

National Osprey

July 2002




1298

NATIONAL OSPREY CLASS ASSOCIATION MAGAZINE
JULY 2002

CONTENTS

Class News
Editorial 3
Chairman's Address 4
Secretary's Report 4
Treasurer's Report 6
Committee/Contacts 22
Boats & Gear for sale 23
2002 Open Meetings & Events 24

Committee Biographies
Will Odling 6
Jane Seymour 7

Open Meeting & Club Events
Highcliffe 8
Hornsea 9
Coniston 11
Hayling Island 12
Blithfield 12

The Nationals 2002
Welcome 16
Notice of Race 17

Osprey Yarns
Perfect Day 14
Teaming up with Nick Daily-Hunt ... 19
Make Much of Time 19

Advertisers
Milanes Foils 6
Hyde Sails 9
Relling One Design 14
Chipstow Boatyards 15
Bar Zeegco 16
Cafe Rouge 17
Bistro Bene 18
The Tempest 18
Peter Northen Sails 20

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!

Front cover:
Action from Poole, May 2002
Top - Nigel Scudder & Peter Frith, 1290
Bottom - Andy Barker & Phil Angrave, 1298

Opposite:
Andy Barker looking for his sandwiches
(Photograph courtesy Eddie Mays)

EDITORIAL

Once again, thank you to all that have contributed to the content of this magazine, and an even bigger thank you to those that sent it on time. Without it, there won't be a magazine! So, whatever literary, artistic or photographic talents you may have, please put them to good use and send something in.

You will note in this issue a slight deviation from our usual advertisers - we have a number of Plymouth restaurants supporting the magazine and I hope that some of you Nationals goers will take the opportunity to sample their fine cuisine.

There is also a two-for-one offer from Cafe Rouge so you have absolutely no excuses!

On the sailing front this year I have enjoyed some fabulous venues, swam in Hayling Bay, met many fine people (some new to the Osprey fleet) and generally had a jolly good time! I'm looking forward to seeing you **all** at the Nationals and the remaining open meetings!

See you there,
Jon Willey

MEASURERS

Full

Oscar Chess	South Wales	01792 363433
Huw Pearce	Berkshire	01344 771047
Nick Jones	Bedfordshire	01525 751712

Maintenance

Peter Frith	Dorset	01202 694845
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
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THE CHAIRMAN'S ADDRESS

Dear Osprey Sailor,

You find me once more in my beloved dinning room looking out on a beautiful summer's day, obviously no sailing then!

The open meeting circuit is in full swing, and the Nationals are looming at great pace towards us. Preparations for this orgy of Osprey sailing and socializing are well in place and it only calls upon you dear Osprey sailor to grace the event with your presence to make this a memorable return to the city of Plymouth.

Certainly from the on-shore logistics point of view there are few places that can match the facilities the Mount Batten centre offers. Lets hope the weather gods are as kind to us as they were at Highcliffe and, with the promise of glorious sailing outside the harbour, this Nationals looks set to be a classic.

I had the dubious pleasure of sailing with Andy Barker the other day (why Phil puts up with it I'll never know) and experienced again the full joys of being in an Osprey:- Force 3, warm water, blue skies and the thrill of belting around at a million miles an hour in a thoroughbred racing machine against great competition, for me says it all. We were supposed to be out there to look at some new laminate sails and try and assess their performance but in reality we just had a fantastic time whizzing about!!!

This brings me to a very sad conclusion, I have unfortunately been called upon more and more by the Olympic group to support and coach the sailors in their team, to this end I have spent some 3 weeks out of 4 out of the country so far this year. Things look set to become worse as the Olympics draw closer and the demands of all concerned are heightened.

As you prepare for the Nationals I will be travelling from Tallin to Athens with the 470 group and therefore cannot join you in Plymouth. I do not believe this to be a tenable state of affairs for a class that has the opportunities that the Osprey does and, though I would like to stay within the committee, I think it imperative that the Chairman of the class can focus significantly on the job in hand. To this end I feel obligated to step down from the chairmanship so that the class can continue to move forward. I look forward to your comments on this matter and thank you for allowing me the privilage of being your class Chairman.

And so it's back to developments and ideas to make faster Ospreys, laminate sails, glass boats, wooden boats, renovating old boats all avenues that can and will continue to make the Osprey class the very special class that it is.

Good sailing folks.

Adam

THE SECRETARY'S REPORT

This season has certainly looked more promising weatherwise than last year, and we've already had some fantastic racing with sunshine and sea breezes. We have one of the best open meeting circuits of any fleet, with quality opens from the north east down to the south west, and I've managed to book Nationals venues to die for in the coming years. Next year it's Hayling (see photos opposite), followed by Penzance in 2004 which was already booked, Pwllheli 2005, Mumbles 2006 and Looe in 2007. All it needs is for you to support these events, to prove that the Osprey class is keen and thriving with a great future ahead of it. If you don't, then we run the risk of losing our open meeting venues and these Nationals venues, with the possibility of ending up having a Nationals over a weekend at Datchet, as has happened to other fleets. We must not let this happen.

At the time of writing, Christopher and I have been to Highcliffe and Rock, and what opens they were!

Highcliffe, combined with Five-Os and Contenders, had virtually wall to wall sunshine for both days with nice gentle breezes to ease us all into the new season. Sunday was particularly good – well I would say that wouldn't I, cos it was force Janie! The evening was spent in Christchurch which is a really rather nice little town with some excellent pubs. Congratulations to Martin and Terry for winning this one.

This was followed by Rock a couple of weeks later over the May Day Bank Holiday, a new venue for our fleet. Again, there was wall to wall sunshine for the whole event, with some tactically challenging racing on the Saturday, and just the most fantastic racing on the Sunday, with a rock steady (excuse the pun!) force 4.

Not only was the racing held in a lovely picturesque bay which had numerous sandy beaches dotted around, but the water was turquoise in colour and crystal clear, so that the centreboard, and at times the sea bed, were easily visible. We didn't race on the Monday because of the long drive ahead, but the remaining competitors had a tight race in the harbour. The Larks were an excellent fleet to combine with as they race on the same angles as we do, are extremely keen and very friendly. Both

evenings in the clubhouse were packed and the catering was very good value for money.

Rock SC is happy to have us back next year for the same event, so do make the effort to go - you won't be disappointed.

The Nationals' arrangements are well in hand, and a great effort is being put into the organisation of the event, to make sure things run smoothly. A large number of you have booked into the Mount Batten Centre, whose rooms are of a very high standard, and this, combined with the neighbouring Hotel Mount Batten, means that most of us will be on site which will make socialising easier. There are excellent catering facilities at the Centre, with the water view terrace and a choice of bars.



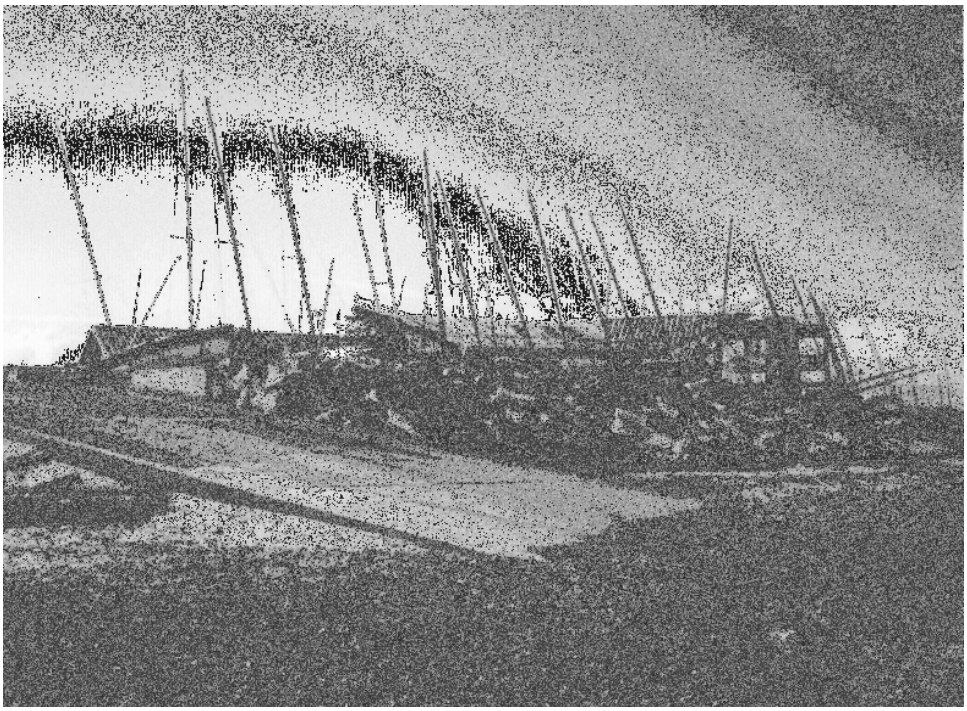
The new club at Hayling, Nationals 2003 venue, is well under way

I've spoken to the photographer who has photographed the 420 and 29er Nationals, amongst others, and who is able to sell her photos at very reasonable prices. She'll also do enlargements for you if you wish.

The Saturday when you arrive has the briefing at 7pm when you will meet the Race Officer, Mike Pearson, who is a very experienced RO and he will give you any necessary info regarding the racing. Incidentally, for those who remember him, ex Osprey sailor Dave Shepherd is also on the Race Committee. The rest of the evening is clear so that you can pub crawl around the Barbican afterwards if you wish.

On the following Sunday, we have the first in the social programme events, with the Commodore's Reception and music. The barbecue is on the Tuesday, the splendidly entertaining AGM on the Thursday, and of course the Prize Giving Dinner and music on the Friday which will be held on site, so no need for coaches/taxis etc.

Lastly, embroidered Nationals rugby shirts will be available for you to buy. Some of you may have already seen these in evidence at some opens. They are <u>really</u> good, and you all have to buy one, otherwise I shan't let you go home at the end of the week! Janie



One of Hayling Island Sailing Club's new launch ramps

A MESSAGE FROM THE TREASURER

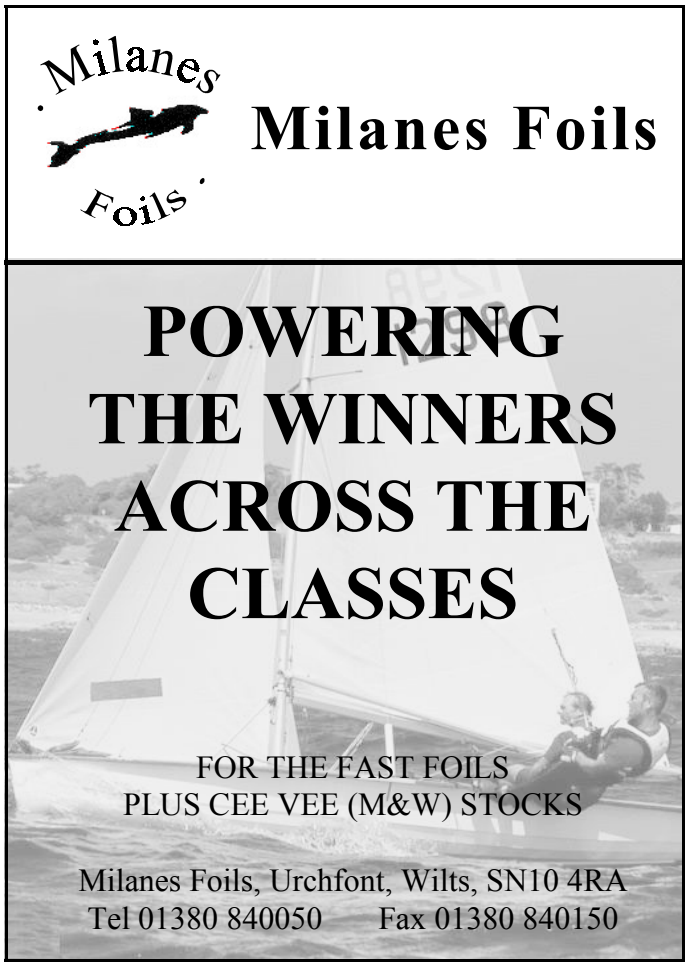
Will has been honorary treasurer for two years now, which also means membership secretary in practice. He has made good use of his PC and the powers of mail merge, and generally aims to keep a low profile except when looking for money or updating records.

By sheer good luck he managed to get the books to exactly balance for 2000 and 2001 before sending them to Phil Holt for the auditor's magic laying on of hands. Will intends to offer himself for re-election as hon. treasurer for a third year, and to stand down in 2003 to give another lucky soul a chance.

Will is happy to assure members that there are no Enron, Worldcom or similar issues hidden away. The association enjoys a positive funding position that improved again in 2001. It is too early to predict the outcome for 2002, although we did spend much more on the Sailboat Exhibition this year, stealing a march on everyone with the terrific Osprey gobo lightshow.

For the year as a whole, much depends on support for the Nationals and the last few membership subs, so make sure you get there **and if you haven't paid yet; please, please, please, we need your support**. The 2001 accounts are under audit scrutiny as this is published, and will be circulated as usual at the AGM in Plymouth.

Will Odling,
July 2002



COMMITTEE BIOGRAPHIES

Something of a new item for the Osprey magazine - Committee biographies. The idea here is for those of you who are not active on the open meeting circuit or at the Nationals to get to know the people who represent you and your class on the committee. We start with Will Odling (Treasurer) and Jane Seymour (Secretary) and hopefully will follow on, in forthcoming issues, with the remaining and new committee members.

A BIT ABOUT WILL

A forty something with a head of hair that is vaguely reminiscent in colour of that magic shampoo from Boots (he denies it of course). He now lives in Essex with wife Gill, his childhood sweetheart, life time partner and live-in-lover, on the edge of the marshes in Southminster just North of Burnham-on-Crouch. (No we don't mean he has a wife and a sweetheart and a life time partner and a live-in-lover - Gill has to be all four at once). They were both brung up in Essex in the days of skinheads and greasers, Will being generally in trouble for something or other and Gill being just perfect especially in hot pants. A couple of years into their 28 year marriage (so far) they moved away from Essex, and have lived in an estimated 18 homes, including Cambridge, Oxford, Solihull and Bristol, Kowloon, Hong Kong, Dubai and of course Didcot (who could forget Didcot no matter how hard they try?). Along the way they raised Simon and Tom, who both graduate this summer, and will both be crewing at Plymouth, Tom with Will in Merlyn 1199 and Simon with Will's brother ('Big') George in Bluebird 425, the executive Mk11a.

What does Will do? Well after a variety of commercial and general management roles, he has set up as a business coach, which means that he works with people and their teams on performance improvement. He is always interested in new business leads, so give him a call if you think you can suggest anything to him. Visit his web site at coaching4leaders.com for more information.

So what brought Will to sailing. In a nutshell it's cheaper than horses. Will's dad decided to give it a try at Maylandsea Bay in the early 1960's because horse riding was a tad costly and not a family sport. So into GP14's, the 11+ (an 11'

Osprey lookalike), the Jollyboat (an 18' three sail trapeze hooligan version of the Firefly), before several years of Fireball club and open meeting sailing. GP14 racing as a twelve year old involved three school boy shrimps in the boat! Like most of us, he did have a couple of Lasers, if only to experience the exquisite pain, loneliness and boredom of plodding up wind, and the exhilaration of suicide rolls on the run.

It would be great to report a lifetime of fantastic racing achievement, but there are no major triumphs in Will's trophy cabinet. Will did a reasonable job at a 5o5 worlds in Australia in 1983, winning the fastest Far East trophy representing Hong Kong, and being beaten by only one English boat (Ossie Stewart/ Adam Bowers). He also crewed in a Fireball worlds in Montreal in 1986 ending up in the 'lower teens'. He then did little sailing until 1996, living in Solihull and engrossed in family/ musical activities. Yes amazing as it sounds he looks a proper picture in his robes singing choral works, and is best not described when fund raising as lead singer in a sixties/ rock and roll band which he did for ten years.

Why Osprey sailing? Well Gill's dad Alan Russell bought 425 Bluebird in 1971 when only seven years old (the boat not her dad). He and Will won a pursuit race that year, but Bluebird led a sedentary lifestyle with infrequent club outings until 1995 when Alan decided to sell her and get a 420 for the grandchildren to use. So Will bought an old 420 and swapped it for Bluebird. That summer while Will crewed a 5o5 at Maylandsea Bay SC's family week, Big George sailed with Gill's brother Colin in Bluebird. Still sporting a Proctor E with 1964 Goldfinch super flat sails and spoon rudder with oak tiller, she was hardly a quick boat. A trip to the sailmaker early in the week with a request to 'take six inches out of the main sail leach in gussets' was met with amusement, but it helped a bit. It also helped when Will very helpfully suggested that George remove the anchor, chain and oars from the bow tank after George had a particularly frustrating race halfway through the week!

In the autumn of 1995 Will rang a couple of Osprey people who proved very encouraging on the potential to make Bluebird competitive. Ian Madeley and Terry MacDonald can therefore be blamed for the frenetic work in 1996 of hot air gun stripping, dehumidifying, modifying, strengthening, lightening, Mk11a converting and all over epoxying, all in a borrowed garage while Will was 'resting' in employment terms.

The new Bluebird emerged in late summer 1996, and has been a brilliant boat, with two 8th positions out of four nationals. Not bad for a boat built in 1963 by Bell Woodworking (yes the panel parts are stencilled with numbers!) and first registered in January 1964. Bluebird is now owned by George, while Will is campaigning Merlyn.

A SMALLER BIT ABOUT JANE

My first Nationals was Tenby 1990 where we managed a 13th in one of the races – beginner's luck methinks, as we went downhill after that for a while! However practice makes perfect, and 12 years and 4 Ospreys later we have managed to pull ourselves up to mid fleet.

Being the lightest overall in the fleet at a pathetic 21 stone, means of course that we are overpowered in force 3 and above, but we have been known to shift quite niftily in a two – the famous Janie weather! The reason we stay with a boat that is basically too big for us, is that it is such a fantastic sea boat and Osprey sailors really know how to have a laugh!



Christopher and I haven't just raced Ospreys, we've also tried GPs, Javelins and Fireballs, and our latest acquisition is a B14, a fairly extreme boat, but fun. We've also raced Sonatas, Projections, Corks and a 3/4 tonner at Burnham.

OPEN MEETING AND CLUB EVENTS

HIGHCLIFFE
20TH- 21ST APRIL 2002

A very competitive fleet turned out for this event which was combined with 505s and Contenders. The racing was, as expected, extremely close with a different winner for each race, and the overall result more or less depending on the last beat of the last race.

Saturday saw a gentle force 1-2 with some tricky shifts. After a postponement, race 1 commenced with Andy Barker and Phil Angrave narrowly leading at the start, followed by Martin Lewis and Terry Greene, Martin Cooney and John Price and Gavin Rose and Steve Birch who all went left. The fleet split, and for a while it looked as if the right was paying, as Will & Rob Odling, Michael Taylor and Jon Willey and Jane and Christopher Seymour all made gains on the right. However, it was the left which ultimately paid, and at the finish it was Martin Cooney and John Price, followed by Andy Barker and Phil Angrave and Martin Lewis and Terry Greene.

Race 2 saw the fleet largely go left, however, a shift half way up the beat meant that the right paid and it was Martin Lewis and Terry Greene who profited from this! Gavin Rose and Steve Birch tacked up the middle and the finish saw Martin Lewis and Terry Greene taking the gun ahead of Gavin Rose and Steve Birch, followed by Martin Cooney and John Price.

Sunday was sunnier, with virtually no wind. The wind then filled in to a 1-2 and after a postponement, race 3 commenced. The fleet again split with Mike Taylor and Jon Willey going left followed by Gavin Rose and Steve Birch, Jane and Chris Seymour and Martin Cooney and John Price. Mike Taylor dropped back up the second beat, leaving Gavin Rose in the lead followed by Jane Seymour. Tacking too early up the final beat the Jane and Chris Seymour gifted Marin Cooney and John Price second position, and these places were maintained until the finish.

The final race saw Mike Taylor and Jon Willey followed by Jane and Chris Seymour, again going left, followed by Gavin Rose and Steve Birch and Martin Lewis and Terry Greene. Andy Barker and Phil Angrave and Martin Cooney and John Price went right but chose poorly and at the top of the beat the left hand bunch led the way.

With more pressure on the left Jane and Chris Seymour again chose this side up the second beat to take the lead, followed closely by Mike Taylor and Jon Willey and Gavin Rose and Steve Birch.

Martin Lewis and Terry Greene made a late charge for the front down the run, but the Seymours held the lead on the last beat to take the gun. Martin Lewis and Terry Greene came in second followed by Mike Taylor and Jon Willey.

Martin Cooney and John Price retired having put their money on the right hand side which didn't pay, although they had done enough for second place overall without the result.

Report by: Jane Seymour

Overall Results:

1	1207 Martin Lewis	Terry Greene
2	1296 Martin Cooney	John Price
3	1194 Gavin Rose	Steve Birch
4	1295 Jane & Christopher Seymour	
5	1298 Andy Barker	Phil Angrave
6	1297 Michael Taylor	Jon Willey

ROCK
4TH- 6TH MAY

Nine Ospreys gathered at Rock Sailing Club over the Spring Bank Holiday for the first open meeting of the class to be held in the Camel Estuary for many years. The series was held in bright, sunny weather with light winds and was dominated by Andy Barker crewed by Phil Angrave in Barking Mad.

The pattern of the series was established in Race 1. Andy Barker was nominated pathfinder and went into an early lead which he retained throughout the race. In second place were Mike Taylor and Jon Willey, followed by Will and Tom Odling in Merlyn.

Race 2 saw Andy Barker again in first place, although there was some place changing between Nigel Scudder and Peter Frith in Swiftun and Mike Taylor before they came in second and third respectively.

Andy Barker was again the dominant force on day 2 winning both races, while behind him Mike Taylor and Jon Willey, Nigel Scudder and Peter Frith, and Des Menear and Peter Grieg in Hello Again battled it out for the remaining positions.

1.	1298	Andy Barker	Phil Angrave
2.	1290	Nigel Scudder	Peter Frith
3.	1297	Mike Taylor	Jon Willey

HORNSEA
11TH - 12TH MAY

This year's open at Hornsea was poorly attended by both local and visiting boats, which was a pity, because the racing was good and the competition close. There were three locals and two visitors on the Saturday, with another two locals on the Sunday. The weather varied from cloudy and



dull to bright sunshine, the wind staying firmly in the force two and three bracket throughout the weekend.

For Hornsea sailors Mike Mooney and Dave Metcalfe it was their first time afloat for the new season. Mike had only just got his new boat, The Woodshed, number 1300, ready during the week, and Dave had only just got his boat back out of the spray shop. Neither really knew if his boat had been put together properly before going on the water.

Local sailors Steve Clay and Peter Williams took an early lead in the first race, closely followed by the rest of the fleet, with the exception of Dave Metcalfe and Peter Smith in 1286. Shortly before the start Dave realised that he hadn't put his boat together properly, and was trying to remedy the faults fifty yards in front of the line. He had to sail back around the end and clipped the committee boat while he was doing it. Oops! 720. Fortunately for him, Rob Shaw and Richard Walker in 1292, and Alec Mamwell and Ian Little in 1276 had some difficulty with the third mark, allowing Dave Metcalfe through to take third place. This state of

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affairs was destined not to last, however, as later in the race Peter Smith, in haste, hooked onto the bungee instead of the trapeze ring, pitching himself into the water.

Steve Clay and Peter Williams led to the finish, with Mike Mooney and Brian Ruston second, and Rob Shaw and Richard Walker third.

In the second race it appeared for a while that an old Biblical prophecy would come to pass - The first shall be last and the last shall be first - as Dave Metcalfe led the fleet around the first few marks, with Steve Clay languishing at the back. However, Alec Mamwell overtook Dave and pulled away to win comfortably. Dave Metcalfe held on for second, with Rob Shaw again third. Steve Clay moved up a place to finish fourth. Obviously The Bible should have said, The first shall be next to last, and the last shall be second. What did those old timers know anyway?

On Saturday night a good party went along to Da Carlo restaurant on the seafront and a very nice time was had by everyone.

Sunday morning was bright and fair and the winds were slightly stronger than the day before. Steve Sharp and Pip Warner and John Rayner and Peter Kerbyson joined the fleet to make the total number up to seven.

Dave Metcalfe and Peter Smith took an early lead and stretched the distance to a couple of hundred yards at one point. Everyone thought the race was over, except God, who slowed Dave's boat right down and said, Come Fourth, so he did. Steve Clay and Peter Williams recorded their second win of the meeting, with Mike Mooney second and Rob Shaw once again third.

The fourth race saw Alec and Ian once again hit form to win from Mike and Brian. Steve and Peter kept themselves in the hunt with a good third place. Steve Sharp and Pip Warner were fourth.

Going into the last race Alec, Steve Clay or Mike could win the meeting. In the event the race was won by Rob and Richard, who finally got their act together. Alec and Ian took second, which gave them overall victory, and Mike and Brian were third.

So the glassware was taken home by Alec and Ian in first place, Steve and Peter in second, and Mike and Brian, on the same number of points, but downgraded because of Steve's two wins in third place.

Thanks were expressed to Malcolm Sharp, Dave Dennis and Phil Allen who had done race officer duty all weekend in a small rowing boat.

Report by: Dave Metcalfe

1.	1276	Alec Mamwell	Ian Little
2.	1209	Steve Clay	Peter Williams
3.	1300	Mike Mooney	Brian Ruston
4.	1292	Rob Shaw	Richard Walker
5.	1286	Dave Metcalfe	Pete Smith
6.	1288	Steve Sharp	Pip Warner
7.	1263	John Rayner	Peter Kerbyson

POOLE
18TH- 19TH JUNE

The Osprey class waited enthusiastically for the gentle force 3-4 which had been forecast but it was blowing 5-6 at the start of their open meeting at Poole on Saturday.



Nigel & Peter in full flight

The first three boats established an early lead although places changed frequently, national champions Andy Barker and Phil Angrave in 1298 appeared to have the situation under control until the penultimate leeward mark where Nigel Skudder and Peter Frith's slick boat handling in 1290 saw them sneak through.

Another ex-champ Martin Lewis, sailing with Terry Greene, took the third spot. There was woe in the rest of the fleet with tales of broken boats, gear and man.

If anything it was blowing even harder for the second race and such was the war of attrition that only four boats started.

Barker and Angrave had a small lead over Skudder and Frith and the duo of Lewis and Greene but with the latter going in for an early shower it was Poole's class captain, Mike Richardson and his crew Dave Bourne, who came through for third place.

On Sunday more gentle conditions saw 15 starters, soon 1290 and 1298 resumed their

duel the former getting the upper hand when Barker and Angrave had a windward capsize which put the contest leaders out of the race.

Poole's Alan Laing and Steve Birch played the wind shifts better to take second followed by Des Menear in third.



Andy & Phil, Poole winners

So it was all wide open for the final race where Barker and Angrave never looked threatened until a heavy gust gave Richard Marshall and Steve Brown an opportunity to come through the struggling fleet to second, 1290 was third.

The final figures gave equal points to 1298 and 1290 but it was Andy Barker and Phil Angrave who took the spoils on count back. The third place was taken by the Laing and Birch partnership this also decided by RYA rule.

Report by Terry Greene

1.	1298	A Barker	P Angrave
2.	1290	N Skudder	P Frith
3.	1194	A Laing	S Birch
4.	1207	M Lewis	T Greene
5.	1203	M Richardson	D Bourne
6.	1195	R Marshall	S Brown
7.	1280	D Menear	P Greig
8.	1175	S Morton	S Webb
9.	1271	I Zimmerman	B Wigley
10.	1262	M K-Woods	B Nicholls
11.	1289	M Atkinson	R Hattersley
12.	1112	K Gorner	G Mant
13.	888	P Holt	D Atkins
14.	1250	C Pugh	S Wyatt
15.	936	R Pointon	K Pointon
16.	1297	M Taylor	W Odling
17.	881	P Greetham	C Greetham

CONISTON SAILING CLUB
1ST- 3RD JUNE

Nine Ospreys visited Coniston for this event. From as Far a field as Wilsonian in Kent and Kielder Water in Northumberland.

The racing on Saturday was affected by light and variable winds, coming predominantly from the south. The first race was lead by Alec Mamwell from the start to almost the finish when Rob Shaw got through to take the points on the line. This really set the trend for the event.

In the second race Shaw led form Start to finish but Mamwell felt he had a few opportunities to change that position.

Sunday the wind was now predominantly from the Coniston end of the lake and was less



Is that Willy with someone's hub-cap?

consistent than on Saturday. The racing was again close in the first race, Shaw again taking line honours, Mamwell only just beat Kift at the line. Jones who had been lying third for the majority of the race sailed into a hole and saw firstly Kift then Hewitt and then Auty pass by.

In the second race the wind fell away to almost nothing, Shaw again won but Mamwell only just beat Kift at the line. The third race for the day was not held.

Monday the wind had again changed to the south. Rob Shaw won the first race and thereby ensured the event. Mamwell again losing out on the last leg. The wind became very indifferent for the last race but the result for the series was of no consequence.

The highlight for the Osprey's was that Coniston hold a fleet winners race with the top 3 Ospreys going up against the top 3 of the fast & slow handicap fleets. Alex Mamwell & Ian Little won this with Tim Kift and Jon Osgood second.

Report by Nick Jones

Overall Results:

1.	1292	Rob Shaw	Richard Walker
2.	1276	Alec Mamwell	Ian Little
3.	555	Tim Kift	Jonathan Osgood
4.	1181	Richard Hewitt	Willy Crichton
5.	1240	Nick Jones	John Shenton
6.	1256	John Auty	Martin Atherton
7.	1150	Dick Hoad	Louise Holmes
8.	1233	Andy Holmes	Brian Holmes
9.	1163	Don Flannery	Chris Hall

HAYLING ISLAND SAILING CLUB
8TH - 9TH JUNE

With an ill wind forecast for the weekend turnout was lower than had been expected. All competitors arrived in plenty of time for the 1 pm start, even Oscar (although he had been told the start was two hours earlier). With Race Officer Ian Porter setting a course close in Hayling Bay it did not take long for the combined fleets of Ospreys, Flying Fifteens and Contenders to reach the start in a light F2-3 with choppy seas left over from the previous weeks winds.

Martin Lewis and Steve Brown from Poole were the early leaders until overhauled first by fellow Poole sailors Andy Barker and Phil Angrave and then team Ginger, Oscar Chess and Nick Daily-Hunt. Barker then kept a close eye on Chess to the finish, 1 up for Barker. Race 2 saw Neil Robinson guest helming Nick Willis from HISC do a port end start across the fleet, much to the inconvenience of Martin Lewis who was planning the same. By the windward mark Barker and Chess had assumed their dominant positions out front and by the end of the run Des Menear and Peter Greig from Penzance had worked up to third. 2 firsts for Barker and 2 seconds for Chess.

Saturday night started with an invite for the Ospreys to join in with the Flying Fifteen fleet for drinks at the Banister household followed by the traditional curry night which was excellent value and heavy on the gossip.

Sunday dawned windy F4-5 and the course was again set well inshore. Robinson/ Willis stole a fantastic port-end flyer leaving the fleet in his wake as they planed up the first beat only to have a F6 gust hit them and the force of the eased boom hitting the water proved too much and the boom failed. Unfortunately sailing back in over the bar under just jib the boat was hit side on an rolled breaking the mast as well (memo to Neil, present stern to breaking waves with just a jib up). With the wind now increased to F6 gusting 7 capsizes in the large seas resulted in 2 more broken masts, although the Contenders lost a lot more. With Menear in a clear lead capsizing and loosing his mast, Barker took his hat trick and the Sundale Computing Trophy with Chess taking a hat trick of 2nds so both decided to call it a day. Mike Taylor and John Willey under the Marconi flag took a well deserved 3rd with Adam Ellery and Richard Hann from Penzance taking 4th place and last finisher as the others decided to save themselves for another day. With the series decided only Ellery stayed out for the last race and despite numerous swims completed the course to take 1st in last race and 3rd overall.

Despite the severe conditions at the end everyone seemed to have enjoyed themselves and Hayling looks forward to seeing many more of you next year at the Nationals.

PS. Nextime maybe Oscar will not leave his pants, rudder, tiller and cover for the Osprey National Carriage Squad to transport around the country to get it back to him.

Report by Nick Willis

1.	1298	Andy Barker	Phil Angrave
2.	1085	Oscar Chess	Nick Daily-Hunt
3.	1299	Adam Ellery	Richard Hann
4.	1297	Mike Taylor	Jon Willey
5.	1280	Des Menear	Peter Grieg
6.	1207	Martin Lewis	Steve Brown
7.	1291	Neil Robinson	Nick Willis
8.	1295	Jane & Christopher Seymour	
9.	425	George Odling	Simon Odling
10.	1203	Michael Richardson	David Bourne
11.	736	Nik Webber	Derek Marshall

PPS. Unfortunately, Adam Ellery was the only visiting Osprey sailor at the prize-giving, which does not look very good for the fleet when no-one steps up for their prizes.

BLITHFIELD SAILING CLUB
WELSH & MIDLANDS CHAMPIONSHIP
22ND- 23RD JUNE

Sunshine and breeze greeted a good turn-out of Ospreys at Blithfield Sailing Club on 22/06/02. Wind conditions were variable to say the least with 5-20 knots though a good force 4 predominated.

Race 1 saw a good tussle for the lead during the first lap after which Oscar

Chess and Nick Daily-Hunt (1085) established an advantage. Though this was challenged by Des Menear and Peter Greig (1280), Chess held on for a comfortable win with Des Menear second and Mike Taylor and Jon Willey (1297) third.



Graham & Carl
Still not worked out the missing numbers?

Race 2 followed with Des Menear seizing an early lead and Oscar Chess and Mike Taylor fighting for second. Des seemed comfortable out ahead with Oscar in a lonely second until the last reach when Oscar managed close onto his transom. Des split tacks with Oscar on the last beat and lost out to be beaten by inches on the line.

Following much merriment in the clubhouse on saturday night, sunday morning dawned bright and breezy. The wind was even more shifty than before and Race 3 had to be recalled after a big shift rendered the course processional.



Richard, is this one Port or Starboard?!

On the restart Oscar Chess established an early lead with John Lang and Malcolm Clack challenging. These two quickly opened a gap on the rest of the fleet and at the start of the second lap both left the leeward mark to port. As the rest of the boats rounded to starboard it became clear that somebody was wrong - and it was Oscar Chess and John Lang! Much to the delight of Des Menear he was able to capitalise on this situation to take the win followed by Bill Crichton and Martin Bower with Mike Taylor in third.

Race 4 saw Oscar Chess establish an early advantage utilising a big shift on the first beat. Despite the close attentions of Mike Taylor, Oscar maintained his lead to the end from Mike in second and Des Menear in third.

The fifth and final race saw Mike Taylor taking advantage of a poor start by Oscar Chess to take a commanding lead which he extended throughout the race to take the win followed by Oscar, who had done enough to take the meeting win, with Willy Crichton in third.

Report by Nick Daily-Hunt

Overall Results:

1.	1085	Oscar Chess	Nick Daily-Hunt
2.	1280	Des Menear	Peter Greig
3.	1287	Mike Taylor	Jon Willey



Malcolm, which way round the next mark?

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.

PERFECT DAY

(A Technical yarn)
By Adam Bowers

There are lots of words here but at least they're all short!

You never know you may learn something! One of the great things about Osprey sailing is the flexibility and diversity of the rig. The direct upshot of this is the marvellous mix of people involved in sailing the boat. This short article is an attempt to explain some of the fundamental objectives in rig tuning to allow you and your Osprey to maximise your potential.

Let us take for example two fictitious crews (for crews read helm and crew), one combination weigh in at 27 stone and the other weigh in at 21 stone. The obvious conclusion here is that the big boys will perform spectacularly in a breeze, while the lighties will sniddle to great effect in a drifter. Wouldn't life be dull if this were the case, and the fact is we've all seen fat blokes win races in the light and many is the time a heavy weather race has been taken by weight challenged teams. OK so how can this be?

At this point I would like to introduce you to a hypothetical cut off point, and we'll call it "20 units". This is the point where any boat is at maximum power, on an Osprey this is when the crew is fully extended on the trapeze with the mainsheet just about to be released from its average upwind position. Now it goes without saying that 20 units for the big boys comes in more wind than it does for the lightweights, but the thing to remember is that it comes to all of us at some stage, the game is to achieve 20 units before your opponent and control the release of extra units once you've got there.

Now here's the rub. 20 units is the maximum we can deal with, less than 20 units and we're sailing below our potential, more than 20 units and we're struggling to maintain control against increasing drag and heel.

Time to go out for a sail on the perfect day.

The morning is bright and beautiful, but sadly there is very little wind as we push off from the dock. Aha! we say to ourselves light airs what do we need to do here?

Fundamental: The wind must come into the rig, flow over the rig, and exhaust from the rig.

Stage two: power is generated by turning the wind away from its original course by the rig.

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Stage three: power is released by not turning the wind away from its original course by the rig.

Now here we are faced with a very weak wind, which doesn't have sufficient strength to get over big curves and would stall before reaching the leech. We can't make the wind any stronger, but we can reduce the curve in the sail dramatically by pre-bending the mast, pulling on the out haul to the max, and opening up the sheeting angle on the Genoa. Mast rake has a powerful influence in all conditions and if it is too far upright it will create very big curves in the sails which we don't want in this light zephyr, so rake back to your moderate wind settings for now. Use your deck level mast control, be it a strut, mighty screw, chocks or whatever, to bend your mast forward (pre-bend). By flattening the sails we have made it easier for the sluggish wind to travel across the sails and with careful trimming will be able to satisfy the fundamental.

Tell tales give us a very accurate guide to wind flow over the rig, if they're not flying wind isn't going passed them, if they are flying wind is, yes it's as simple as that, and in these very light airs we need to see as much activity as possible in the upper mainsail and Genoa leech telltales. Sails must be trimmed very gently in these conditions so as not to disturb the incredibly sensitive and delicate breeze which is timidly blowing around your rig.

As the sun heats up this perfect day a slight wind develops increasing the hypothetical power available to 10 units. The tell tales stream merrily in the maturing breeze, and as the breeze builds it forces both main and Genoa leeches to open under increasing pressure. Now here's where we get to be a little sneaky,

stage two of the fundamental states :- power is generated by turning the wind away from its original course by the rig, and now that the wind is strong enough to push the leeches open we can straighten the mast, go to our upright position, sheet both sails in a little harder and create a slightly deeper curve hence turning the breeze even further.

How do we know when we've overcooked it? Simple, we look at the upper leech tell tales and keep loading the main or jib sheet until the relevant tell tale starts to dance. A dancing tell tale shows us that the air flow is getting to the back of the rig (by flying the tell tale) but is on the verge of a stall (thereby collapsing the tell tale), correspondingly this amount of activity shows that the wind flow is just about accepting the amount of curve that we're asking it to follow. Any more sheet tension will result in the tell tale hanging down showing us that the wind is no longer passing it and consequently the sail is stalled, if the tell tales are flowing consistently they are indicating that we can pull the sheets on a little stronger.

This intermittent period of light medium up to medium wind strength is the most difficult to get right, it takes constant attention and continuous adjustment to keep the sails working at their full potential and get as near to 20 units as they can.

As the day continues to warm the breeze continues to build, until we get to a stage where the wind is approaching 20 units The crew is now comfortably out on the wire the boat feels good, all the tell tales on main and jib are flowing and as the gusts increase we may well have to ease the mainsail to relieve the power. This is good, we have achieved the 20 unit level and hopefully we have achieved it before our competitors giving us the edge we need to win races, moving fast and pointing high.

Now we must consider how to get rid of any unwanted power, remember we can only deal with 20 units, and this is where the

(Continued on page 21)

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2002 NATIONAL CHAMPIONSHIPS
PLYMOUTH 3RD - 9TH AUGUST

The 2002 Nationals are nearly upon us and in this edition of the Osprey magazine we have local support from some of the eating establishments that you will no doubt need during your stay in Plymouth. Also, for those of you who have lost it, or never saw it, is the notice of race and a warm welcome from Mike Pearson, our race officer.

STOP PRESS

At the time of printing there are still rooms available:

- Mount Batten Centre, at very economic prices from £18 per night B&B per person. Call Roger Coleman on 01752 491783.
- Hotel Mount Batten, very close to the Mount Batten Centre, tel. 01752 484660

Welcome

Dear Osprey Association Member,

The Plym Yacht Club is delighted to be asked to host the 2002 Osprey Class Association Nationals at Plymouth.

We have an experienced team with a track record of about 14 Championships behind us, covering Nationals, Europeans and Worlds. We therefore look forward to working with such a mature class as yours.

The venue for the event will be the new Mount Batten Centre with sailing south of the Plymouth Breakwater in open sea. In the event of high winds and turbulent seas (Force 5+) we can retreat North of the Breakwater where we will have conditions that under such circumstances will allow us to complete the racing programme. Transit time to the sailing area under normal conditions is about 20 to 30 minutes.

Mount Batten will be used for all social activities and the Plymouth Barbican is only 5 minutes away by water taxi. Mount Batten has accommodation and the Plymouth Barbican/Hoe area has large number of bed and breakfast premises. A limited number of caravans and campers can be parked at the Mount Batten site. Plymouth itself has a great deal to offer - theatres, cinemas, bowling alleys and many pubs, clubs and restaurants.

When planning for your 2002 Nationals, you can either book accommodation direct or through the Tourist Information Office, or through the Club's Accommodation Officers. During your stay with us the Mount Batten Centre staff and our own officers will do their best to assist you in every way.

I therefore look forward to a large competitive fleet of Ospreys flying their colours across Plymouth Sound next August.

Best wishes to you all.

Mike Pearson
Rear Commodore (Sail)
International Race Officer

NOTICE OF RACE

Organised by Plym Yacht Club in conjunction with The National Osprey Class Association. Plym Yacht Club, Langs House, The Quay, Oreston, Plymouth PL9 7NF, Tel: 01752 404991

1. **The Rules**
Racing will take place under the Racing Rules of Sailing (RRS) current at the time of the event, the Prescriptions of the RYA, the Rules and Prescriptions of the National Osprey Class Association and the Sailing Instructions issued for the event

2. **Advertising**
The National Osprey National Championship in 2002 shall be Category A as defined under ISAF Regulation 20.3.1 and 20.3.2(a).

3. **Conditions of Entry and Eligibility**
3.1 The owner, or a joint owner, of each individual boat shall be a Full Member or Student Member of the National Osprey Class Association. In addition, if the Full member or Student Member will not be present in the boat during every race, one of the crew shall be a Support Member of the National Osprey Class Association. This membership shall be current for the duration of the Regatta.
3.2 A valid measurement certificate including buoyancy endorsement shall be available for inspection by the Race Committee at registration and during the event.
3.3 To enter the National Championship or any race in the National Championship, competitors must submit a completed official entry form (obtainable from Jane Seymour, 9 Laurel Grove, Chelmsford, Essex CM2 9BL Tel 01245-268776, or the National Osprey website www.ospreysailing.org.uk) together with the applicable boat entry fee.

4. **Responsibility**
4.1 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/ person in charge who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of the race. Neither the sailing instructions nor any inspection of the boat limits or reduces the absolute responsibility of the owner/person in charge, for the crew, the boat and her management.
4.2 The provision of safety equipment and boats by Plym Yacht Club is neither a guarantee that assistance can be rendered to any competitors in need, nor acceptance of any responsibility for rescue of competitors. Further, in the event that assistance is rendered to any competitor, the Plym Yacht Club or crew of such safety craft accepts no liability for any loss,

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damage or injury to the competitor and or boat and its equipment.
4.3 The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/person in charge or crew, as a result of their taking part in the race or races. Moreover, every owner/person in charge warrants the suitability of the boat for the race or races.
4.4 It shall be the sole responsibility of those sailing each boat to decide whether or not to start or to continue to race.
4.5 Boats shall be insured for a minimum of £ 1,000,000 Third Party Liability.

5. **Entry Fee**
5.1 Before or on 1st June 2002 - £ 130, After 1st June 2002 - £ 145. Include the Commodore's reception/ disco on Sunday and two BBQ night tickets and two prize-giving dinner tickets. If both Helm & Crew full time students, half price!

6. **Registration**
6.1 Plym Yacht Club will open for competitor registration from 09.00 on both Saturday 3rd August and Sunday, 4th August 2002.
6.2 The Sailing Instructions and any amendments thereto, will be issued on registration.

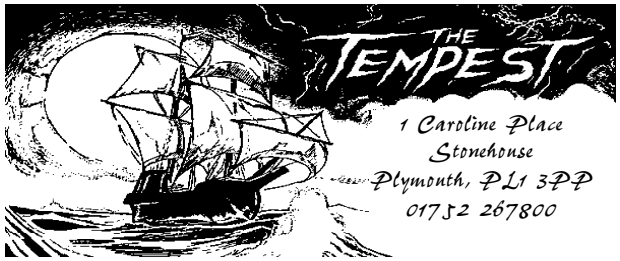
7. **Schedule of Races**
7.1 Racing is proposed to take place at the following times, but may be altered at the discretion of the Race Committee.

4 Aug 2002 Practice 10.50 hours
4 Aug 2002 Race 1 ASAP after practice race
5 Aug 2002 Race 2 10.50 hours
6 Aug 2002 Race 3 10.50 hours
7 Aug 2002 Race 4 10.50 hours
8 Aug 2002 Race 5 10.50 hours
9 Aug 2002 Race 6 10.50 hours

8. **Scoring System**
8.1 The Low Point scoring system rule A2 (as described RRS 2001-2004) will apply, modified so that each boat's series score will be the total of her race scores, with her worst score discarded if 4 or more races have been completed. Six races are scheduled of which 3 races shall be completed to constitute a series.

9. **Local Variation**
9.1 Every boat shall carry a rope, suitable for towing purposes, of not less than 10 metres in length, and a minimum of 8mm in diameter. This rope shall not be used for another purpose whilst afloat.
9.2 Every boat shall carry a suitable compass (fitted or loose).
9.3 Scrutinizing of any boat at any time, will be at the sole discretion of the Race Committee.

10. **Sailing Instructions**
For the avoidance of doubt, the Sailing Instructions issued on registration shall take precedence where they amend or conflict with this Notice of Race.



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OSPREY YARNS

TEAMING UP WITH NICK DAILY-HUNT

By Oscar Chess

It was 1993, the day before the Tenby Nationals. I was sailing with Chris White that year, and was getting excited at the prospect of a week at my favourite national's venue. The phone rang and Lisa answered. It was Chris phoning for a chat, 'what are you doing' asked Chris. 'Packing for the National's' Lisa informed him. 'You're a bit keen' said Chris. He went very quiet when Lisa told him that we were going to Tenby that evening ready for the nationals tomorrow. 'You're joking' he said. When Lisa finally convinced him she wasn't, the full extent of his predicament was revealed.

He had selected the following week for his holiday and was currently stuck in the middle of Morecambe Bay on a gas exploration platform. The only way off was either to swim or to wait for the helicopter and to somehow arrange cover for him in his absence. At this stage it all looked totally impossible.

We drove to Tenby very dejected. That evening I wandered down to the club to have a beer and try to come up with some sort of plan to find a crew for the next few days. Somebody pointed at this ginger bloke that used to crew for Gareth Caldwell, but I was advised that he was definitely only here for a drink, and I would be wasting my time asking him.

After some pleading, begging and arm twisting, Nick – for it was he, agreed to sail with me. The next day we sheared our rudder fittings halfway to the practice race start line and managed to drill and bolt up a repair to get us through the first race.

Chris White arrived at one o'clock the following morning but was in no fit state to sail. Nick agreed to stay on and sail with me again on Monday.

At the end of the season Chris White lost interest in racing, and I teamed up with Nick for the 1994 season. We are now close to equalling the time I spent sailing with Tiger.

Do you have any more interesting stories of how you came across your crew/helm? If so, please send them to me.

Thanks
Jon

MAKE MUCH OF TIME…

(with apologies to the poet Robert Herrick)
by Dave Metcalfe

My life is easier now that I sail Kindred Spirit, rather than Bird Of Prey. The reason is to be found in their sail numbers. Kindred Spirit is 1286, while Bird of Prey was 1203. So why has my life become easier? I might as well start the tale from the beginning.

It was a dark and stormy night…

No, seriously, this is how it came about.

Sometime in the mid-eighties I acquired my first waterproof, digital watch with a countdown timer suitable for use as a sailing watch. I was very pleased with it, and rather proud of myself for owning it. But I still used a standard analogue watch during the non-sailing times of the week, which of course meant most of the time.

Now, as anybody who knows me well can attest, I have quite an amazing memory. I can recall results of races from years back, and not just the races that I sailed in, but often races in which I took no part at all - ask Mike Mooney. He often asks me what position he came in a certain Nationals, and I can usually tell him. But remembering to take off my weekday watch before going on the water, and replacing it with a waterproof sailing watch is a memory feat too far, so I usually found myself on the racecourse wearing my non-waterproof analogue watch. Naturally I ruined several.

At the time I was sailing my first Osprey, number 1074, and my daughter Jill was my regular crew. She took to calling the digital watch 'The Watch'.

"Have you got 'The Watch' on?" she'd say as we struggled to get the boat on the water in time.

"Oh, damn! No," I'd usually reply.

She came up with the perfect solution, a plan so cunning and devious that it had completely escaped me - wear 'The Watch' all the time. So that's what I started to do. The difference it made to my life, and to my starts, was amazing.

Then I bought Bird Of Prey, and that's when my troubles began. I soon realized that three minutes after noon I could look at my watch and see my sail number on the face. Then, night owl that I am, I could catch it again three minutes after mid-night. It wasn't long before I was obsessed with having to catch it twice a

day, then twice a day for a week, and so on.

Soon I was consoling myself with catching someone else's number if I missed my own, such as Ray Brooks at 12:06, or Mike Mooney at 12:09. Then it wasn't just a matter of consolation, but a necessity that I catch them all. Martin Lewis came in at 12:07, Nick Jones at 12:12. I'm sure you get the picture. When I started working with Mike Mooney I used to say to him at lunchtime, "Look, it's just coming up to Hokey Cokey." For some reason I could never understand, he thought I was nuts.

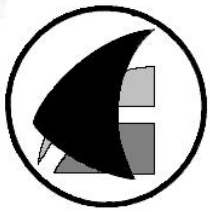
I started making little deals with myself. If I could catch 12:03 at noon and midnight for three days on the trot, I would win both races the following Sunday. Sometimes of course, it actually happened.

A little while later I was delighted to realise that every time I put petrol in my car I could stop the pump at 12.03 litres for a few seconds, and then at 12.03 pounds, and of course I had to do it. Soon I was stopping the pump at around £12.50, going to pay the attendant, and then putting another £12.50s worth in, so I could catch the 1203 another twice. If I could do it when my watch said 1203 I was in heaven.

Of course, 'The Watch' had taken complete control of my life, but although I realised it, I seemed powerless to do anything about it. In fact I liked it. It seemed to be a good thing that I could look at my watch and think about my boat, or friends boats, twice a day. But it gave me a lot of disappointments too. If I was on for a full week of catching it twice a day and then I missed one, I was devastated. It really affected my working life, my home life, and my sailing. I began to think how lucky someone like Oscar Chess was, not because he was a great sailor, but because he sailed 1085, which as far as I knew didn't figure on any watch in the world. Admittedly, I could catch it twice on the petrol pump, and often did, but nowhere could it be found on a watch.

I sold Bird Of Prey a year before Kindred Spirit was built, and gradually the compulsion faded away. The number of the new boat, 1286, was a non-watch number, so it never started up again. Sometimes however, I still accidentally catch 12:03 on my watch, and a little thrill of pleasure courses through my veins, but largely I believe that I'm no longer an addict. Of course, I do still stop the petrol pump at 12.86 now and again. I wouldn't be human if I didn't, would I? But it's just not the same, and of course my life is much easier now - not as driven.

Well, I'll close this article now. Goodness, is that the time? It's just coming up to Two Bob Bit.



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(Continued from page 15)
kicking strap starts to play its part. We have just spent great effort getting the mainsail to perform correctly through mainsheet tension, now what happens if a gust comes and we have to release the mainsheet? All that effort will be wasted as the boom travels skyward and the mainsail leech opens dramatically, losing lots of power and dumping an unsuspecting crew in the water. The natural reaction now is to sheet in again, this closes the leech, bringing the power back on and the crew is catapulted back up through the air again.

You can break this cycle of events by pulling the kicking strap on enough to take up any slack so that when the mainsheet is eased the boom travels horizontally and retains the leech profile you have spent so long achieving. This gives us far greater control of the power available to us, and now when a gust comes and we wish to ease just a tiny bit of power, we can do. A point to remember when using excessive mainsheet loads and or kicker loads, the mast will be forced to bend fore and aft unless controlled by spreader and deck controls, so make sure that these systems work properly.

All of a sudden God decides to chuck 25 units at us and the boat gets knocked all over the place. With the mainsail backing the jib flogging and the boat over on its ear progress to windward is slow noisy and uncomfortable. Are we down hearted? No, we know that we can only deal with 20 units and all we have to do is release 5 units from the rig and all will be well. So what do we do?

If we had a raking rig now would be a good time to drop it back a little by releasing a bit of jib halyard and pulling on the shrouds to maintain rig tension. Be careful here, raking is great at de-powering but it also opens up the leech of the Genoa and increases the mast bend, unless it's really windy this will stop you pointing so as you rake you need to move the jib cars forward (or down depending on your system) to regain control of the Genoa leech.

If we have a fixed rig ease the deck control to let the mast bend a little more and move the jib cars back to open the Genoa leech.

Whichever rig system you have the kicker is becoming more and more important and must be heaved on at this stage. Remember the loads in the sail are enormous now and we must counter these loads by pulling harder! As a consequence of our pulling hard the sail will be being stretched to pooh (a technical term much used in sail making) and here the cunningham comes into play.

This is without doubt the most dangerous control on the boat and has two major functions. In light to medium airs pull it on to remove the creases only in the presence of a photographer. Crews will know when a photographer is around because the helmsman starts sitting out!!!.

In big breeze lots of cunningham will pull the flow forward and open the leech, significantly reducing the amount of curve in the mainsail and satisfying stage three of the fundamentals.

As the breeze increases and we need to dump more power keep these basic properties in mind.

1) We need rig tension to hold the Genoa luff straight and keep the mast in control.

2)We need Genoa sheet tension to keep the Genoa shape constant and under control and to do this we move the jib cars further and further back as the wind increases. I hear of people sailing boats with the jib sheets permanently eased to create the desired sail shape and this is bad Karma, for although it is acceptable to be easing sheets temporarily on a gusty day, slack sheets offer no control of the design shape of the sail.

3) A bit of mast bend is fine but don't over do it, you'll know when you have because a crease will appear running from the clew to the spreaders.

4)Use lots of kicker (much more than you think) to keep the mainsail flat and driving.

5)Use lots of cunningham to keep the low forward and the leech open.

6)Keep the boat driving by easing the mainsail over the quarter in gusts, don't try to point by stuffing the boat in the gusts, you'll just stall and stop, try to keep the boat free and fast by playing the mainsheet and steering smoothly, it's hard work but very rewarding.

7)In big breeze try pulling the plate up a little this will take some weather helm off and make steering a bit easier.

As a final thought remember that in big breeze you'll end up sailing with just the tack of both sails pulling and that's why sailmakers put their logos there so you know who's getting you home.

The Committee

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Non-Committee Posts

Newsletter	Jon Willey, 71/73 Maldon Road, Great Baddow, Essex CM2 7DN	ospreynews@ talk21.com	01245 475552
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	sailosprey@ lycos.co.uk	0208 387 0398

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

BOATS & GEAR FOR SALE

Sail No.	Price £	Description	Telephone	e-mail
1081	250	Wooden, Shadow Fax, hull spars and set of sails, in need of some TLC	01634 863373	
122	350	Old wood Osprey, registered name 'FizzGig', 30 years old(?) , built by Bell Woodworking, number 122, renovation project, complete with sails, mast, trailer etc.	01256 851566	stephen.roche@pobox.com
550	400	Wooden. Old boat with plenty of spares, 2 sets of sails, average condition, spare mast, all ready to go!		jcdemo@currantbun.com
660	750	End of season condition, 2 suits of sails, 2 spinnakers, twin pole system, includes cover, Rapide launching trolley but without road trailer.		tedd.gadd@ntlworld.com
824	800	Wood Mk3 'Horizon Too' Superspar M2 mast Hyde main Alverbank jib and spinni, combi trailer,all good quality gear fitted, well laid out boat. Never slow!	01795 872898	russell@ russellandhelen.freeserve.co.uk
1144	875	GRP Mk3 'Infidel' Westerley boat ready to sail, Hood sails, Musto spinnaker, cover, Rapide combi trailer/trolley	01934 842860	
950	914	GRP Mk2 ready to sail condition, spinnaker, harness, combi trailer, lightboard, cover, mast overhauled Spring 2001. Reluctantly selling to make room for next boat.	01553 767548	markwormald@computerweekly.net
1020	1000	Wood Mk3 Westerley built good sails 2-year old cover new trolley with road trailer, hull painted 2 years ago. Partial redeck 2 years ago	01722 329196	robsm50@hotmail.com
1072	1150	GRP Mk3 Proctor spars, Harken fittings, 2 sets Musto sails & 2 spinnakers. Self launching spinnaker & retrieval system. Spinnaker chute. Nearly new launching trolley, road trailer.	020 8262 1069	simon@freehayes.freeserve.co.uk
1262	1400	GRP Mk3 Porter built in average condition, full set of gear plus some spares	01522 778994	robinson@compuserve.com
1146	2250	Wood Mk3 racing condition boat with several sets of sails, one set racing. All spars, cover, combi trailer. Raced at all recent nationals. Revarnished last winter. Stored in garage in Pembs, but can travel	07813 169061	
1024	2500	Wood Mk3 'Bankrobber' Hull expoxied and professionally painted vgc. 2-year old Z-Spar mast and boom, numerous sets of sails, fully adjustable rig. Bloodaxe centre plate, cover. Road trailer/ trolley	01202 386024	john.waters@ fcx-thompson-valves.co.uk
1253	2500	GRP Mk3 Porter built 88 'Desperado', 3 seasons use, warehouse stored. New trailer, spinnaker & genoa. Proctor spars.	0161 4365857	paul.gilmore@tessag.nukem.co.uk
1266	2850	GPR Mk3 Porter Championship boat, built 1991, Hood sails, Proctor spars, combi trailer, cover, little used	01243 377268	
1251	3000	Claridge built Mk3 with spars, sails, cover and combi trailer.	01736 788913	
1284	4000	GRP Mk3 Fredrickson/Harken fittings. Proctor spars, Bramber combination trailer/trolley, top/trailing covers. spares centreboard, lift/fixed rudder, choice of sails	01621 828360	michael.taylor@ejtaylor.co.uk
1281	4500	Wood Mk3 built by Mike Mooney, light use only quality fittings, 2 good suits of sails, cover and combi trailer	01964 542450 or 077903 10352	mike.mooney@virgin.net
1287	5500	Wood Mk3 Brunzeel ply, yellow cedar and Brazilian mahogany. Milanes foils, Proctor spars, sails, combi trailer all in excellent condition	01670 514308 or 0797 035471	
1285	6500	Wood Mk3. Well built fast boat. Very stiff and light. Exhibited at the boat show when new. 5th Nats 1999, 4th Nats 2000	01202 422560 or 01425 628337	
710		Material make wood. Good home wanted. Newly renovated. Sails like a trooper	07775 567094	

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

OSPREY OPEN MEETINGS & EVENTS - 2002

Please note that we have some new additions since the magazine publication in January.
Added opens & events at Coniston, Lord Birkett and British Steel.
As always, please check with contact person for details.

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			
1st - 3rd	Coniston	Nick Jones	01525 751712
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
6th/7th	Lord Birkett, Ullswater*	Nick Jones	01525 751712
August			
3rd - 9th	**Plymouth (National Championships)**	Jane Seymour	01245 268776
September			
14th/15th	Kielder	Dave Shilling	0191 490 1736(work)
28th/29th	Netley	Bob Thomas	02380 454187
October			
5th/6th	British Steel	Oscar Chess	01792 363433
12th/13th	Sunderland (Roker Regatta) (**Scottish & Northern Champs**)	Dave Shilling	0191 490 1736(work)
26th/27th	Rutland (**Inland Champs**)	Nick Jones	01525 751712

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, Lord Birkett.

Photograph courtesy Martin Turtle