car), superb sailing area, oh and 4 pint jugs of beer.

Poole - Again the arrangement with the local school for nearby camping is a big plus. Good value for money with the entry fee. And there are plenty of young people around in the clubhouse. Considering this is the biggest Osprey base in the country I don't see how we can fail to go there regularly, and see if we can persuade more of those young sailors around the club to enter too. The Quay is nearby for a good night out as well.

Pwlhelli - OK. - problems with camping due to the site's families only policy (This is a recurring story every year. Is it not possible for the Nationals organisers to reserve a section of nearby campsites?). Good venue for families with Abersoch nearby.

Weymouth - A bit difficult on the camping side, although the small area of grass was useful. But this is a youth zone. There are always going to be young sailors who like to come here, for many different events. Town is nearby, with numerous good watering holes.

Sunderland - Free camping, great clubhouse, fantastic atmosphere, friendly organisation. Shame about the number of boats which turned up. Admittedly it is a long way from anyone based down south, but you have to remember that Ospreys are a strong class up here and the sailors based up here frequently travel down to us. It is the least we can do to return the favour. And we had an absolutely great week.

Highcliffe - has hosted plenty of other events and the reputation says it all. There is a caravan site right on the door (although yet again they won't accept bookings from young people without families). So that's all the Nationals covered.

OPEN MEETINGS

These will always be a bit tricky for people at school or university as they invariably coincide with exams. The possibility of being able to sleep on the floor in the clubhouse would be a real bonus. Also I'm sure there must be plenty of weekends when your crew can't make it. Can you take someone else who wants to try out Ospreys instead? I know of plenty of young people at school/uni who would jump at the chance. Open meetings in July I think are a good idea too. Get in that last minute practice before the Nationals, and exams have finished. Combined events with other classes? We're not shy of our class are we? How about showing people in other classes what good boats Ospreys are and what a good laugh the people who sail them are. You never know we might quite enjoy their company too. And how about those dinghy weeks/weekends that turn up now and again. These are all great opportunities to show our boats off, and raise the profile of the class. Could there be more designated special events?

BOATS

What I see is that we have a huge advantage over other classes in that you can buy a boat which can be raced competitively for a comparitively low price. This should not change. However the advantage of the wooden boats being long-lasting is dependent on annual maintenance being done. This in itself is dependent on the owner having the money or the time and space to get the work done. What would be a real break through would be if a low maintenance, long-lasting boat could be developed. This is where the Mark IV concept may have huge merits. If the hull can be sufficiently stiffened so that GRP boats will last better with minimal cost being added to production, then we should go for it.

PEOPLE

By far the most important factor in any recipe is the chef. My attempts at cooking some of my mum's best dishes can definitely verify that. We have certainly got the quality of sailors in the fleet - an examination of some of the credentials of those at the top of the fleet leaves one feeling impressed. However, a good class is not just about the winning of races - there's also the fun of taking part and the evening socials and those are one of the areas where the Osprey class has its greatest strengths.

BRINGING NEW PEOPLE INTO THE CLASS

The Osprey youngsters mentioned at the start of this article were all introduced to the class though ex-chairman Nick. It seems astounding to me how many people Nick has actually got involved in the class over the years, and if the rumour that I hear of Nick moving to Flying Dutchmans is correct, is anyone going to take his place as an introducer? If there are people out there who have a boat which could be sailed at the Opens or Nationals, then please, please can they give the chance to one of the many younger generation who have not got their own boat. And similarly if your crew/helm cannot make a particular event then please try to introduce someone new to the class.

UK STUDENT DINGHY NATIONAL CHAMPIONSHIPS

by Andy Bellamy

Hi all,

This message is to do many things really. So here goes:

Firstly: A huge thank you to Nick Jones for lending us his boat for the UK student Dinghy National Championships last week-end. She is a great ship, and Nick could not have been more helpful. A big Thank You.

Secondly: A thank you to everyone who offered bits and bobs to help us. Also thanks to all those who helped Ollie and I trace a boat (most of the Poole fleet plus others!)

Thirdly: THE STUDENT CHAMPIONSHIPS! It was fairly obvious that this event would have a fairly high dominance of the new asymmetric boats, but nothing prepared us for just what the odds were - I would say about 90% plus of the boats in the fast handicap had a pole at the bow. Sad news really. It is fair to say Ollie and I took a bit of stick for sailing the "shed" etc. The smiles were removed accordingly in the breeze on Sunday.

Saturday was a bit of a non-event; no breeze and whilst the race officer tried his hardest to get us going, it was a bit of a hit and miss affair (the race officer was the same chap who ran the Weymouth nationals a few years back by the way) One race was sailed in the non-breeze before it was all cancelled. AND HERES WHERE THE DRINKING BEGINS.... (in a proper student style...) Its fair to say that the old aircraft hangers on Portland make great party venues!

Sunday dawned a lot too early, and with thoughts still set on the trophies of the night before (say no more Ollie...!) off we tootled to the Sailing Academy. AND THERE WAS BREEZE! About a F2, but enough to start the three races the race officer had declared were needed for the weekend to be worthwhile. During and after the first race, the wind increased and the osprey began to have her moments. I reckon we will cherish slicing past RS400's, RS800's and the like on a three sail reach for a long while. It certainly got some looks! The courses were mainly "p" shaped-giving the asy's plenty of reaching and a small run - not good for us!

The wind grew to about a 4 in all, plenty to get me on the wire and start getting back what the asy's gained in the light breeze. We were never going to get them all - amongst British Sailing Team Squad members and the like in their 49ers etc, we had our work cut out! It was intesting if nothing else to see just how much work the skiffs had to put in downwind to keep up with a symmetric kite.

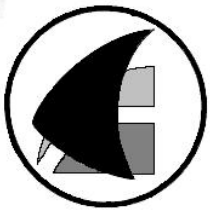
We ended up well in the top third of 70 boats - which I feel would have been much more if Portland Harbour had a wave machine!

The Osprey was seen, watched and talked about. Good news really!

So there you have it. I can seriously say that Portland Sailing Academy is a great place - loads of access, parking, launch-ing and great water too.

Thanks Nick.

See you all soon



PETER NORTHEN SAILS

CHAMPIONSHIP WINNING SAILS

MAIN & JIB IN 4.46 oz POLYKOTE RIPSTOP
SPINNAKER IN 3/4 oz SUPERKOTE
MAIN £390 GENOA £180 SPINNAKER £ 280

INCLUDES
WINDOW IN GENOA, SAIL NUMBERS, LONG SAIL BAGS, SOFT LENS FOOT, BATTENS, LUFF & LEECH TELL TAILS

MORE INFORMATION FROM PETE ON
TEL 01482 669746
MOBILE 07778 576555
peternorthensails@supanet.com

BOATS & GEAR FOR SALE

Price £	Sail No	Type	Description	Contact
Offers	365	Wood MkII	Built by Bells. Lucas Sails, including spinnaker. Bells Road Trailer, also Launching Trolley.	D.Thomas 01267 267374
Offers	710	Wood	Good home wanted. Newly renovated. Sails like a trooper	Colin Child 07775 567 094
350	122	Wood	Built by Bells Woodworking, renovation project, complete with sails, mast, trailer, etc	Steve Roche 01256 851 566, stephen.roche@pobox.com
350	1107	GRP	Westerly. 2 good masts, recent control lines, Bearing blocks, Harken ratchets, Various sails. Launching trolley, top cover. Ready to race.	Richard Purdy 0191 5282528/07761 727231 rpurdy@btinternet.com
400	163	Wood	2 sails, spinnaker, road/launch trailer	guymcnair@hotmail.com
500	900	Wood Mk2A	A Good sound fast boat 2 sets of sails, Ready to sail.	Peter Allen 01273 462499 Email Allen@tinyworld.co.uk
510	759	Wood Mk2	Kept garaged, full set of sails. with a road trailer.	Wayne Woodbury 01983 281040 wawwoddberry@hotmail.com
750	660	Wood Mk2	"end of season" condition, 2 suits of sails, 2 spinnis, twin pole system. Cover, rapide trolley.	Ted Gadd Email ted.gadd@ntlworld.com
800	696	Wood Mk2A	Recent Conversion from Mk2, Varnished decks yellow hull. Road and Launch Trailers, Ready to go	John Fleming 01702 468099 johnfleming@tesco.net
875	1144	GRP Mk3	Westerly. Ready to sail. Hood sails, Musto Spinnaker. Cover Rapide Combi-trailer	John Raynor 01934 842860
850	824	Wood Mk3	'Horizon Too' M2 mast, Hyde main, Alverbank jib and spinni. Combi trailer. All good quality gear fitted. Well laid out boat. Never slow!	Russell Wheeler 01795 872898 russell@ russellandhelen.freeserve.co.uk
850	832	Wood Mk3	Westerly built. Combi Trailer, Cocoon Cover 3 Sets of Sails, Good Condition	Mike potter 01785 822 861 mikejpotter@onetel.net.uk
1000	1020	Wood Mk3	Westerly built. Good Sails, 2 Yr old Cover, New Trolley with road trailer, hull painted 2 years ago, Partial redeck 2 years ago.	Robert Smith 01722 329136 Robsm50@hotmail.com
1150	1072	GRP Mk3	Procter spars. Harken fittings. 2 sets Musto sails. Self launching spinni. Trolley and trailer.	Simon Hey 020 8262 1069 simon@freeheys.freeserve.co.uk
1400	1262	GRP Mk3	Porter Built osprey in average condition. Full set of gear plus some spares.	Tony Robinson 01522 778994 robinson_a@compuserve.com
1500	1142	Wood Mk3	Good Relling sails, combi, under and over covers. I am desperate to get my garage back!	David Charles 01792 517732 d_charles80@hotmail.com
2700	1269	GRP Mk3	Two suits of sails including spinnakers new launching trolley,road trailer plastic overcover	Mike Richardson 01202 247044 mrichardson@barclays.net
3000	1203	Wood Mk3	Claridge Built./ Wested, Kemp Sails, trailer, Trolley	Tel 01963 23486
3000	1251	Wood Mk3	Claridge Build Mk3 with spars, sails, cover and combi trailer	John Marks Tel 01736 788913
3300	1175	Wood Mk3	Creasy boat. Good Condition, Fixed and lifting rudders under and over cover. Ready to go.	Jeff Cooper 0973 551565 JCooper@Freeuk.com
3750	1266	GRP Mk3	Porter Championship boat. Built 1991 Hood sails, Proctor Spars, Combi trailer Cover, Little used	Paul Sheldrick 01243 377268
4000	1253	GRP Mk3	Porter. 3 Seasons use Warehouse stored. New trailer. New Spinnaker New Genoa. Proctor Spars	Paul Gilmour 0161 436 5857/ 01925 858222 paul.gilmour@tessag.nukem.co.uk
4000	1284	GRP Mk3	Porter. Combi, Covers, Frederiksen/Harken fittings, Choice of Sails, fixed/lifting rudder. Immaculate boat, ready to race.	Mick Taylor 01621 828360 michael.taylor@ejtaylor.co.uk
4500	1281	Wood Mk3	Built by Mike Mooney. Light use. Quality Fittings, 2 good suits of sails, Cover and Combi trailer.	Mike Mooney 01964 542450 / 07790310353 mike.mooney@virgin.net
5500	1287	Wood Mk3	Milanes foils, Proctor spars, sails, combi, excellent condition.	Vic. Goode 01670 514308 / 07977 035471
Depends on Spec	1298	Wood Mk3	Supplied to your requirements or as sailed to 2nd in the 2000 Nationals. Built by Andy Barker.	Andy Barker 01929 439165
Offers			Relling Main, Genoa & two kites - used 7 opens in 00/01 and 2001 Nat's only. Excellent condition	Steve Watson 07887 632400
100			Proctor beta plus mast new and unused	Tony Phillips 01834 813738

Please let Jonathan Osgood know if you have boats/equipment for sale
(see inside front cover for contact details)

OSPREY OPEN MEETINGS & EVENTS - 2002

(Please check with contact before travelling)

March			
2nd/3rd	Sailboat 2002, Alexandra Palace	Jane Seymour	01245 268776
April			
20th/21st	Highcliffe	Jane Seymour	01245 268776
May			
4th - 6th	Rock*	Andy Barker	01929 439165
11th/12th	Hornsea	Dave Metcalfe	01964 535829
18th/19th	Poole	Phil Angrave	01202 885942
June			
8th/9th	Hayling Island*	Nick Willis	02392 464192
22nd/23rd	Blithfield (**Welsh & Midlands Champs**)	Nick Daily-Hunt	01782 620846
July			
6th/7th	Penzance (**Southern Area Champs**)	Des Menear	01736 756154
August			
3rd - 9th	**Plymouth (National Championships)**	Jane Seymour	01245 268776
September			
14th/15th	Kielder	Alec Mamwell	01670 505822
28th/29th	Netley	Bob Thomas	02380 454187
October			
12th/13th	Sunderland (Roker Regatta) (**Scottish & Northern Champs**)	Dave Shilling	0191 490 1736(work)
26th/27th	Rutland (**Inland Champs**)	Nick Jones	01525 751630

WILKINSON SWORD

Trophy to be presented at 2002 Nationals for competition period August 2001-July 2002. One Special Event plus 4 best opens to qualify. Special Events(*) – Rock, Hayling

Photograph courtesy Martin Turtle