National Osprey

December 2002

A NOTE FROM THE CHAIRMAN

Hullo Osprey sailors and members. After my elevation from Hon Treasurer to Chairman at this year's AGM in Plymouth I am pleased to report that your committee has applied considerable effort and energy to tackling the immediate priorities. The two top priorities were firstly understanding how the membership see the class and what you want from it, and secondly confirmation of the venue for the 2003 National Championships.

We concluded that we had to seek feedback from all members on their sailing, how they view the Osprey class and what their preferences are for the future. We initially spoke to many of you and have since prepared and issued a comprehensive questionnaire which will give us the guidance we need for deciding and implementing future actions on your behalf. If you have not yet done so PLEASE TAKE THE TIME TO COMPLETE IT - don't put it in the post pile and forget it! - send it back straight away. We will analyse and publish the results, and will use your feedback to formulate ongoing policy and activities in the class.

The outcome from this initial priority task will therefore determine the actions and priorities from now, but one item could not wait. We had to address the question of confirming the 2003 National Championships, 50 years after the launch of Osprey Number 1. We had a provisional booking at Hayling Island Sailing Club in August, albeit without detailed costings available. We were also aware that a repeat of the low turnout for the Plymouth Nationals could create serious financial issues for the class.

Further work has revealed that with a 40 boat entry and possibly sharing with another class, the cost at Hayling would be around £185 per boat including social activity tickets on a par with previous years. If we were to experience fewer entries there would be a risk of the class losing money in running the event. We believe this cost is unacceptable and have some concerns about accepting two classes potentially sharing the same championship course.

Following work behind the scenes with a number of clubs, the class committee met on 27th October and reviewed the alternatives. We decided to change the arrangements for 2003. We are now working to a preferred plan of a four day championship at Poole Yacht Club from the 26th to 29th July 2003. There may in addition be non sailing social activity on the 30th/31st. The racing and social timetable will be constructed shortly, and we intend to take members' views into account on this.



The 2002/2003 Committee
From left: Hilary Jones, Mick Taylor, Nick Jones, Will Odling, Karl Gorner, Bob Thomas, Martin Lewis, Graham Mant, Des Menear, Phil Angrave

This is a radical change. The four day format will appeal to some and not to others. Please be assured though that we have no current plans to repeat this format in following years, but will review the outcome of 2003 in looking ahead.

I would like to personally thank the membership and management of Poole Yacht Club for offering this alternative at short notice, and recognise the commitment and hard work required of them to make the event successful. I must also thank Hayling Island Sailing Club and its members for entertaining our earlier plans. Let's hope that the conditions are right in the future for a championships there, as I recall that the sailing waters and I now understand the new facilities are both excellent.

We will get more detail to you in the new year. Let's all put the dates in the diary and pull together to make the 2003 championships a huge success, both on and off the water.

Will Odling

SECRETARY'S REPORT

Before I report on the happenings since the Nationals at Plymouth I must thank Jane Seymour for the work she has done in the past 2 years. I have just learnt that she and Chris are moving on to pastures new and will be campaigning a B14 next year with Chris at the helm, I would like to wish them all the best.

On getting back from the Nationals I started to prepare for 2003. As you will have read in Will's report above, this was dominated by the Nationals switch from Hayling to Poole. The lads at Poole are putting a great deal of effort into this event and I hope you will all support both them and the Class in 2003, as it is indeed our 50th Anniversary.

It was nice to see so many boats at Rutland and there would have been more had it not been for the diabolical weather forecast. You will read later what a great time we had - Thanks to John Price for penning the article.

I would like to see more articles next year to make the newsletter production easier and to assist us in promoting the class through the yatching press. John has set a standard that I think should be followed. The winner of the event should write the report - excepting the Nationals.

The reason for this approach is as follows:-

- The Fleet Rep at opens is overrun with work - we then ask him to write the report.
- The winners perspective of the race is normally the one with the clearest views of what happened - after all he/she got it right.

I would like to give this idea a try next year so be prepared to Email the report and results to me on the Monday morning after the event.

Well, that's about all from me have a happy Christmas and a Osprey new year. See you all at the Dinghy Show in March

Nick J

COMMITTEE & CONTACTS

Committee			
Chairman	Will Odling 29 Burnham Road, Southminster, Essex CM0 7ES	will.odling@ btinternet.com	01621 773074
Secretary/ Web master	Nick Jones 2 Tyne Close, Flitwick, Bedford MK45 1DG	nickj.jones@ ntlworld.com	01525 751712
Treasurer/ Membership	Phil Angrave Three Wells, 20 Beaucroft Lane, Colehill, Wimborne, Dorset BH21 2PA	philip.angrave@ chase.com	01202 885942
Committee Members	Graham Mant 1 Old Bridge Road, Bloxham, Oxfordshire OX15 4LY	grahammant@ onetel.net.uk	01295 721630
	Karl Gorner		01793 345305
	Ian Madeley 283 Abbydale Road South, Dore Sheffied, S17 3LB		0114 2366873
	Mike Taylor Little Le Howe, Howe Green Road, Purleigh Essex CM3 6PX		01621 828360
Fleet representatives & Non-Committee Posts			
Poole	Martin Lewis Quamdon, Bells Drive, Giddylace, Wimbourne, Dorset BH21 2QU		01202 842672
Blithfield	Keith Gibbons Long Leys, Dagdale Lane, Bramshall, Uttoxeter ST14 4BJ		01889 563877
North East	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
Hornsea	Dave Metcalfe 10 Derwent Close, Hornsea, East Yorks HU18 1HD		01964 535829
North West	Willy Crichton 124 Conway Drive, Fullwood, Preston, Lancs PR2 3ER		01772 499750
South West	Des Menear Treetops, Little Lane, Hayle, Cornwall TR27 4PY		01736 756154
Newsletter	Jon Willey 71/73 Maldon Road, Great Baddow, Essex CM2 7DN	ospreynews@ talk21.com	01245 475552
Builders & Measurers			
Full Measurers	Oscar Chess South Wales		01792 363433
	Huw Pearce Berkshire		01344 771047
Maintenance Measurers	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	Alan Jackson Chipstow Boatyards		01268 710111
	Andy Barker		01929 439165

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

2002 NATIONAL CHAMPIONSHIPS - PLYMOUTH

The Ospreys Nationals returned to Plymouth for the first time since 1972 on 3rd August. The event was hosted by Plym Yacht Club at the recently opened Mountbatten Centre.

The turnout was surprisingly low with just twenty seven entries. Reasons floated around included the clash with Cowes Week, the fact that it fell in the third week of the summer holidays, unfounded rumours that we would be sailing inside the breakwater rather than out at sea, suggestions that this is not a holiday location (on the Devon / Cornwall border!), the allegation that we would be run down by the Navy, Ferries, UFO's etc, etc.



The crews line up for a 'Le Mans' start

Well there were no ships in the way and we did sail outside the breakwater on all but the last (blowing old boots offshore) day. The weather was English and mixed, so we experienced the full range of conditions, but rarely raced in non trapezing conditions.

Most of us who did go had a great week. Of those who had incomplete results sheets, our commiserations went to Nick Jones, who found himself crewless after one day, and Nik Webber for getting briefly lost at sea.

Special thanks go to Adam Ellery for standing in as Super Doc when Simon Odling acquired the Plymouth version of the Delhi Belly otherwise known as Dubai Quickstep and lost two days sailing in conference with Hughie and Ralph. On a more serious note our race officer Mike Pearson lost the tip of a finger working with an anchor on the Tuesday, but was back on the committee boat after surgery, and it didn't seem to dent his sense of humour.

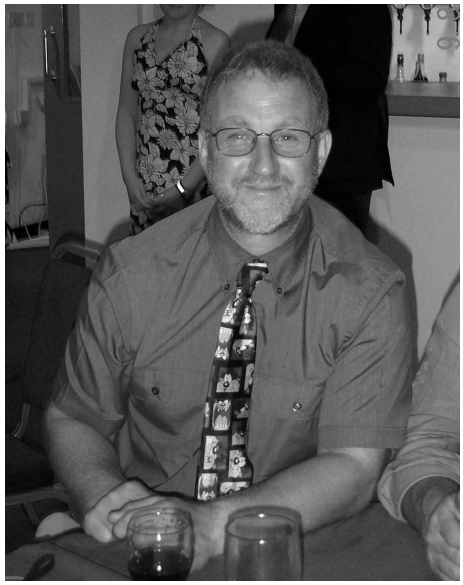
On the social front, the regular activities of barbecue and dinner/ disco went down well. Among the alternatives, there was the ferry across to Plymouth from the centre that ran through the evenings, which meant that we had an excellent choice of external drinking and eating venues on tap. Summer school broke out at the centre with the sailing orphans and widows engaging in arty and crafty activities on shore under Gill Odling's (yes she is a teacher) guiding hands. This started last year at Highcliffe and is proving a big success with orphans and widows alike. Among the other non sailing activities, Oscar Chess established a routine of demo flying his radio controlled aeroplane, while one or two over keen types were seen jogging around the cliff path.



Alec & Ian looking good

Back to the sailing. The Mountbatten Centre was a former naval base which was home to Sunderland flying boats. It is well within Plymouth Sound and sheltered. The sail out to the course was 15-30 minutes except one drift out day. The race was set on outside the breakwater with loads of space for our traditional big Olympic course. The one exception was the last race. With heavy winds blowing off shore, Mike Pearson made the right decision to set the course inside the breakwater. It was still demanding racing and the course area proved larger than expected.

Given a free choice and given the numbers, Race Officer Mike Pearson used line starts. At the initial briefing he confirmed that he always set square lines. In practice we generally found biased lines, and two of the recalls can be attributed to these. Still, it obliged us to make the best use of the opportunities we had, so there were scuffles at times as we jockeyed for position.



John Shenton *relaxed* at the end of the week

Day 1, Sunday, dawned with clear blue skies over the sea, and cloud over the land. Racing was delayed ashore until the wind arrived, rewarding us with a SW force 3-4 breeze in sunshine. The practice race was duly held with Oscar Chess & Nick Daily-Hunt coming out on top.

The first points race followed and saw Andy Barker & Phil Angrave squeeze round in front of Nigel Skudder & Peter Frith. At the windward mark, Andy soon opened up a lead escaping from Nigel and Oscar Chess & Nick Daily-Hunt. On the second run Oscar briefly moved into second, only for Nigel to immediately take the place back. Andy Barker looked unbeatable until a pole end broke, allowing everyone to close up, but he held on to win.



Dad, it was this big!

Day 2. No wind. No sailing. Unexpected lay day.

Day 3, Tuesday, and two races were sailed to pick up the lost time on Monday. In race 2, George and Simon Odling made a personal achievement by being first at the wind ward mark, with George letting out a shout of 'yes, that

will do'. Andy Barker slipped on past with Nigel Skudder moving into second at the gybe mark followed by Will and Tom Odling. Everything changed on the run when the wind filled in from the left. Oscar Chess & Nick Daily-Hunt took advantage and moved up to second with Jane and Chris Seymour in third place which they held to the finish ahead of Mick Taylor & Jon Willey.

The third race saw Rob Shaw & Richard Walker sail a near perfect race, leading from Nigel Skudder & Peter Frith and Andy Barker & Phil Angrave. On the second beat Andy was lifted over Nigel, but neither of them spotted Will and Tom Odling going up the left side of the beat until it was too late. At the windward mark Will and Tom had recovered 100 metres to move into second place which they held to the finish behind the race winner Rob Shaw and ahead of Andy Barker.

On Day 4, Oscar Chess showed his form by taking an early lead in race 4. After some eventful place changing in the early rounds, the final beat saw Andy Barker, Will Odling and Mick Taylor neck and neck. Precise tactics (and tacks) enabled Andy to hold Will beyond the layline, then tack back to 'roll' over Mick in the last few hundred metres to claim second place behind Oscar Chess, with Will Odling third and Mick Taylor fourth, Rob Shaw fifth and Jane Seymour sixth.



Rob, Richard, Oscar & Des show the Mayor and his wife the ropes

Day 5, and the fleet set out with an ominous forecast of NW 3-4 becoming 6-7, occasionally 8 later. In the event the weather only closed in at the finish of the race, with an exciting 3 mile reach home from the finish in decreasing visibility.

Andy Barker sailed an excellent race to take first place and an unassailable championship position, followed by Oscar Chess & Nick Daily-Hunt who likewise clinched second place overall at this stage. Martin Lewis & Terry Greene took third place followed by Des Menear & Peter Grieg.

Day 6, Friday, and with a Westerly force 5-6 gusting 7 forecast the race officer decided to sail inside the harbour. Nigel Scudder & Peter Frith looked good from the start, flying up wind to reach the windward mark ahead of Will and Tom Odling with with Alan Bax & Nick Willis in third. In a challenging race Mick Taylor & Jon Willey showed excellent form to finish in second place, followed by Oscar Chess/ Nick Daily-Hunt and Martin Lewis/ Terry Greene.

Report by: Will Odling

2002 National Championships - Overall Results & Gear Guide

Pos	Boat Name	Sail No	Helm	Crew	Club	R1	R2	R3	R4	R5	R6	Pts
1	Barking Mad	1298	Andy Barker	Phil Angrave	Poole YC	1	1	3	2	1	DNC	8
2	Infidel	1085	Oscar Chess	Nick Daily-Hunt	Mumbles YC	4	2	5	1	2	3	12
3	Schiaffino	1207	Martin Lewis	Terry Green	Poole YC	3	5	12	7	3	4	22
4	Merlyn	1199	Will Odling	Tom Odling	Maylandsea Bay SC	11	6	2	3	7	6	24
5		1297	Mike Taylor	Jon Willey	Marconi SC	12	4	11	4	5	2	26
6	Swiftwun	1290	Nigel Skudder	Peter Frith	Poole YC	2	10	4	11	12	1	28
7	Light 'n Bitter	1292	Robert Shaw	Richard Walker	Keilder Water SC	8	9	1	5	9	10	32
8	Hello Again	1280	Des Menear	Peter Grieg	Penzance SC	5	14	8	8	4	7	32
9	Big Girl's Blouse	1295	Jane Seymour	Chris Seymour	Shoreham SC	9	3	13	6	6	11	35
10	Waimanu	1291	Alan Bax	Nick Willis	Hayling Island SC	10	7	6	9	8	5	35
11	Georgia	1299	Adam Ellery	Mostyn Evans	Penzance SC	7	11	7	12	10	9	44
12	Physco	1178	Gareth Caldwell	Malcolm Clack	RYA	6	8	10	10	11	DNC	45
13	Jennifer	1276	Alec Mamwell	Ian Little	Kielder Water SC	13	12	15	17	15	8	63
14	Bluebird	425	George Odling	Simon Odling	ASA	14	16	9	13	13	DNF	65
15	Prickly Pair	1163	Don Flannery	Roger Woodhead	Ribble Cruising Club	16	19	17	19	14	12	78
16	Superbad Grandad	12	Peter Reeves	Steven Oldale	Poole YC	17	15	14	14	18	DNC	78
17	Hot Stuff	1112	Karl Gorner	Graham Mant	RYA	23	13	16	20	17	13	79
18	Dodger	1167	John Shenton	Ricky Knight	Nilsonian SC	15	22	18	23	16	14	85
19	Able Two	1175	Stuart Morton	Stephanie Webb	Poole YC	18	18	20	22	19	15	90
20	Creole Lullaby	1182	John Goudie	Jon Osgood	Nilsonian SC	22	17	19	16	22	DNF	96
21	One Step Beyond	1203	Phil Holt	Michael Richardson	Poole YC	21	23	21	21	24	16	102
22	Sarajon	1205	Keith Gibbons	Jon Gibbons	Blithfield SC	19	20	DNF	18	20	DNF	104
23	Public Enemy	1275	Eric Alston	Alasdair Alston	Paignton SC	DNF	21	DNF	15	21	DNC	111
24	Magician	1181	Willy Crichton	Lewis Ford	Ribble Cruising Club	DNF	24	22	24	23	DNF	120
25	Cognito	1240	Nick Jones	Rob Tippet	RYA	20	DNC	DNC	DNC	DNC	DNC	128
26	Wavetreader	736	Nik Webber	Derek Marshall	RYA	24	DNC	DNC	DNC	DNS	DNC	132

Pos	Helm/Crew	Boat No	Boat Age (years)	Hull	Foils	Sails	Mast	Combined crew weight (st)
1	Andrew Barker/Phil Angrave	1298	2	Barker	Milanes	Rellings	Superspar M2	24.5
2	Oscar Chess/Nick Daily-Hunt	1085	27	McCutcheon	Vick/Milanes	Rellings	Superspar M2	26.0
3	Martin Lewis/Terry Greene	1207	19	Claridge/Smart	Bloodaxe	Hoods/Sanders	Superspar M2	25.5
4	Will Odling/Tom Odling	1199	21	Winder	Winder	Rellings	Superspar M2	24.0
5	Michael Taylor/Jon Willey	1297	2	Chipstow	Milanes/Winder	Rellings	Proctor Epsilon	26.0
6	Nigel Skudder/Peter Frith	1290	5	Chipstow	Thomas/Bloodaxe	Sanders	Proctor Epsilon	25.5
7	Robert Shaw/Richard Walker	1292	3	Dobson	Top Foils	Goacher	Proctor Epsilon	25.5
8	Des Menear/Peter Greig	1280	6	Hewitt	Milanes	Hyde	Proctor Epsilon	27.0
9	Jane Seymour/Christopher Seymour	1295	3	Barker	Milanes/Winder	Rellings	Superspar M2	20.5
10	Alan Bax/Nick Willis	1291	4	Porter	Porter	Pinnell & Bax	Proctor Epsilon	26.0











OPEN MEETINGS AND EVENTS

LORD BIRKETT TROPHY
ULLSWATER
6TH-7TH JULY, 2002

A personal view.

2002 is a rather special year for the Ullswater Yacht Club, as it is the fortieth year in which they have run this popular handicap event. With entrants numbering up to two hundred and fifty, the logistics of the organisation, both on and off the water, must be a massively daunting task. The numbers, at one hundred and ninety-two this time, were disappointingly down a little.

For those who know nothing of the event, this is how it came about. In the early sixties, the government of the day decided that Ullswater, at the time England's second largest lake, after Windermere, would become a reservoir. This would have stopped all human commercial and leisure activity on the water, making Ullswater as barren as nearby Thirlmere. In the House of Lords, Lord Birkett gave a passionate speech against the bill, with the result that the upper house turned it down. This saved Ullswater Yacht Club and numerous other businesses from closure. The event has run every year since.

Six Ospreys turned up, three each from Kielder and Hornsea. The wind blew a fairly steady force three, and we were all confident of being able to clear the slower boats shortly after the start. The line was heavily biased towards the clubhouse end, and the crush of boats there had to be seen to be believed. I was sailing with Alaistair Smith, and between us we reckoned that we would be better starting about halfway up the line, where the melée thinned considerably, but still as close to the favourable end as possible.
The fleet got away first time, and we found ourselves in the front rank of starters, and with clear wind, but being crossed very quickly on port tack by the front runners from the clubhouse end. So the plan had worked to an extent, but Mike Mooney and Pete Smith in 1300, Steve Clay and Peter Williams in 1209, and Rob Shaw and Richard Walker, 1292, were all in this bunch. Alec Mamwell and Ian Little in 1276, were just behind us. I never caught sight of Richard Hewitt and David Lyall all through the race, so had no idea where they started, or how well they were doing.

The next time I spotted Alec Mamwell, about twenty minutes later, he was a good way ahead of us.

As we came into Howtown Gap the beat, for those of us in the middle of the lake, turned into a fast reach for a few hundred yards. Mike Mooney, off on the west bank, fell into a hole, and we were soon all past him. However, Rob Shaw and myself fell into a hole shortly after, so at the turning point around the second island, the order was Mamwell, Clay, Mooney, Metcalfe, Shaw and Hewitt.

With spinnaker up, Alec and Ian seemed a long way ahead and out of reach. Mike Mooney was the first boat in my sights. We both sailed up the east bank, while behind us Rob Shaw was sailing lower, and looked to be dropping back. I sailed through Mike's weather on a strong gust and headed off towards Steve Clay. Meanwhile it was obvious that Rob and Richard's leeward course had paid off, for they were now a good couple of hundred yards in front of us and quickly gaining on Alec and Ian.
I chased Steve and Peter the whole length of the lake before I finally got through at the last turning mark at the start of the final beat to the line. I managed to hold him off to the finish, but Alec Mamwell and Rob Shaw were already across the line.

The finishing order for the first race was: Alec and Ian; Rob and Richard; Dave and Alaistair; Steve and Peter; Mike and Peter, with Richard Hewitt and David Lyall bringing up the rear. The handicap results were nineteenth, twenty-third, twenty-eighth, thirty-sixth, fiftieth and seventy-fifth, which were quite respectable out of almost two hundred boats.

Sunday morning was bright and sunny, with winds only force one to two. I felt that we would be very lucky to break clear of the slower handicappers in the light airs, but as it turned out, for me and Rob Shaw it was no problem. The start line was again crowded at the clubhouse end, and this time it caused two general recalls. With the black flag in operation it was imperative not to be over the line in the final minute.

Alaistair and I decided that we should start in approximately the same place along the line as the previous day. This time it turned out perfectly. A hundred meters over the line we tacked onto port and came out in front of the whole fleet apart from one Laser 5000. It truly is a wonderful feeling to look back and see a hundred and ninety boats behind you. However, it didn't stay that way for long as we found ourselves trading tacks with a couple of Canoes and Musto Skiffs all the way down to Howtown.

It was as we got down to the gap that we first saw Rob Shaw, a hundred metres to leeward and slightly behind. That didn't stay that way too long either, as he seemed to be in a better wind. For some reason he insisted on sailing faster than me and soon overtook us. All the way down to the islands we traded tacks with him, both of us staying down the west bank. Eventually he drew away after we stayed on a bad shift that felt good, and by the turn he was three or four hundred metres ahead.

Alec and Ian had found themselves caught on about the fourth rank of starters, blocked by a couple of cruisers and a Tempest. With no wind at all they struggled to cross the line, but once they did, went very well, gaining on the rest of us all the way.

Going back up the lake we passed Mike, Steve, and lastly Alec, but saw no sign of Richard. They were all passing Norfolk Island on the way down as we were passing it on the way back up.

Rob and Richard seemed too far ahead for us to get past, but fortunately, (for us), they fell into a hole and stopped completely. Afterwards he claimed that he hadn't found the hole, but that the hole had come looking for, and found, him. I could see his point - his lead did look unassailable at the time. So we slipped quietly past, hoping he hadn't noticed. But he had, and came after us. The nearest he ever came was to within about a hundred meters, but then we sailed away again.

I have never been so pleased to get round a mark in my life as I was around the last mark at the top of the lake. As we rounded, the wind, which throughout the race had struggled to stay in the force one range, suddenly gusted up to a three, and all those slower boats that were miles behind, came, like Stewball the racehorse, a-prancing and a-dancing towards us. We knew we wouldn't get caught, but we also knew that our handicap result was up the spout. The race had taken us over three hours, so there was no chance of a good PY result against, for instance, a GP14 that finished only about fifteen minutes behind. We were the eighteenth boat across the line, and the first of the traditional, non-asymmetrical boats, and there was one other nice thing - all the RS400s were behind us.

So the day's positions were Metcalfe and Smith, Shaw and Walker, Mooney and Smith, Mamwell and Little. Steve Clay had been over the line in the first minute and was disqualified, and Richard Hewitt had had his boat holed on the start line and hadn't in fact competed.

Handicap positions for the day were fiftieth, seventy-second, eighty-third and eighty-sixth. As I suspected, the GP14 won the day's handicap by about seven minutes on corrected time.

The prize giving was delayed and delayed. Nobody knew what was going on until a voice over the tannoy said that they were scrutinising video evidence and there would be no prizes given until they were convinced that everything was correct. The crowd gradually thinned until there were probably fewer than three dozen people left. Eventually, sometime after seven o'clock, the speeches were given and so was the glassware. At the end of the class prizes the organiser said, 'And last, but not least…' 'Osprey', I mouthed. 'Enterprise', he said.
So, after all that wait, (Steve

Clay and Peter Williams waited with me, and so did Alec Mamwell for a while, but had to go half-way through the presentations), there wasn't a prize for the Osprey class. But we'd had six boats, and a class consisted of five.

I went up to ask him about it, and he said that he thought we'd only had four boats, but if we were the leading Osprey he would give us a glass each anyway. It didn't really matter, but it's not quite the same is it? Everyone had gone, but Steve and Peter gave us a clap.

Osprey Results (Overall Position)

1	1286	(25)	Dave Metcalfe	Alaistair Smith
2	1292	(40)	Rob Shaw	Richard Walker
3	1276	(45)	Alec Mamwell	Ian Little
4	1300	(67)	Mike Mooney	Peter Smith
5	1209	(108)	Steve Clay	Peter Williams
6	1293	(134)	Richard Hewitt	David Lyall

Report by: Dave Metcalfe

KIELDER WATER SAILING CLUB 14TH/15TH SEPTEMBER 2002.

Thursday night at 7.30 p.m. and the phone rings. " Can ya fund mi a cuw" is quickly translated from Glaswegian into a request to find Willy a crew. I agree and set about the seemingly easy but sometimes damn near impossible task of finding a crew willing to spend a weekend in an Osprey with a demented Scotsman. Willy goes back to wrestling pylons in Cornwall and eating girders for tea. At 10.00pm I find Paul an unsuspecting young chap I used to climb with many years ago. On one climbing trip I managed to kick a rock off and slice through his brand new rope. Paul suddenly remembers this and is no longer unsuspecting! Imagining Willie sat by his phone waiting impatiently for news I am quickly disillusioned. It is quite definitely turned off and I leave a text message that finally seals the deal at 10.00 am on the Friday morning. I fervently hope that this is the last phone call at the end of a long fortnight spent urging people to come to Kielder, matching helms to crews and crews to helms. I think that next year a well-advertised promise of a lap dancer assigned to each specifically invited boat might achieve the same result with much less grief and pack my gear to go sailing.

Friday night at 5.30 p.m. the first Ospreys, after Bob, arrive in the form of the Hornsea Expeditionary Force. Operating so far from home the lads have brought everything including the kitchen sink and I waste valuable "pub time" watching a lilo inflate - slowly ! Fortunately I find a piece of wood to chew which helps keep hunger at bay before we all pile off for an overdue meal at the Anglers Arms. Even better lan arrives to look after the club and organise stragglers. We return about 8.30 p.m. to find that extra security, following an unofficial rave the previous weekend, is in force and we have to keep the top barrier closed. lan has posted notices but in complete darkness Osprey sailors might thrash about all night. After a token wait for expected arrivals we disappear to the pub once more only pausing to rescue 1177 from what has, by now, become a pitch black night. Once in the Blackcock problems quickly recede and Dave Metcalfe, fuelled by shandy, entertains us. At one point Dave criticises the use of grammar in the Osprey magazine and I panic about this report! Others drift in and join us but by 12:03 we are back in the club and running a late bar. Steve Sharp has eventually arrived with his delightful crew via the long route from Hornsea and I can finally, well into Saturday, shut up shop and turn in.

Saturday night at 7.30 p.m. the first beer of the evening touches my lips. I am still in shock because seventeen - yes 17 Ospreys have turned up. What is more they have enjoyed sun and a pleasant, if fitful, force 2/3 breeze in which to race. Rob Shaw / Richard Walker (1292), back in form these days, have managed to dominate the racing with a narrow victory over Richard / Mark Hartley (1259/1114) in the first race and another, by a substantial margin, over Viola / Michael Scott (1261) in the second. We (1276) managed two thirds despite the light conditions. Which was nice. Worthy of note was Bob Thomas / Paul Taylor (1273) gaining a fifth in race one. The second race had also incorporated the "Dam to Dam" trophy and 1292 had managed to keep the Scorpion of my old friends Dave Woodhead and Jerry Hannabus at bay to win this as well. Through the meal and the beer I am aware that the last race was rather too long for most and resolve to adjust this next time. Richard Hewitt / Davie Lyall (1293) are more proactive and have set about trying to adjust things now. There is a protest set for next morning. At the club, then the Blackcock and, later, back at the club once again I let this all wash over me attempting to pour oil, without much success, on troubled waters whenever the opportunity arises. In the end I give up and just enjoy the crack with old and not so old friends. Brilliant.

Sunday night at 5.30p.m. I sip the last beer of the weekend. I ponder aloud whether the French Admiral protested Nelson after Trafalgar for using too many guns. I somehow doubt it but it looks as though, after failing to gain redress, Richard will be appealing. To the RYA you understand and not to me! Nevertheless the sun is out, there is some breeze, the beer tastes good and I am too tired to worry any more. What a pity we had had to spend morning drifting around under a blanket of cloud. Predictably 1292 had drifted faster than anyone else in the first race closely followed by Steve Clay / Peter Williams (1209) and 1276. In the fourth race a windshift had turned a windward - leeward into a reaching course at the start and Dave Metcalfe / Malcolm Clack (1286) said thank you for this and lead the fleet from start to finish. They were followed home by 1261 and 1292. The Race Officer abandoned the last race from lack of wind. There were no protests regarding this popular call! Obviously Rob and Richard had won convincingly and, despite our cunning ploy to start the last race using the finishing line ("Come on lan there's loads of room on the line!") Viola and Mike had sailed 1261 into a well deserved second place overall. We had to be content with third place and Ian is wondering whether dementia is catching. The beer runs, and it is time to go home. I still struggle to believe that seventeen - yes 17 Ospreys came Kielder. Thank you for that. It made all the phone calls, even those difficult to translate worthwhile. I look forward to the revival continuing.

17 Ospreys! Magic!

Report by: Alec Mamwell

Results:

1	1292	Robert Shaw
2	1261	Viola Scott
3	1276	Alec Mamwell
4	1286	Dave Metcalfe
5	1209	Steve Clay
6	1114	Richard Hartley
7	1288	Steve Sharp
8	1293	Richard Hewitt
9	1181	Willy Crichton
10	1273	Bob Thomas
11	1163	Don Flannery
12		Ian Madeley
13	1263	John Rayner
14	1150	Richard Hoad
15	1233	Andy Holmes
16		P Beck
17		P Catterall

NETLEY
28TH-29TH SEPTEMBER 2002

Near perfect sailing conditions with a sunny SE F2-3 over Southampton water greeted the 17 competitors participating in the Netley Open. Race 1 got underway and Graham Viles crewed by Adam Bowers in 1198 (Blue Moon) hit the pin end of the line on the gun and headed for the shore followed by Andy Barker and Phil Angrave in 1298 (Barking Mad) and most of the rest of the fleet. 1296, Martin Cooney and John Price in White Star headed over to the right side of the course but realised that it was not going to pat so cut back left in time to hold 3rd place round the 1st mark behind Blue Moon and Barking Mad. Blue Moon gradually opened out a comfortable lead with White Star pushing Barking Mad hard until the last lap when White Star picked the shifts better to squeeze ahead and hold on to 2nd to the finish with Barking Mad 3rd. Race 2 and White Star got clear at the start and followed the slight shifts well up the first lead to round the 1st mark clear of Blue Moon and 1199 Will and George Odling in Merlyn. Positions at the front held for the 1st lap until George Odling obviously under pressure from Barking Mad showed his animal strength and pulled a bit too hard on the Jib sheet separating the mounting from the deck… Ooopps! Barking Mad now closed on Blue Moon and managed to get an inside overlap at the gybe mark and make the position stick to take 2nd with Blue moon 3rd.

That evening was spent in the traditional Netley style discussing the races so there was no beer left for Sunday Lunch. In the meantime the Odlings headed off home to get their spare boat and Karl Gorner tried to poor enough beer down his crew Graham Mants throat to cure his damaged back but to no avail.

Sunday and the wind was still steady from the SE but now F3 with a touch of 4. Blue Moon was quickly into her stride and rounded the 1st mark comfortably ahead of White Star and 1194 Lettice sailed by Stuart Maunder and Steve Birch. These two were gradually hunted down by Barking Mad who moved up to 2nd leaving White Star to take 3rd. The final race and Blue Moon was pushed over the start but unseen by the race officer so took advantage and headed for the favoured left side to lead from start to finish. White Star was again well up and held 2nd ahead of Barking Mad round the 1st mark and for the rest of the race with Barking Mad 3rd.

A well-earned win for Graham Viles and Adam Bowers with a convincing display of speed ahead of Martin Cooney and John Price who humbled the National Champions Andy Barker and Phil Angrave into 3rd place.

Report by: Bob Thomas

Netley Results:

1	1198	Graham Vials	Adam Bowers
2	1296	Martin Cooney	John Price
3	1298	Andy Barker	Phil Angrave
4	1297	Mike Taylor	Jon Willey
5	1194	Stuart Maunder	Steve Birch
6	1195	Richard Marshall	
7	1199	Will Odling	George Odling
8	1291	Richard Thoroughgood	Nick Willis
9	12xx	Pete Reeves	
10	1203	Mike Richardson	Dave Bourne
11	1175	Stuart Morton	Stephanie Webb
12	1273	Bob Thomas	Paul Taylor
13	1265	Tim Bauden	
14	1182	Jonathon Osgood	
15	1020	D Garrad	
16	1112	Karl Gorner	Graham Mant
17	736	Nik Webber	Derek Marshall

PANMORRA CUP
MOUNTS BAY SAILING CLUB

What a quirky summer we are having this year! Saturday (day 1) morning blowing a half a gale, and boats left in the safety of the Mount harbour, tide out. A delay in the racing was called in order to allow the time for the boats to be re floated by the tide and to hope that the wind would drop enough to allow racing to commence. After a delay of about an hour nature obliged and as the tide came up so the wind dropped enough to allow racing to commence in a sensible manner.

Race Officer Paula Morcumb decided on a course West of the Mount utilising a pier head start sequence with a line start. The first race was started in a gusty wind of about force 4-5. Adam Ellery crewed by Peter Greig in 1299 got away to an early lead and led all the way around until the finish with Barry Reynolds and Matthew Skewes sailing 1018 second and James Sadler & Tom Somers in 922 third.

The second race of the day was got underway very quickly after the last boat crossed the finish line. Ellery again won this with 922 second and Chris Firth & Roger Curnow in 760 in third position. A very pleasant afternoon's sailing was had by all.

Day 2 saw a total reversal of day 1 with the wind being conspicuous by its virtually total absence. After a long postponement period the fleet again managed to get away from a pier head start onto a westerly Port hand course. The wind was very light and fitful. The race was again led from start to finish by Ellery in 1299. Second place was held by 922 all of the way around up until the final lap when they were passed by Alex Morcumb & Malcolm Woolcock in boat number 900, which finished in second place, and 760 which finished third.

The prizes were later handed out in the clubhouse with Ellery the overall winner. James Sadler came second in 922 and Chris Firth in third sailing 760

A new trophy for boats over 25 years old was awarded. This year being won by James Sadler in 922, a boat with an enviable history when sailed by John Mathews and Raymond Jebbett in the 60s and 70s.

This event is held in Cornish waters and is open to all Osprey sailors from around the country. Why not visit Cornwall next year and have a go at winning it?

Overall Results:

1	1299	A Ellery	P Greig
2	922	J Sadler	T Somers
3	760	C Firth	R Curnow
4	1018	B Reynolds	M Skewes
5	1141	M Sharp	AN Other
6	1251	J Marks	B Roskilly
7	900	A Morcumb	M Woolcock

OSPREY INLAND NATIONALS
RUTLAND SAILING CLUB
25TH-26TH OCTOBER

A forecast of fresh winds on Saturday and gales on Sunday meant a smaller than usual turnout of 14 boats for this years Osprey Inland Championships, two of which stayed on shore, hosted by Rutland Sailing Club over the weekend of the 26/27 October.

With this forecast in mind the race officer sensibly decided to run 3 races on the Saturday. The first race was started in a force 5 and Martin Cooney and John Price lead at the windward mark. A close group of 4 boats lead by Richard Marshall and Nick Willis fought to close the gap, but were unable to make any impression on the lead. With fast planing conditions and spinnakers hoisted, everyone enjoyed some exhilarating sailing. With the finish at the leeward mark after 3 laps Martin and John enjoyed a large lead. Behind them drama was unfolding as Richard and Nick encountered problems at the gybe mark allowing 1276 to sneak inside them at the mark, and also allow Rob Shaw and Richard Walker to close right up. After a tight battle along the last reach 1276 managed to just hold off Richard and Nick, who in turn just held off Rob and Richard.

Rob and Richard made a Port tack flyer at the start of race two and lead comfortably at the windward mark. Behind was a close group of 4 boats lead by Richard and Nick, with 1276, 1240 and 1293 in close attention. By the time they reached the leeward mark Rob and Richard had a good lead but Martin and John had come flying through the fleet after starting last after a broken main halyard between races to take second place. With the wind now a kinder force 4 Martin and John set about catching Rob and Richard and by the time they got to the windward mark for the last time they just squeezed inside them at the mark to gain the initiative, which they held to the finish. A little way back 1276 and Richard Marshall and Nick Willis had a close battle with Alec Mamwell and Ian Little having the upper hand at the finish.

For the last race the wind had moderated to a pleasant force 3. Martin and John headed for the left hand side of the course and held a comfortable lead at the windward mark. A group of 4 boats headed by Rob and Richard closed up on the second reach on a nice gust to be right behind the leaders at the leeward mark. Rob and Richard and Richard and Nick then tacked off left early whilst the rest of the fleet headed right. They sailed into a nice header and lifted nicely into the mark to have a nice lead at the leeward mark. Rob and Richard kept the advantage but Richard and Nick got tangled up with a Contender at the leeward mark which allowed Martin and John to close up and then pass them up the next beat. Rob and Richard held on to win at the finish from Martin and John, with Richard and Nick a little way back in third.

Sunday dawned with the worst storm of recent years and no racing was possible, so the overnight results stood. With the best 2 results from 3 counting Martin and John are the Inland Champions for 2002.

Report: John Price

Results

1	1296	Martin Cooney & John Price	Poole YC
2	1292	Rob Shaw & Richard Walker	Sunderland YC
3	1276	Alec Mamwell & Ian Little	Kielder Water
4	1195	Richard Marshall & Nick Willis	Poole YC
5	1278	Dave Metcalf & Richard Blowman	Hornsea
6	1259	Richard & Mark Hartley	Blithfield
7	1293	Richard Hewitt & David Lyall	Kielder Water
8	1112	Chris & Graham Mant	RYA
9	1209	Steve Clay & Ruston	Hornsea
10	1240	Nick Jones & Keith Dingle	RYA
11	1182	Jon Osgood & Mark Jones	Wilsonian
12	1273	Bob Thomas & Andrew Gibbs	Netley

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OSPREY OPEN MEETINGS & EVENTS - 2003

Provisional open meeting list. There a few dates yet to be fixed and these will be advised on the web site and in the spring magazine.

April			
TBA	British Steel	Oscar Chess	01792 363433
May			
10th/11th	Hornsea	Dave Metcalfe	01964 535829
24th- 26th	Coniston	Nick Jones	01525 751712
June			
1st/2nd	Poole	Martin Lewis	01202 842672
21st/22nd	Penzance (Panmorra Cup)	Des Menear	01736 756154
July			
TBA	Lord Birkett, Ullswater*	Nick Jones	01525 751712
12th/13th	Blithfield	Keith Gibbons	01889 563877
26th- 29th	Poole (National Championships)	Nick Jones	01525 751712
September			
13th/14th	Kielder	Alec Mamwell	01670 505822
27th/28th	Netley	Bob Thomas	02380 454187
October			
25th/26th	Rutland (Inland Champs)	Nick Jones	01525 751712

WILKINSON SWORD

Trophy to be presented at 2003 Nationals for competition period Sept 2002 - July 2003.

COPY DEADLINES

Photos, reports, articles, letters and anything else you care to send me for publication in the magazine should get to me by the following dates:

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

Please post photographs (good originals please - I'll return them later) and if possible e-mail everything else.

If you are submitting open meeting reports please remember to send them to me as well as:

club@yachtsandyachting.com
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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.

Jon Willey

From the archive: Blithfield 1989



