
National
osprey
July 2004
Early Season Opens
Reports, Results, Pictures

Contents

Editorial	**Page 2**
Chairman's Address	**Page 3**
Secretary's Report	**Page4**
Observations On The Past...	**Page 4**
Bambi Goes Sailing	**Page 5**
The Years In Between	**Page 5**
Welsh And Midlands Championship	**Page 6**
Scottish And Northern Championship	**Page 7**
Going For Gold	**Page 8**
Born Again - A Miraculous Conversion	**Page 10**
Miraculous Conversion - Part 2	**Page 11**
Poole Open	**Page 12**
Coniston Open	**Page 13**
Dinghy Show 2004	**Page 14**
Personal Handicaps	**Page 14, 15**
It Takes Two	**Page 16**
The Bird's Eye View Of The Opens	**Page 17**
Arboreal Conjuration	**Page 18**
A Gift Horse In The Mouth	**Page 18**
Panmorra Cup	**Page 19**
A Sailing Pen-Portrait	**Page 20 - 22**
What's On And Where	**Page 23**
Boats For Sale	**Page 23**
Nigel Skudder and Peter Frith, Nationals 2003	**Front Cover**
Martin Lewis and Peter Verver, Nationals 2003	**Back Cover**
Photos by David Harding, sailingscenes.com	

Advertisers

Chipstow Boatyard	**Page 9**
Milanes Foils	**Page 9**
Sail Register	**Page 13**
Craftinsure.com	**Page 22**

Contacts 2004

Will Odling (Chairman)
01621 773074 (eve)
01621 772661 (fax)
0778 999777 (mob)
contactus@coaching4leaders.com

Ian Madeley (Acting Treasurer)
0114 2366873

Nick Jones (Secretary)
01525 751712 (day/eve)
077 368 09458 (mob)
nickj.jones@ntlworld.com

Ken and Maureen Carroll (Acting Secretary)
01394 388540
07786518870
carrolls@tesco.net

Karl Gorner (Committee – Technical Rep)
01793 345305 (eve)
0870 137 6440 (fax)
07270 534035 (mob)
karl.gorner@ntlworld.com
kg@safetysevices.co.uk

Des Menear (Fleet Rep Penzance)
01736 756154
07979 470470 (mob)
jilldestreetops@aol.com

Martin Lewis (Fleet Rep Poole)
01202 842672
ml@ukgateway.net

Graham Mant (Committee)
01295 721630
grahammant@onetel.net.uk

Bob Thomas (Fleet Rep Netley)
023 8045 4187
0775 478 7362
robert.thomas40@which.net

Dave Metcalfe (Fleet Rep Hornsea & Newsletter Editor)
01964 535829
davemetcalfe@bigfoot.com

Ian McDonald (Fleet Rep Blithfield
01889 505774
ian.r.mcdonald@btinternet.com

Willy Crichton (Fleet Rep Ribble)
01772499750
billcrichton@yahoo.com

Alec Mamwell (Fleet Rep Kielder)
01670 505822

Sam Mant (Membership Secretary)
07971 195053

Website
www.ospreysailing.org.uk

ISIS - Osprey 250

THE COMMITTEE WISHES to thank Mr. Anthony Collins, owner of the above boat, who has donated it to NOCA, to benefit from in any way it chooses.

The Committee has discussed possible ways to use the boat, including selling it on to provide money for the purchase of the glassfibre moulds from Porter Brothers.

Another possible use would be to lend it to anyone who would like to try an Osprey. This scenario is attractive, but is full of difficulties and would incur the expense of insuring it.

The boat is a Mark 2, is fully equipped and in good condition. It has a very good combi-trailer and a new overcover.

We would like to hear any sensible suggestions from the members. At the moment it is kept at Graham Mant's house in Oxfordshire.

Editorial

HERE IT IS – my third offering. Jon Willey, the previous editor, told me that it does get easier the more you do, and I guess he's right. The printer is sorted, you're more at ease with the software and have more and better ideas about design and layout. When I look back to my first magazine of last July, although that edition was in full colour, and therefore very eye-catching, I can see that the layout and design aspects were not as sharp as the Christmas issue and this one. It still takes just about as long to put together, but the panic of the first edition is now a thing of the past.

So, what have we got this time? Malcolm Clack takes his third stroll down Memory Lane – and what an amazing memory it is. This time he's teaming up with Mike Mooney on the water. Phil Angrave concludes his superb article for all you crews, though I believe he's talking to helms too. Ken and Maureen Carroll have, between them, filled more pages than anybody else in this issue, and it's all good reading. Alec Mamwell, who is an editor's dream as he always sends a contribution or two, has sent a contribution or two, and the doyen of yachting journalism in the UK, Bob 'The Fish' Fisher, has also contributed an article on the history of sailing in the Olympic Games. All this is in addition to the

Championship and Open Meeting reports and many other goodies. With such fare, why would anybody want to sail in any other class of dinghy?

A quick word about copy for the magazine. Please keep it coming in or we won't have a magazine to read. I've extended the copy deadline quite a bit as the printer I'm using, apart from doing a very good job for me, gives me a five day turnaround, so I can plan it out almost to the day. In fact, for the Christmas edition, because of a few problems on my part, they did it all in three. What I'm trying to say is that although I seem to have plenty of time, it is still a great help if you can get articles and reports in to me with time to spare. It greatly eases my workload. Thanks (in anticipation).

Before I close I'd like to thank Bob Thomas for sending me, quite out of the blue, some new software that has considerably eased my burden.

See you at the Nationals.

Dave Metcalfe

Chairman's Address

Greetings Osprey sailors and all association members. In this report I am taking the opportunity to flag up changes among the officers of the National Osprey Class Association. There will be more change presented at this year's AGM than for the past four years, so I believe it appropriate to inform the whole membership in advance.

Firstly, this will be my last report as an association officer and committee member as I am standing down with effect from this coming AGM at the Nationals. I have enjoyed my four-year stint on the committee and must offer my thanks to fellow members for their support. I am learning how to measure sails, to keep myself useful in the fleet!

We have already seen some interim changes in roles during the year, which is quite unusual. Since late last year Ian Madeley has worked as acting Treasurer, easing pressure on Phil Angrave. I believe that Ian will receive a nomination to become Treasurer for the coming year. Then at the end of 2003 Nick Jones suffered a fire at his home, causing considerable personal disruption and stress for all the Jones family. We are grateful to Maureen and Ken Carroll for promptly volunteering to act as class Secretary. They were co-opted on to the committee in early 2004 and I believe they will be nominated for election for the coming year. Many members will recall that they worked in this role some years ago. Nick Jones now has his house back and has returned to 'active service' on the committee, and I believe he will be nominated to succeed me as chairman for the coming year.

The 2003 50th anniversary National Championship at Poole was greatly enjoyed, with a creditable 51 boat entry, the envy of many other classes. I would like members to be aware of two matters affecting the outcome. The first relates to a protest which should have been heard, but has yet to be satisfactorily resolved despite the efforts of John Price and others on behalf of the organising committee. An attempt to hear it at Netley was thwarted by debate over the authority of the protest committee, which was in my personal view unfortunate, because I believe such issues should be dealt with rather than evaded on alleged administrative technicalities. The consequence is that the 2003 results remain provisional because a small number of overall places will be affected by the outcome. We still intend that the protest will be heard. The second matter relates to a hearing following complaints about member behaviour at the prize giving. Given the number of comments and questions raised with me, I would like to very briefly summarise. The RYA found that rule 69 relating to personal conduct had been breached by Andy Barker. Andy has apologised to those affected and the matter is now closed.

We should all now look forward to the Penzance Nationals on 8th to 13th August. I for one intend to have a great week sailing with my elder son Simon. The Odling/Odling competition should be interesting as Simon's fiancée Melissa is crewing for my brother George! So far this year we have crossed swords at Blithfield and Poole, but there's nothing personal (honest guv) after our close finish at the last Nationals.

One final comment from me concerns new boat building. It was nice to see Osprey 1301 on the water at Penzance, but I know people remain interested in the future of glass boats. For the first time in many years, we heard active interest in new glass boats from potential **new** sailors at the dinghy exhibition, while having a shortage of second-hand boats available. This has spurred on committee efforts to relocate the moulds to a boat builder who can assess the viability of starting production of a new glass boat. Karl Gorner is involved with Ken Carroll on this task, and they hope to report further in the near future.

I look forward to seeing you on and off the water.

Will Odling

Secretary's Report

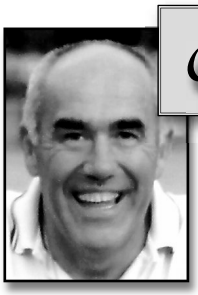
My Secretary's Report is going to be short. Two days before Christmas Hilary and I were unlucky enough to have a house fire which meant we had nowhere to live, and this made performing the secretarial duties an impossibility. So I must extend my heartfelt thanks to Ken and Maureen Carrol who picked up the job and have done it very well since then.

Hilary and I have now returned to our house. We are looking forward to being up and running again by the Nationals. That being said, Ken and Maureen are going to stand for election as Secretary and they have my 100% support.

I must also thank Dave Metcalfe who gave me a heap of help which meant a lot to me. It is only when you have problems that you feel the real power of the Osprey people.

Hoping to see many of you at Penzance.

Nick Jones
Hon Sec - Resting



Observations On The Past, Thoughts On The Future

Ken Carrol *has sailed Ospreys on and off since the early seventies. At the moment his association is very much* ***on*** *as he has jumped in, with his wife Maureen, to take on the job of Class Secretary while Nick Jones is indisposed. In this thought-provoking article he gives us his take on the Class as he sees it after a significant break.*

I HAVE HAD an association with the Osprey since 1972. I'm now the proud owner of 854 and looking forward to many years of happy, competitive sailing. I also look forward to seeing my sons, David, now 29 and Steven, 28, sailing the boat. My grandchildren are now the same age as my children were when I bought my first brand-new Osprey after two second-hand boats.

I helped my wife Maureen when she was Class Secretary back in the 70s, and we now find that we have more enthusiasm than then for taking on this role, even though it may only be until the Nationals. We spent two days manning the stand at the Dinghy Exhibition, so I have had a full appraisal from members and committee members of their views and experiences past and present. I feel that coming back to the Ospreys allows me to question and comment on the Class situation as I currently find it, and I want to share my thoughts on the boat and its future.

Reasons for return

As most people who have sailed Ospreys seriously can attest, the love of the boat rarely dies. This was proved to me by the number of old friends I saw and hands that I shook at the Show: Don Pipes and John Rayner to name just two of the many. My boys'childhoods were built around the Osprey and the comradeship we found in dinghy parks throughout the country.

After 10 years of international sailing in the OK class the Osprey was the natural choice for my sailing future. Still only 52 I want to start again and be competitive.



Ken in hairier days

Choice of boat: GRP or wood?

I love the Osprey built in wood. In April 1975 I bought my first new boat, 1083. At £1100 it was half the price of our 3-bedroom semi bought in 1971! She was sapele finished and painted scarlet. Ken Robertson (Westerly Boats) really excelled on the finish and we still have our photos of *Scarlet Lady* in pride of place in our home.

GRP was not readily available at this time and most boats were wooden. Gmach and Paul Wright had built some glass Ospreys but they were never very competitive. They had trouble building them down to weight as they couldn't be made stiff enough without gallons of resin and a quarter of an inch of gelcoat.

Ken Rob then made a very good attempt to fill the glass slot and produced some very fast boats, typically 1025 *(Robber).* Tony Blatchford won the Filey Nationals in one, (1144) in 1978. He won some races by what can only be called a 'country mile'. But these boats soon became uncompetitive and did not stand the test of time. Andy Barker built a particularly fast one and won a Nationals by the biggest margin ever. I remember his crew, Mark Simpson, adjusting the spreaders part way round the course! However this boat too had a very short competitive life.

Ian Porter took over and did a wonderful job, producing affordable boats that were also very fast. But even these are now, in my opinion, starting to suffer - especially with the amount of rig tension that's used nowadays. Struts can't be fitted successfully as the foredecks can't stand the pressure, although other devices can be used. This is not to say that these boats are not worth buying - quite the opposite - the cost of a second-hand Porter boat is very competitive, allowing people to sail at low cost and many are still at the front of the fleet.

So, faced with the GRP/wood decision my choice has always been wood. Wooden boats can be built down to weight and can be re-worked and modified as fashion dictates. A well built wooden Osprey will remain competitive as long as its various owners wish.

However, now time and materials have moved on it is possible to build stiff, down-to-weight plastic boats that should have a lot longer shelf-life than previous attempts.

Back to the Dinghy Exhibition

Mike Taylor's wooden boat, 1297, looked fantastic on the stand. It was, however, surrounded by plastic boats. Because Mike's boat looked so good the stand had a lot of 'hits' and there was lots of interest, though some thought it was too beautiful to sail. Others said ' It's like a piece of furniture', or 'Where do you keep it in winter?' and 'How much does it cost?' Well, yes. Not many people have an 18ft garage and you can buy a small cruiser for the same price as an Osprey finished to this standard. 'Can I buy one in plastic?' Well, no. We currently don't have a builder. 'Can I buy second-hand, have you a list?' Yes, there are 5 boats on the list but two have already been sold. So there is a choice of 3, are they any good? Et cetera.

I explained that we have other builders of wooden boats, and you don't necessarily have to have one finished to the show boat standard. Or you can always buy old and convert and update (if you can find one and you know what you're looking for). 'Can I do that and compete this year?' Try and answer that one.

'Have you any information from your builders?' No but they're listed on our website (yes, I know they are in the newsletter but we don't have any at the show). It became slightly embarrassing, though we got away with it. We presented ourselves well and did a good job.

But did we really?

Where is the potential buyer going to get a boat? He can wait in the queue to buy second-hand, he can order wood at what cost, storage and upkeep? Or he can look at the boats next door: 505, Hornet, Javelin etc.

If we are to survive and grow we must have a plastic product that compares favourably to other classes at a ballpark figure of around £8500. A starter could be a new composite.

Re-branding

All the above leads me to my next concern. I hear people talking about re-branding, changing logos, carbon spars, promoting this and that. All good stuff and yes, we do need to constantly change and promote. But first we need a product!

The Class has history, the insignia, and longevity, but it is no good if you can't buy a boat.

It's not all doom and gloom because those of us who do have boats will continue to attend events, promoting the class by our presence at sailing venues around the country. As can be clearly seen, in some cases our children are going to be replacing us using the same boats.

Thoughts on NOCA membership

It was always my belief, and it was certainly a fact in Maureen's previous years as secretary, that at the Nationals each boat should have at least one Full Member as part of the crew if the owner was part of the crew. The other half of the crew had to be at least a Member or an Associate Member. If a boat was owned by a Full Member but not sailed by him/her, then both crew-members sailing that boat had to be at least a Member *and* Associate Member i.e. both of the crew had to be individual members of some category. I see that in most cases this is not the situation now.

Does this mean that non-members can carry off Association trophies? Are Members paying for their sailing? Perhaps this issue should be revisited. There could be a levy of, say, £10 per non-member who is part of a crew at the Nationals, effective from the start of the event to the end of the membership year. Just a thought.

With regard to membership take-up in relation to the number of boats owned, it would appear that we have in excess of 10% i.e. more than 130 members for almost 1300 registered boats. This appears to compare favourably against other classes.

These are solely my own thoughts. I hope they will provoke constructive discussions.



Bambi Goes Sailing

Sailing continually throws up great little stories that are bandied about in the bar long after the protagonists are forgotten. Here's a tale from one of our class's principal raconteurs - **Alec Mamwell**.

CONISTON SUITS ME very well. The Club is friendly, the scenery magnificent, the beer good - and both boat and campsite are only a short stroll from the clubhouse. I first sailed there with Ang in the early 70s when the Gondola, now a fully restored and functional monument to Victorian style and elegance, was a rusting hulk at the bottom end of the lake. Little did we think as we boarded her that within a short space of time she would once again grace this corner of the Lake District.



In those days the Club served beer straight from the barrel and we often created a minor panic by drinking the weekend's supply on Friday night. When the Ospreys decided to hold an Open Meeting at Coniston in 1997 I returned with fond memories to discover that, apart from cosmetic changes such as beer pumps, very little seemed to have changed. As a consequence we try and attend each year to sail the Osprey and, after the Open, stay on for a bit of time in the hills either climbing or walking. The Club very kindly allows us to continue using the bar and, if we like, their launching facilities. Interestingly, despite a more generous ordering policy, Team Osprey still manages to cause certain favoured brews to run out prematurely and delight the Club as bar profits soar.

One of the characteristics of Coniston and similar places is their ability to attract not only the esoteric but also people who seem oblivious to what is going on around them. One year, to the great consternation of the occupant, we mistook a sailing canoe for a pile of floating driftwood. More recently we landed after the Sunday morning race of the Open to discover that someone had driven his large estate car, complete with Drascombe Longboat, onto the foreshore between the trolleys and the thirty plus starving and thirsty sailors who had just finished their race. "I appear to be in the way," he said as the sailors started to man- (and woman-) handle their trolleys perilously close to his sparkling kit. Despite his perception being correct he contrived to spend the rest of the day getting under everyone's feet whilst he dressed his boat overall with some very pretty flags.

Next morning, whilst Ian and I were getting changed, the same chap burst into the changing room with a rather large, misshapen toy deer under his arm and announced with glee, and the obviously unshakeable belief that we would also be delighted, that "Bambi is going sailing!" The guy disappeared as quickly as he had arrived and Ian just looked at me and shook his head. There really was no other response.

Outside he was doing the same as the day before only this time the boat was in the water and loaded with a large family, enough supplies for an Atlantic crossing and a full menagerie of soft toys. This latter day Noah was patently determined to get in the way once again so we headed for the other end of the beach in an attempt to escape. This was not to be because later in the day during a race we were beating up the middle of the lake when who should appear on a collision course but the New Age ark. Ian wanted to tack but we were luffing and it seemed appropriate to hold on. I decided to exercise my rights and yelled a friendly **"STARBOARD"** with just a hint of strictness. Panic ensued as he threw the helm down. Unfortunately he managed to get tangled in his sheets and ended up in irons. As the boat began to go backwards his efforts to free himself only served to get the tiller involved in the mess. Children clutched their mother and soft toys began to spill overboard.

"I bet Bambi doesn't enjoy that!" came a voice from the wire as we sped past on port.

The Years In Between



Osprey sailors are an uncommonly loyal lot. Even when they've been away for many years they often return to the fold. **Maureen Carrol** *tells of the experiences of her own family, in and out of the Osprey scene.*

HAVING JUST RE-READ the 1979 Osprey handbook it is good to see so many of those members still sailing the Osprey; a tinge of sadness for those not with us any more; the youngsters of then now with children of their own and the parents of young children then with grandchildren now. So many memories, so many characters.

After sailing Ospreys since 1971, owning, in order, 544, 717, 1083, 959, 1175 and 832, Ken stopped sailing them in 1986 to go into National 12s with the boys, David then aged 12 and Steven aged 10. Ken had to go from his 'fighting weight' of sixteen stone down to eleven and a half - a great effort of will.

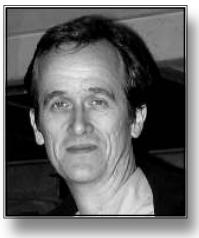
In 1989 we moved to Woodbridge in Suffolk when Ken was appointed Security Manager at the Sizewell Nukes. Once there, Ken and David were bitten by the OKs, (Ken had to get back up to thirteen stone plus) and we have been to Worlds and Europeans in Holland, Germany, France, Poland, Denmark, Sweden and Australia.

For old times sake Ken bought back 1175 in 1995 (or 96) and he and David did the Hayling Island Nationals finishing a creditable 11th with David helming, and Ken helming to win the crews' race. 1175 was sold shortly afterwards and again they carried on with the OKs.

After the Worlds in Adelaide in 1998 Ken hung up his Aigle boots again and in March 1999 took voluntary severance from British Energy. We bought a twelve metre motor yacht, built in Holland, and cruised the inland waters of Europe, going through France to the Med, from the Med to the Rhine to Basle, through Belgium and Holland, eventually reaching Berlin in 2002. We sold the boat in June last year, bought a VW campervan and came home for Ken to start work on 854 with his friend, Dave Rose, a local boat builder.

Having come full circle, we are going to be at most of the Opens and the Nationals this year as acting Class Secretary and with Steven crewing for Ken. David has expressed interest in helming 854 but with having just finished building his own house, Lily, aged two, another baby due in early March and the OK Worlds in August it is difficult to see how he will find time!

We are looking forward to renewing acquaintances and making new friends this year. See you on the circuit!



Welsh and Midlands, Blithfield, April 17th & 18th

Open meetings at Blithfield have been on the up and up for a year or two now. This year saw a regional Championship at the venue, which again attracted a good turnout. Report by **Ian McDonald,** *with photographs by* **Howard Grigg**.

The Osprey may be 50 years old- but even an indifferent weather forecast did not stop enthusiasts from Cornwall, Essex and both the North west and east joining the home boats for a weekend of closely contested racing. I drive a lot for work, so I suppose I have a minor excuse for not travelling to all events - but when Alec and Ian or the Penzance boys pull into the car park I always feel guilty! We need to bottle this dedication and make it available to the rest of the fleet to get our open meeting attendances up.



Up, Up and Away - Mick Taylor and Jon Willey



Brief Encounters - close quarters racing

Luckily the weather forecast was wrong and race 1 started in a good breeze, allowing Menear and Grieg to stamp their authority, and, followed by Mamwell and Little from Kielder, win the race. The wind increased significantly for race 2, (to a level where I changed to my second suit of sails), but this did not stop the Cornish team winning again. All that sea sailing obviously does some good - while the rest of the fleet was fighting a gusting and increasing breeze, Des was cruising. Martin and I managed to drag 1285 round for second place.

The social side of Osprey racing is vital and the evening meal saw more than a few pints of beer lubricating the discussions on tactics and the next day's races. The "Osprey Ladies" again did us proud with a 3-course meal for 40+, and thanks must got to Richard Hartley for his generous donation of a case of wine. The only downside was that the barrel of Real Ale was not empty by the end of the night. Honour was saved by a few Sunday lunchtime drinkers. What is the Osprey fleet coming to? It must have been the lack of Albert behind the bar - he was off on his lad's stag night and missed the fun.


Des Menear and Peter Grieg head an All Star cast

Sunday again saw a great sailing breeze and the Essex team of Will and Simon Odling managed for most of the race to keep Des Menear in second place. However Des managed to regain his normal position before the finish, allowing him to sit out the last race having won the event. In a slightly lighter wind Martin Bower and I held off the other Essex Boys, Mike Taylor and Jon Willey, to take the win.

It was great to see boats up to 30 years old still competitive in this tightly contested racing, proof, if it were needed, of the Osprey's enduring appeal. Ken's efforts in dragging 854 back out onto the water is obviously led by the heart, but it is great to see and reinforces one of the boat's strongest selling points - that an Osprey can be competitive over a lifetime.

The Blithfield fleet thanks all of the visitors and we look forward to next year. The change to an earlier season slot seemed to work so we will try and do this again. On a more general note, we are aiming at having 5 crews at the Nationals, and of course trying to be the largest club entry at the Inlands. I have run out of excuses for Alec - so will make sure we are at Kielder as well. See you out there!


Whistling Down The Wind - Alec and Ian working hard

Results

1	Des Menear and Peter Grieg	Penzance	1280 Hello Again
2	Ian McDonald and Martin Bower	Blithfield	1285 Secret Diaries
3	Will and Simon Odling	Maylandsea Bay	1295 Big Girl's Blouse
4	Alec Mamwell and Ian Little	Kielder	1276 Jennifer
5	Mike Taylor and Jon Willey	Maylandsea Bay	1297
6	Ken and Steven Carroll	Felixstowe Ferry	854 Flying Machine.

Scottish and Northerns, Hornsea, May 8th& 9th

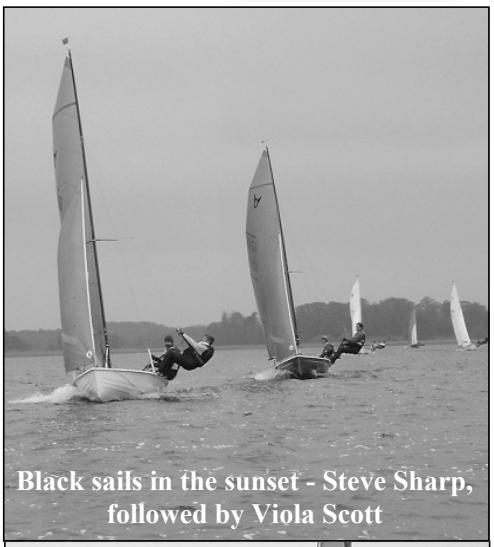


Hornsea, one of the strongest Northern Osprey clubs over the last 30 years, is struggling to keep its fleet. With only four Ospreys likely to take to the water this year, a turnout of three was good. Add in five visitors and you have the makings of an Open. Club Commodore **Steve Sharp** *reports. Photos by* **Malcolm Sharp**, **Ray Brooks** *and* **Dave Berger**.

The general fact is that the most effective way of utilising human energy is through an organised rivalry, which by specialisation and social control is, at the same time, organised co-operation.
Charles Horton Cooley (1864-1929).

THE CREAM OF Northern Osprey sailing congregated at Yorkshire's largest natural lake, Hornsea Mere, to challenge for the Scottish and Northern Championship. The mood was, however, restrained as the fleet held a minute silence to remember Hornsea Sailing Club Secretary and popular Osprey competitor Steve Clay who died of a heart attack during the second race at last year's Open Meeting fixture.

The Race Officer, Dave Berger, cleverly avoided bringing the shallows into play but, as is usual at Hornsea, the prevailing conditions ensured that beating to North Buoy proved a challenge of technique and patience contrasting with some exhilarating broad spinnaker reaches elsewhere. Undaunted by the blustery northerly wind the first day was dominated by the superior boat handling skills of John Lang and Malcolm Clack (1178) who posted two wins ahead of Alec Mamwell and Ian Little (1276). Ken and Steven Carroll (854) challenged at the starts and after an early retirement were able to mix it with the two front runners. Refreshed by time on the water most of the fleet adjourned to Luigi's Pizza Restaurant for sustenance. Dave Metcalfe, mindful of Edward Hoagland's conjecture that 'comradeship consists of rubbing shoulders jocularly with a competitor' told his 'Morecambe Bay' and 'Gloves' stories at the expense of Commodore Stephen Sharp. Everyone present had an enjoyable evening.



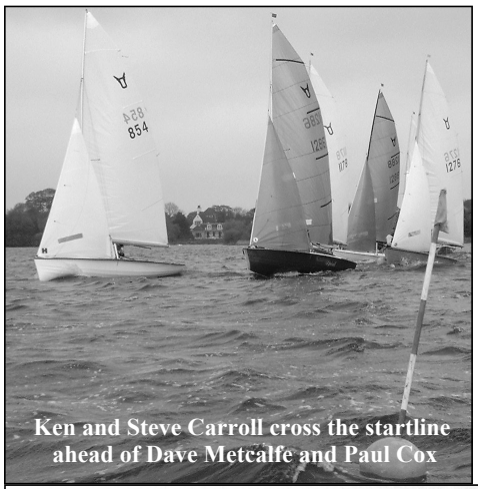
Black sails in the sunset - Steve Sharp, followed by Viola Scott

The second day proved to be less traumatic although capsizes down the fleet continued to mix the lower placings. Excellent course setting by the Race Officer challenged the fleet with long tight spinnaker legs which were mastered only by the best of the fleet. Most boats were forced to discard retirements and only locals Phil and David Beck (1177) and Dave Metcalfe and Paul Cox (1286) and visitor Alec Mamwell finished every race. Phil is another Hornsea Osprey sailor who has set his eyes on a different prize as he is about to leave the local fleet temporarily to take part in the Global Challenge round the world yacht race. After some questionable helming during training however, he seems destined to spend most of his time on the foredeck rather than with the afterguard.

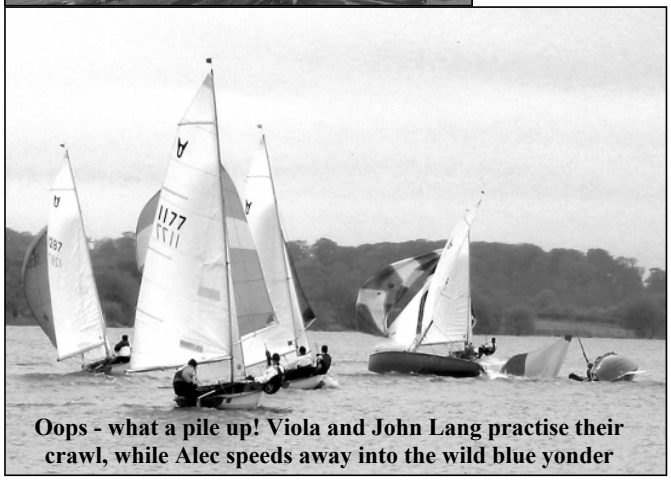


Viola and Mike Scott

Most notable incident of the second day was the extravagant last race broach and capsize of Viola and Michael Scott as they launched their spinnaker, which provoked a violent avoiding bear away and capsize to windward by the series leader John Lang. After recovery both boats retired. Overall Brian and Margaret Hayward (1287) and Viola Scott sailed consistently to finish sixth and fifth whilst Dave Metcalfe's second place in the last race pulled him up to fourth. Ken and Steven Carroll sailing their aptly named Flying Machine joined the front runners to collect a second and three thirds finishing third overall. Alec Mamwell's consistent two firsts and two seconds were not enough to take the overall honours from John Lang's three firsts and a third. John Lang was awarded the Steve Clay Memorial Trophy given to the Club by Steve's widow Agnes and presented with a commemorative tray to keep.



Ken and Steve Carroll cross the startline ahead of Dave Metcalfe and Paul Cox



Oops - what a pile up! Viola and John Lang practise their crawl, while Alec speeds away into the wild blue yonder

Results

1178	John Lang, Malcolm Clack	1 1 1 3 rt	6
1276	Alec Mamwell, Ian Little	2 2 2 1 1	6
854	Ken Carroll, Steve Carroll	rt 3 3 2 3	11
1286	Dave Metcalfe, Paul Cox	4 4 7 6 2	16
1261	Viola Scott, Michael Scott	3 6 5 4 rt	18
1287	Brian and Margaret Hayward	rtd 5 4 7	20
1287	Stephen Sharp, Ruston/Ellwood	5 7 dns5 5	22
1177	Phil Beck, David Beck	6 8 6 8 6	26



Going For Gold

Sailing has been part of the Olympic Games since 1900, and over that period Britain has been one of the most successful of all nations. **Bob Fisher**, *Britain's pre-eminent yachting journalis, and former Osprey sailor (you didn't know that, did you), revives some of the more memorable moments of the last century, and makes a few predictions for this summer's Games. Sailing photographs by* **Allsport**. *Bob Fisher's photograph courtesy of Yachts and Yachting. This article was first published in the* **Olympic Review**.

No one who was in Sydney will ever forget the sailing events. Largely held in the city's harbour, the races were more accessible to the public than ever before. Huge crowds gathered on the headlands and cheered from the passing ferries – the waterborne commercial life of Sydney continued largely unaltered during the Games – and when the medals were presented there were larger crowds in the shadow of the Opera House than ever before.

Racing in the Olympic regatta is the ultimate aim of every competitive sailor; even those who compete in other disciplines of this highly diverse sport return to Olympic competition, regarding it as the most difficult event in which to succeed. Olympic sailing gold medallists have won almost every major event, including the America's Cup.

Sailing events in the Olympic Games began in Paris in 1900; they were dropped for 1904, but have been a feature of every Games since 1908 in London. The early sailing events were largely parochial, with France taking most of the medals in 1900 and the UK dominating in 1908. By 1912, Olympic sailing was better organised with entries being restricted to two boats per country in each of the four classes, but when the next games were held in 1920, in Antwerp, seven nations took part in 14 classes, though seven of the events were uncontested – gold medals going to every single competitor who entered each event.

The reaction in 1924 was dramatic, with 31 competing yachts in just three classes and only one entry per country allowed in each class. For the first time a single-handed dinghy was used and was immediately popular, with 17 taking part. That number increased to 25 four years later, but it wasn't until the 1932 Games in Los Angeles that the sailing events displayed the type of one design craft that are the norm today and brought the Star class into Olympic competition. Since then the Star has missed only one Olympic regatta, in 1976, and is still much loved among the world's top sailors.

In 1936, 26 nations took part in the sailing events in Kiel for the Berlin Olympic Games during which Norway's Magnus Konow won a silver medal in the 6-Metre class to add to the gold he had scored in the 8-Metre class in 1920. His future king, Olav V, won gold in the 6-Metre in 1924.

The 12-year break to 1948 saw the Olympic sailing events for the London Games held in Torbay with 75 boats competing in five classes, the event with the most entries being the single-handed Firefly with 21. It was in that class that the remarkable Dane, Paul Elvstrom began a four-Games unbeaten run. His four gold medals have not been equalled by any other sailor to this day. The United States topped the results table with two gold and one silver, and repeated that at the next Games in Helsinki.

Australia, always a strong nation in sailing, kept its powder dry until the 1956 Melbourne Games when Rolly Tasker tied on points with Helmer Pederson of New Zealand in the 12-Square Metre Sharpie class. The Australian had to cede to his rival from across the Tasman sea on the tie-break. Royalty won its second gold medal at the Games in Rome when Crown Prince Constantine of Greece took the Dragon class in Naples. It was there that the USSR opened its scoring with a gold by Timir Pinegin in the Star, and Elvstrom was the champion in the Finns for his fourth gold medal.

In Mexico City in 1968, Louis Novarraz of Switzerland took a silver medal in the 5.5-Metre at the age of 66 – proving that age has never been a barrier for competitive sailing. That same year



Ben Ainslie goes for gold in the Laser class



Ian Barker and Simon Hiscocks - silver in the 49er



Finn gold medallist Iain Percy



In the shadow of the Opera House

Britain's Rodney Pattison was disqualified from the first race of the Flying Dutchman class, but still went on to strike gold. He did so again in 1972 and added silver in 1976. It was also in 1976 that a multi-hull, the Tornado catamaran, was introduced to the Olympic programme with Britain's Reg White becoming the first champion. Elvstrom came out of retirement in 1984, at the age of 56, to sail a Tornado and narrowly missed a bronze medal, by less than a point. He raced again, his eighth Olympic Games, in 1988, also in the Tornado with his daughter, Trine.

In 1984, the USA dominated the medal table with three gold and four silver medals in the seven classes. Father and son Bill and Carl Buchan won gold medals, respectively in the Star and Flying Dutchman classes, and windsurfing made its debut, with 38 competitors. Russell Coutts of New Zealand, who has since won the America's Cup three times, was the Olympic champion of the Finn class that year.

Women, who had previously competed on a level with men, had their own event for the first time in 1988, bringing the total number of classes to eight. In Barcelona in 1992 it was stretched further to reach a total of ten classes with the introduction of a women's windsurfing event and a single-handed class, the Europe, also for women. Competing on home waters, the Spanish sailors won four gold medals.

Holding the sailing events off the swamps of Savannah in 1996 was never going to be the best location, but the racing was as good as it could get. Four years later in Sydney it got even better. No one will forget the epic last race duel between Ben Ainslie and Robert Scheidt of Brazil for the Laser gold medal, a re-run of the same battle in Savannah but with the outcome reversed – Ainslie taking the gold this time round and helping the British team to a final tally of three gold and two silver medals.

In the four years since Sydney, the International Sailing Federation (ISAF) has reviewed the organisation of the event and removed one class, the Soling, to keep the numbers of competitors within the IOC's limits and still maintain sufficient opportunities for sailors from small nations to attend. The ISAF has also eliminated the discard from the scoreline, meaning that every race counts.

The new class in Athens will be the three-person Yngling keelboat for women, an event in which the USA is particularly strong, although Sydney gold medallist in the Europe class, Shirley Robertson, won the Olympic Test Regatta last August. Her fellow gold medallists, Ben Ainslie and Iain Percy, are back, both having won the World Championship in their new classes, respectively Finn and Star, although Paul Cayard of the USA might push Percy hard.

Australia is expected to shine in the Tornados with Darren Bundock and John Forbes, and in the 470s with Nathan Wilmott and Malcolm Page. If last year was anything to go by, there will be a home victory for Sofia Bekatorou and Emilia Tsoulfa in the women's 470. Likewise, Siren Sunby of Norway could be the Europe class champion and Scheidt is favourite to win in the Lasers, despite narrowly losing his World Championship title to Gustavo Lima of Portugal in September.

For spectacle there is nothing to hold a candle to the 49er class, introduced to the Games in Sydney. These dinghies are fast, colourful and breathtakingly exciting; they demand supreme athleticism and rapid mental process to sail well, and at the last World Championship in Cadiz, Chris Draper and Simon Hiscocks demolished the opposition with a day and two races to spare. It would be unwise to bet against them in Athens.

Olympic Review *is the official publication of the International Olympic Committee (IOC).* **Allsport** *is a subsidiary of* **Getty Images** *and was the official photographer for the 2000 Olympic Games.*

Milanes Foils

Milanes Foils

Powering the National Champions in 2001, 2002 & 2003

For the fastest foils

Plus Cee Vee (M&W) stocks

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

Chipstow Boatyards

Oak Road Downham
Billericay
Essex
CM11 1QF

Racing Craftsmanship

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

Ready to Coat: Sapele decked, sliced-cut Khaya interior, West African trim
Ready to coat £4994

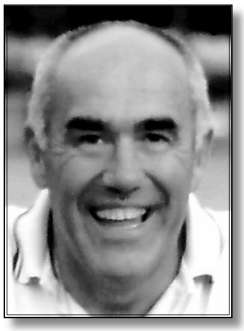
Also available: Part-built boats with a kit of parts to finish

Foils: New centreboards, rudder blades, plain or laminated

Re-fitting: Repaint, two-pack spray finish, revarnishing work, complete boat restoration, rigging etc.

Insurance: Quotation and repairs

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



Born Again - A Miraculous Conversion

We have had the Mark 3 Osprey since 1973, and since then many sailors have successfully converted their Mark 2s into beautiful and competitive Mark 3s. **Ken Carroll** *undertook this difficult and expensive task last year. Here is his account of the work, and his conclusions on whether it was all worthwhile.*

I DECIDED SOME time ago that I would like to sail an Osprey again, so naturally I would have to find a suitable boat. Some pre-thinking was required in the 2003 season in order to campaign in 2004. What should we buy? Having always owned wooden boats this was my first choice. However, if a suitable glass boat could be found it would be considered. Buying new was out of the question; I did not want a new boat (or so I thought).

Scanning the 'for sale' list nothing suitable was available. My elder son David had been looking for some time whilst Maureen and I whiled away the time in foreign parts. It became an excellent topic for the pub on my return to the UK. Friday nights are more often than not spent in the Anchor in Woodbridge with David, younger son Steven and Dave Rose, a good friend. Dave has campaigned Finns, the OKs and 505s, and achieved success in all. He is a boat builder who is at the forefront in foam sandwich wooden boat building where the design allows. He built David's new OK from 2mm ply, 4 mm foam and 2mm ply, all put together in a female mould which he also built, resulting in a very light, extra stiff and very competitive hull.

Armed with all this experience it seemed silly not to put it to good use. I'd previously owned Osprey 832 as a Mk 2 and had it very simply converted to Mk 3. This seemed the obvious route to take. We started to look for the right hull and, as luck would have it, so did Ian Macdonald; however, Ian bought a complete boat so he kindly contacted David which put us on the track of 854

The story here is quite sad; the boat from nev had belonged to John Clarke, whom I knew back in 1974. He had died suddenly and the boat was for sale. I remembered it as being quick, and on checking my records, found that it had won races at the Minnis Bay Nationals and had many first places in the Welsh and Midlands and other pres tige events. The other fact about this boat was tha it had been in the garage unused for 23 years.

Steven and I went to view the boat and it was just like going back in time. It was just as it hac come from Westerly in 1971. I don't think she had even been repainted or varnished. The original rig was there, complete with 2 suits of sails including 50mm wide ash sail battens of various bend characteristics. The trolley and trailer tyres were rotten but the steelwork would hold togethe long enough to get the boat home. We removed the debris from the boat and took it out into the open. The hull was in good condition and the centreboard case looked solid. Here was our project. We took the boat home and deposited her at Dav Rose's house ready for the workshop.

The next step was to dust off the plans, download the new class rules, and work out our course of action.

First we had to turn the boat upside down anc build three fibreglass cradles to support the boat whilst under conversion. Two of them would be used later for the launching trolley.

Next we had to build a level platform and fit the cradles. Then we had to carefully fit the boat to the jig, making sure all was level and solid in position.

At this point we started to strip the decks from the hull. The construction was solid and we were surprised how difficult this was. We had decided to save the side spinnaker chute (Plate 1) and fit it back into the boat, but under the deck ply rather than on top. So more care was taken stripping the foredeck.

The forward bulkhead was to remain as well as the board case and transom. Everything else was stripped.

Once this stage was reached we inserted stringers across the boat so the hull wouldn't spring open. This was a precaution to avoid building a twist into the hull, but afterwards we both felt it had not been needed,

Next stage - start cleaning up and dressing the wood, take gunwales off, extract old screws and nails. All very time consuming, but it would save us hours in tool sharpening. We decided to fit striped sapele decks and cap the centreboard case, make the replacement beam across the floor (rear bulkhead position) and fit a mahogany strut across the front of the case. The gunwales would be constructed of sitka spruce and finished in mahogany.

The weight of the Mk 2 was one or two pounds over minimum and we hoped to end up with correctors. In fact the finished boat came out at exactly the minimum weight of 134 kilos.

Dave started to build. I did all the labouring as I am not good with wood, being more of a butcher than a carpenter. As there are no Ospreys locally I asked Mike Mooney's permission to take photos of his boat at the 2003 Dinghy Exhibition. I photographed all the areas where we needed assistance, and these proved to be invaluable.

We wanted a strut and we also wanted to support the hog/mast step within the front tank; to this end we built an arched spaceframe inside the tank. This was fitted under the central deckbeam, down the bulkhead and tied into the hog and mast step. We also wanted to fit an aluminium pole under the deck, which would become an extension of the strut. This was fitted to the spaceframe and continued down to the extreme corner of the bow (Plate 2). Our reasoning was based on maximum support and an all-round balance of power distribution.

The genoa take-off point was to have been the stem, but in fact we took it inboard some 30mm to allow our spinnaker sheets to have something to rest on due to the fitted side chute.

The shroud take-off point was established taking an average measurement from an article written by Mike Jakeways in 1991 based on Ospreys 1085, 1198, 1255, and 1207. Complementing the triangulation of the rig and maximum support, we made a beam across the front of the centreboard case (Plate 3) and together with a solid structure across the back of the foredeck we felt we had achieved our objective. We should now be able to carry maximum rig tension without worry and all forces should be in our favour. The woodwork was expertly completed and the new wood received 2 coats of epoxy solvent resin which filled in the grain of the ply.

Next we applied our attention to the centreboard case, fitting the board to the case and en-

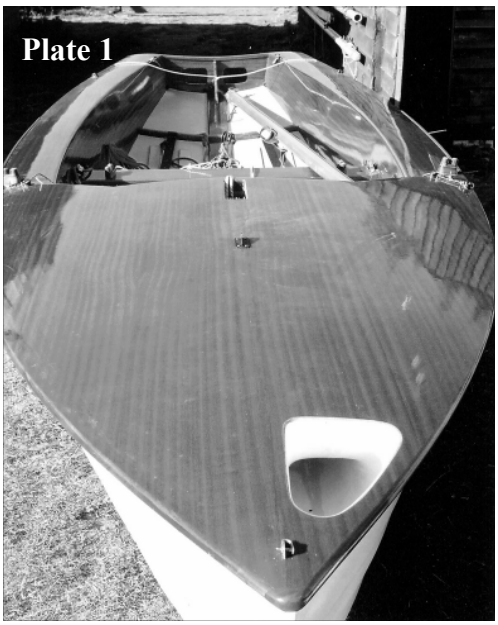

Plate 1


Plate 2


Plate 3

suring that the drop of the board was maximum allowed. Whilst inspecting the inside of the case we noticed a large shelf at the back of the box where the hog was originally carried through into the case, which would slow the boat down with the drag of water exiting the box. We filled it in so that the board just fits into the case.

David (Carroll) created a new fixed rudder from one off an old International 14 and we have used the original centre board. David has glass-coated them both.

We now turned our attention to fitting-out. We decided to fit transom sheeting and place all control lines either on the back of the thwart or on the case capping.

As Steven owns the 14 from which we took the rudder we did not stop there. The boat was originally very competitive but it now needs a new rig and sails and is actually not worth spending any money on, so off came the fittings (all Harken), which saved us a small fortune. (We saved more money than we could have sold the 14 for!)

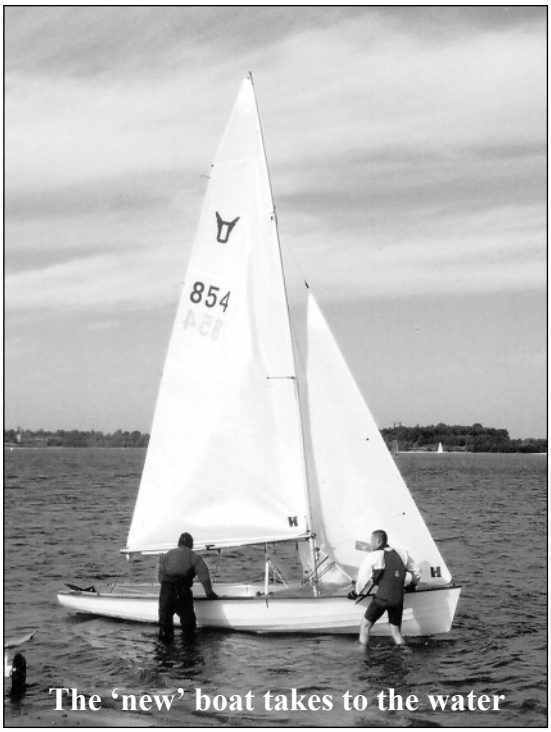
The paint and varnish came next and we spent as much time as was required to get a good finish.

The hull was then fitted with new keel band and sailcloth slot gasket. Sails we needed new and bought Hydes. The Super Spar M2 mast and Proctor boom are also new but we did sail with the originals to start with and in fact they are still very serviceable. New over and under covers were bought and we gave life to an old combi trailer bought in a dinghy park clearance.

The boat is now complete, I won't say 'finished' as they never are, and I am sure more money will be spent. In fact I've just bought a new digital compass for Maureen's birthday (lucky girl).

I now have a brand new 33 year old boat, hours spent on rebuild too many to list but approx 300, total cost £6000. Was it worth it? Well, time will tell in performance. Appearance? Definitely. Satisfaction? Most certainly. Cost? Well you try to buy a new boat for this price.

If anyone needs any advice or help



The 'new' boat takes to the water

Miraculous Conversion - Part 2



All the technical work on the conversion of Osprey 854 was done by **Dave Rose.** *Here he explains his thinking on why they did what they did and with what. Confused? Don't worry, this account may answer all your questions.*

THE CONVERSION OF Osprey 854 started as a discussion over a pint in the pub. However, as with many proposals associated with fellow OK sailor and friend Ken Carroll, the idea was not forgotten at closing time.

In short the proposal was to take a 30 year old hull and produce a top-flight unit from this base. The primary method was the conversion from a Mk 2 to Mk 3, taking the opportunity to incorporate bracing within the tanks to accommodate modern-day rig tensions.

Regarding build, the Osprey holds a fairly unique position as no one has yet exploited the design with modern FRP practices. The current top-flight boats are still conventionally built using ply and the later examples of the Mk 2s corresponded with perhaps the pinnacle of conventional ply construction. Furthermore the design started life as a racing craft, meaning construction methods were optimised from the start.

Could a suitable hull exist? 30 years ago GRP was not sufficiently developed, and a wooden boat could be full of pitfalls, the most obvious of which is rot around the hog where water has been left to collect. Less obvious is the breakdown of the glue used in manufacture. Any dinghy over 25 years of age will be suffering from loss of glue adhesion. Also over time and use, the stiffness generated in the ply panels when bent on to the frames will reduce.

The ideal hull is therefore a boat that has had minimal use, so reducing the loss of stiffness in the panels, has been stored out of the weather and sunlight, reducing the likelihood of rot or glue breakdown, and which was built towards the end of the Mk 2 period by a reputable builder.

It never fails to amaze me how often the apparent long shot of finding a dinghy with the above criteria occurs in many classes. For a huge range of reasons these craft lie forgotten in a garage or corner of a shed for many years. Enter Osprey 854, a Westerly-built Mk 2, unmodified and stored under cover.

854's condition was exceptional not only for the many years she had spent in early retirement, but also because of the workmanship of the original builder. The hull is built using quality mahogany-type marine ply, and although heavier than the gaboon used today, for our purpose its longer life-span far outweighs the increase in weight. Her stringers are a combination of cedar and Sitka spruce. Cedar for joining panels and spruce for supporting them. Mahogany is used for any load-bearing items such as the mast step and hog. A small amount of Douglas fir has been used on exceptional load bearing items to allow larger dimensions without the penalty of additional weight, for example the compression post that ties the mast-gate to the hog.

Even with the advantages of modern glues, little of the build could have been improved upon. However, and this is a big however, the original 854 would not have lasted long under modern rig tensions; little thought had been applied to the triangulating of forces, which is not surprising as when she was built none really existed. 854 was born in an era of Highfield levers and swinging spreaders, most of the forces being generated by the wind tightening the windward shroud and jib luff. In order to hold modern rig forces, none of the rig fixing points, mast gate or step, can be allowed to move in any direction and they can be under several hundred pounds of pressure. This was achieved in 854 by increasing the King/Queen plank in the foredeck and adding a compression post from mast gate to lower stem. We introduced framing into the side decks to tie the shroud points to mast gate and step, then used the front beam which holds the centreboard case centrally, to keep the shroud fixing points from moving inboard. Some original components have also been more securely held with the help of long stainless-steel screws.

The additional framing weight was compensated for by the use of gaboon-core deck ply in the conversion to a Mk 3. The conversion is not difficult but don't underestimate the time required to remove the old deck and clean up ready for new framing. Remember no glue, and in particular epoxy, will adhere to timber with any kind of contamination, including remnants of old paint or varnish. Another tip is that a good many screws are employed to hold the hull together, and although this overcomes most of the problems associated with old glue, they can make a mess of plane blades used to reshape stringers.

So in conclusion, has the goal been achieved? After many hours of labour from Ken, input of labour/experience from me and the original builder, does she shape up? As with all projects, improvements could be made, but she looks as pretty as a picture, holds her rig tension firmly and functions efficiently in all areas, so the answer so far must be a resounding 'yes'.

As a last thought, perhaps someone reading this can shed some light on a puzzle uncovered when the original side decks were removed. In both topside panels of the hull the central 3 foot of the panel, although original, appears to have been added in, being painted in a different colour and obviously let into the panel as opposed to being fitted as one piece. There appears no reason for this and it would seem a more difficult way to plank up the hull, but perhaps someone knows differently.



Poole Open, 5th and 6th June

Poole Open Meeting always attracts a large turnout, featuring the Class's best helms and crews. The weather was light, the racing was tight. Poole Class Captain* Mike Richardson *sent in the report,* David Harding *took the photographs.

SEVENTEEN BOATS COMPETED in the Poole Open Meeting hosted by Poole Yacht Club, with sailors coming from as far away as Penzance. Although this would seem like a good turnout, with 28 boats last year, numbers this time were substantially down. Two races were held each day arranged back-to-back. For the first race on Saturday the sky was cloudy with glimpses of sunshine. The wind, a light easterly, was very variable, at times swinging through 360 degrees, which forced the race to be delayed for one and a half hours until the wind steadied to a southerly force 1-2.

At last the first race got underway, and after a windshift early on, Martin Lewis and John Price, in 1207, *Schiaffino*, took the lead from Jamie Lea and Peter Frith, sailing 1290,*Swiftwun.* These two boats battled closely for the next two rounds, each trying to gain the advantage. Jamie Lea finally came out on top to lead into the last run and eventually take the gun. Will and Simon Odling in 1295,*Big Girl's Blouse* were third.

In the second race the wind strengthened to force 2-3 and was still southerly. Jamie Lea had a good start and was first round the windward mark. No one took this lead away from him throughou the race. Martin Lewis came in second, with Des Menear and Peter Grieg, in 1280,*Hello Again*, third.

On Sunday morning the third race started in marginal trapezing conditions. The fleet split both sides of the beat but when they came together again at the first mark, Jamie Lea led from Martin Lewis, with Alan Laing and Steve Brown, 1024,*Bank Robber*, Richard Marshall and Phil Angrave, 1195 *Another One Bites The Dust*, and Des Menear in hot pursuit. Martin Lewis and Richard Marshall sailed into a huge hole on the second beat, leaving Will Odling and Des Menear to chase the leaders, nearly catching them on the second reach. George Odling and Melissa Atherton, 1199,*Merlyn*, sailed a near perfect fourth beat coming from behind to briefly take the lead. After a close second run George Odling, Will Odling and Des Menear approached the final leeward mark together behind Jamie Lea who had regained the lead. On the final beat Georg Odling covered brother Will closely, eventually pushing him into fourth place behind Des Menear who was third. George Odling was second and Jamie Lea first.

In the fourth and final race Jamie Lea competed but had already won the event. Three boats contested second place overall. Martin Lewis had a perfect start and was first round the windward mark. By the gybe mark Jamie Lea had pulled through to second place and on the last sausage of the course picked up new wind to finish just four boat lengths behind Martin Lewis. Third was Will Odling.

The winners were Jamie Lea and Peter Frith (Poole YC), second Martin Lewis and John Price (Poole YC) and third Will and Simon Odling (Maylandsea Bay YC) with the same points as fourth place Des Menear and Peter Grieg (Penzance YC), but beating them in the last race.



Jamie Lea and Peter Frith



Ken and Steve Carroll



Osprey fleet led by Jamie Lea and Peter Frith

Results

1	1290	*Swiftwun*	Jamie Lea and Peter Frith	Poole	3pts
2	1207	*Schiaffino*	MartinLewis and John Price	Poole	5pts
3	1295	*Big Girl's Blouse*	Will and Simon Odling	Maylandsea	10pts
4	1280	*Hello Again*	Des Menear and Peter Grieg	Penzance	10pts
5	1024	*Bank Robber*	Alan Laing and Steve Brown	Poole	15pts
6	1199	*Merlyn*	G. Odling /Melissa Atherton	Royal Signals	15pts
7	854	*Flying Machine*	Ken and Steve Carroll	Felixstowe	24pts



Coniston Open 29th - 31st May

Every dinghy class newsletter needs someone who can write up the race reports with wit, humour, and a sharp eye for the small details of the racing. **Alec Mamwell** *fills that niche in the Osprey fleet. Here is his report on that most friendly of Open Meetings in the Lake District.*

Nine Ospreys from five clubs turned up for Coniston Sailing Club's annual Open Meeting and Friday night in the bar was quite lively as old friends renewed acquaintance. One of the great things about this Open over the last 8 years has been the opportunity it has given for North to meet South on what might be loosely described as their own ground. Jonathon Osgood, Tim Kift and John Shenton, accompanied by various family, boats and crews did the long trek this year and made a significant contribution to the sailing and the social side of the event.

Although Friday night saw everyone in good humour, Saturday, dawning wet and grey, served to dampen the spirits of even the most enthusiastic teams. Most rigged their boats in stages timed to coincide with dry (slightly less wet!) periods. However, by the start the sun was out, the wind was a southerly force 4 and, with brilliant scenery all around, it really does not get much better. As the wind favoured the fatties Ian and I enjoyed a comfortable victory in race one. Don and Roger also sailed a good race to come in second just in front of Rob Shaw sailing with son Anthony for the first time in an Osprey. At 19 stone all up they were a touch on the light side, but in the second race they managed to reverse positions with Don and Roger. We enjoyed a substantial lead once again and actually finished. There was, however, some discussion within the boat as to whether there was another lap and I, thinking it was over, started fannying about with the end of the boom where the outhaul had disappeared through the mainsheet block. Unfortunately I had not communicated my intention to Ian, who was still on the wire, convinced that we should sail another lap. All this was academic because I dropped the tiller and the boat promptly tacked and capsized, much to the amusement of those on shore but not, as might be imagined, to Ian. Having got the boat up we decided to head out into the middle of the lake to empty and the next three Ospreys followed, suggesting that Ian had been right. The four boats all arrived at the windward mark together and proceeded to "race" an extra lap with much place changing, once more to the amusement of all on shore. This lap gave much enjoyment to those who took part and by the end the places had reverted to those of the actual race!

Sunday provided more of the same - great weather, warmth and breeze. Unfortunately for those of superior girth and weight there was less power in the wind and after some close first beats Rob and Anthony proceeded to set their big red kite and sail easily away from the rest of the fleet. They recorded a clean sweep of three firsts and went ashore to pray for similar conditions on the last day. We managed to keep in touch with a couple of seconds and a third despite being viciously luffed by young Master Holmes in his Topper. The other places were well spread with Viola and Mike and Ken and Steven recording a third each. Tim and Paul picked up the other second.

Although a number of boats were showing bursts of speed, apart from Rob and ourselves there was little consistency, so at the end of the second day, although first and second was a two horse race, at least four boats had a chance of coming third.

Monday brought sun again, but no wind. One of the boats in the running for third decided that it was time to be on holiday and packed up. Ken and Steven had actually had a hell of a weekend consistently winning the starts but equally consistently either choosing the wrong way up the beat or failing, for the first time this season, to find top gear when it mattered. Ian Madeley had also jumped ship early. Although not quite attuned to the vagaries of Coniston winds there were signs that he was on the pace with the social side. Unfortunately he passed the helm over to John who proceeded to wreak havoc on the start line and any other tight situations he could find. 'It's a good job he doesn't drink beer,' quipped a fellow competitor!

Race 6 was eventually sailed in light winds and after much place changing Rob and Anthony beat us by a short distance to take the race and the meeting. Willie and his crew sailed a blinder to come home a good third. In the last race we got away to a good start, but our hopes for a sail round with little pressure were shattered when Don and Roger gave us a shock and zoomed into a good lead. Hard work and a bit of luck help us recapture the lead, but Don's second place gave him third overall. Tim and Paul finished the race in third place but had to be satisfied with fourth overall.

So that was it. Ian and I reluctantly represented the Ospreys in the prizewinners race, with our cunning plan resulting in a very premature start with no way back. Anthony went back to London very happy having won his first Open Meeting and believing that his Dad's prayers for less wind had been answered. Also worthy of note was the progress that Andy Holmes and his various crews and combinations had made over the last year. Continued progress should see them climbing up the Fleet in future years. The "Great Pal" did not, however take kindly to the Topper that bullies Ospreys and, poking his finger at the mast, broke it. He also made young Master Holmes beg the said Osprey victim to retrieve the cover that he had left because his Dad was giving him grief. Topper sailors beware!

PS 1. The Bambi owner was there once again. This time resplendent in yachting cap launching a brand new Cornish Shrimper with several debatable children in tow. He had obviously learnt, however, and launched after the racing, sailed in the evening and, by next morning, had disappeared.

PS 2. A number of Osprey sailors and friends stayed on to continue enjoying the excellent hospitality of Coniston Sailing Club and enjoy some of the other pleasures, including rain, of the Lake District. Jon, Angela, Jill, Ian and Alec took part in a mass ascent of Swirl How and sundry other Coniston tops. Ian and Jill strolled round with Mr. G. whilst the others took a more direct and, at times, wet approach via Church Beck, Levers Water Beck and Great How.

Coniston Open - An Overview

This is **Ken Carroll's** *view of Coniston Open. It's not about the sailing, but about the weekend.*

The Bank Holiday weekend, 29th – 31st of May was most certainly one of the most memorable open meetings to date. On Friday the 28th we arrived in Coniston in pouring rain, with fond memories of past years. We made ourselves at home on the adjacent campsite (book early for next year). The order of the day was: boat rigged; Steven's tent up; a few beers. We started with the beers and planned rigging the boat. We managed to erect the tent in between showers and bottles of 1664.

The rain cleared and rigging the boat was next on the list, but meeting Alec Mamwell walking to the clubhouse, we decided that rigging the boat was a silly idea and went back to the van for more beers. This was more or less the pattern for the rest of the day and evening.

Saturday came and the boats were rigged in glorious sunshine and no wind, in the most pleasant surroundings one could ever wish for. An early lunch before sailing gave the Osprey crowd the chance to exchange welcomes and meet new friends. I was surprised at the number of Ospreys that turned up, boats from Kent, Lytham and Kielder, and ourselves from Suffolk.

Ex-Osprey sailor Wally Gardiner (1114), with his local knowledge, gave us all hope that the wind would fill in for the racing and it did. Two races were scheduled, and the conditions proved to be quite testing over the long courses. We came in between races for refreshments, there being no tide to wait for and with almost everyone staying on-site there was no pressure to finish early as we could sail into the early evening. A social evening was laid on with local traditional beers.

On Sunday three races were scheduled, and all were sailed in a competitive spirit with good humour being the emphasis. With the variable wind conditions positions were changing constantly. More beer on Sunday evening and the bring-your-own barbecue followed by a disco.

Monday had very light winds and glorious sunshine. The race officer did a marvellous job and all seven of the meeting's scheduled races were completed. With a holiday atmosphere all weekend, this is definitely one open meeting not to be missed.

The Dinghy Show 2004

Five classes under the Fastsail banner broke with tradition at the Dinghy Show in April by exhibiting on a joint stand. **Ian Madeley** *discusses the pros and cons.*

The format of this year's Dinghy Show was a first, not only for the Osprey Class, but for four other classes, who all joined in together to try to counter some of the effect of the manufacturer supported classes.

The five classes represented were the 505, Flying Dutchman, Javelin, Hornet and of course, ourselves. These being five of the Magnificent Seven trialled at the 'Half Filled Wok' at Datchet Water last October. The Fireballs were absent through their own choice to support their Worlds, although they were set directly next door, and the 470s, lacking an extended class association such as our own, do not have a showing at the exhibition.

Right from the start of Saturday morning the stand had a steady through-flow of many of the Association Members represented by each class. This continued up until mid-afternoon on the Sunday when the usual slow-down came in.

Immediately the atmosphere between all the classes was very positive, and by the end of the Show had some very interesting results, in that various of the classes teamed up for joint Nationals and other events.

The stand was one of the largest in the Show, combining the space normally allowed for each class, and doing away with the usual stand walls and furniture to create a single administrative centre which, in hindsight, should have been made bigger and more self-enclosed.

During the course of the Show we requested various speakers to come and give short talks on their specific subject, and thanks go to Harken, Marlow Ropes, Banks, Proctor and McNamara for their splendid efforts.

The idea was well received by the members and general public, and we believe encouraged many more people onto the stand to both listen and chat.

There was also interest in our newly-formed Association from many of the other traditional classes, who believe their continuation might be assured following the formation of the Fastsail concept. Various representatives came to talk to us.

There was also much concern shown by the new asymmetric classes, who are now trying to attract our members, and see Fastsail as a direct threat.

Mike Taylor's beautifully crafted wooden Osprey was, without a doubt, the star of the show yet again, and drew considerable admiring comments from everyone who saw it. Thanks for the use Mike!

In conclusion, whilst there are some improvements to be made for next year, the undoubted success of the joint stand was there for all to see. Make no mistake, Fastsail is already a force to be reckoned with in the British dinghy sailing world, and will be back with an even better performance.

A special thanks is due to all those involved in the set-up and manning of the stand, which proved quite frenetic. Thanks also to the speakers who gave their time to make the event interesting and informative.



Personal Handicaps In The Fleet?

Last year our Webmaster, Huw Pearce, did some fancy things with a computer whilst on board the Committee Boat at the Nationals. Here are his findings.

Poole Yacht Club and the Osprey Class kindly invited me to be the Race Officer for the 2003 National Championships. I enjoyed myself and I hope you did.

One thing I did was to record the finish time of every boat finishing for all the races that were run. From this information I have analysed the relative performances of the crews taking part in the six championship races (not the Practice Race) using the method detailed in the RYA publication YR2/04, the RYA Portsmouth Yardstick Scheme. The table opposite shows the Personal Handicap (PH) for each boat in each race together with an average PH across all six races. Negative numbers mean the crews performed better than the fleet average and positive numbers the opposite!

Like all things statistical, different people have different views. This information might be the basis for producing a handicap rating system for the class which is more related to actual sailing performance. A bit of history – the class used to have a handicap system copied from the Dart 18 class based on the position in the results of events. This has the advantage that the race team does not have to time boats just record positions, but is not, in my view, as indicative of actual performance as a time based system.

If anyone really wants all the gory details then please contact me.

Pos	Sail No	Helm/Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	PH Sum	Ave PH	Max PH	Min PH
1	1298	Barker/Angrave	-63	-68	-36	-55	-51	-36	-309	-52	-36	-68
2	1290	Skudder/Frith	-56	-44	-25	-49	-95	-53	-322	-54	-25	-95
3	1291	Du Toit/Willis	-37	-14	-41	-66	-38	-62	-258	-43	-14	-66
4	1198	Hemmings/Bowers	-42	-32	-46	-47	-39	-56	-262	-44	-32	-56
5	1280	Menear/Grieg	-32	-13	-23	8	-48	-13	-121	-20	8	-48
6	1114	Hartley/Hartley	29	-45	-8	-26	-8	15	-43	-7	29	-45
7	1207	Lewis/Verver	DNF	15	-25	-25	-16	-1	-52	-10	15	-25
8	1199	G Odling/Spiers	25	-32	-9	4	-2	0	-14	-2	25	-32
9	1295	W Odling/S Odling	22	-7	-14	-9	26	-20	-2	0	26	-20
10	1024	Laing/Brown	-15	1	-18	22	36	-11	15	3	36	-18
11	1223	Gorringe/Gordon	-14	5	17	-30	-1	18	-5	-1	18	-30
12	1194	Rose/Birch	-22	DNF	-22	40	16	-1	11	2	40	-22
13	1292	Shaw/Walker	4	-9	26	22	2	17	62	10	26	-9
14	1284	Batt/Broomhall	-12	4	DNF	7	80	-10	69	14	80	-12
15	1296	Cooney/Price	-52	-55	-24	DNF	DNC	-7	-138	-35	-7	-56
16	1297	Taylor/Willey	27	-19	-12	73	DNF	-27	42	8	73	-27
17	1271	Zimmerman/Gillespie	12	50	21	23	12	9	127	21	50	9
18	1299	Ellery/Gilbert	24	52	3	-5	62	2	138	23	62	-5
19	1276	Mamwell/Little	48	6	45	26	33	19	177	30	48	6
20	1085	Chess/Chess	32	-1	7	54	69	28	189	32	69	-1
21	1286	Metcalfe/Blowman	15	10	43	36	100	25	229	38	100	10
22	1178	Lang/Clack	14	30	85	156	54	20	359	60	156	14
23	1225	Burden/Solly	65	47	32	27	85	24	280	47	85	24
24	1281	Smith/Smith	66	29	39	93	76	27	330	55	93	27
25	1250	Pugh/Watkins	68	34	58	42	95	DNF	297	59	95	34
26	1272	Rainback/Iles	2	-19	-23	DNF	DNC	DNC	-40	-13	2	-23
27	1289	Atkinson/Hann	81	135	49	107	101	18	491	82	135	18
28	1163	Flannery/Woodhead	51	DNF	DNS	90	56	54	251	63	90	51
29	1112	Mant/Mant	140	11	131	179	170	64	695	116	179	11
30	1228	Reeves/Oldale	85	29	144	98	135	DNC	491	98	144	29
31	1270	Wear/Playfair	116	47	DNF	118	114	59	454	91	118	47
32	1069	Kemp/Coxhill	87	62	82	156	125	73	585	98	156	62
33	1195	Marshall/Hattersley	17	10	45	DNF	DNC	DNC	72	24	45	10
34	1175	Morton/Webb	91	53	82	219	123	80	648	108	219	53
35	1267	Best/Terry	21	DNF	DNS	300	235	42	598	150	300	21
36	1203	Richardson/Bourne	67	102	98	242	285	DNF	794	159	285	67
37	1004	Cormie/Sharp	183	DNF	135	66	169	110	663	133	183	66
38	1265	Bowden/Robb	90	75	78	241	DNC	DNS	484	121	241	75
39	1167	Shenton/Knights	83	41	DNF	DNF	DNC	32	156	52	83	32
40	1261	Scott/Scott	139	54	70	DNF	DNC	79	342	86	139	54
41	413	Crebo/Britten	100	69	108	DNC	DNC	62	339	85	108	62
42	1240	Jones/Dingle	118	86	DNF	186	DNC	DNS	390	130	186	86
43	936	Pointon/Pointon	155	136	168	361	DNF	DNS	1198	240	378	136
44	1262	Kendall-Woods/Dibben	225	154	236	422	378	219	1812	302	556	154
45	1182	Osgood/Hoad	135	107	142	DNF	556	154	538	135	154	107
46	1205	Gibbons/Gibbons	77	42	DNF	DNF	DNC	DNC	119	60	77	42
47	1123	Headon/Yates	232	DNF	236	206	DNC	115	789	197	236	115
48	1273	Thomas/Taylor	111	98	DNF	DNC	DNC	155	364	121	155	98
49	888	Holt/Shakesby	128	103	DNF	DNC	DNC	127	358	119	128	103
50	1288	Sharp/Veamurgvia	DNC	116	179	DNC	DNC	133	428	143	179	116
51	1181	Crichton/Jefferies	136	DNF	DNS	DNC	DNC	DNC	136	136	136	136



It Takes Two - Part 2

In the Christmas issue **Phil Angrave** *gave both helms and crews a lot to think about - and practice - but lack of space prevented him from taking us beyond the first windward leg. Join him for the rest of his race and find out how to be part of a championship-winning team.*

HAVING ROUNDED THE windward mark, the spinnaker launch is a great opportunity to gain a few valuable seconds over the boats around you. The quicker your launch and set, the quicker you can get the boat up to full speed, and away. There aren't too many variations of the launch process, but, as with all manoeuvres, practice is the key to improvement.

As discussed in the first section of this article, you should have the twinners set up and ready for the downwind leg before arriving at the windward mark. This means one less job for you as part of the rounding, which all helps as you try to execute the perfect launch.

My personal process, as we round a weather mark, is to ease the jib as Andy bears away. As soon as the boat is flat I come in off the wire, push the centreboard half up, and clip the guy into the pole-end. By this time Andy has started to hoist the kite, so the pole can go straight out. I then grab the sheet. If the start of the leg is a trapezing reach, I hook on as I start to sheet in, and ease my weight out as I power the kite up.

If the reach is fairly tight there should be no need to adjust the guy, as it should be pre-set via stopper knots in the sheets, such that the pole is close to the forestay when the spinnaker is set. However, if the reaching angle is deeper, you will need to pull the pole back as part of the launch-and-set process.

For a deep reach that requires you to trapeze, the guy adjustment needs to happen before you sheet in and power up. The order of play is critical, as if you sheet in before the guy is adjusted, you won't be able to commit your weight out on the trapeze early enough, and your helmsman will be in all sorts of trouble trying to keep the boom out of the water. If the deep reach is not a trapezing leg I generally focus on sheeting-in first to get the kite pulling. I then grab the guy forward of the twinner and guy cleat,and pull the pole back to the required position. This technique allows you to continually adjust the pole position as your helmsman varies his course to make best use of waves and gusts. It also means you are ready to give the guy a pump, when the conditions allow.

For a broad reach or run, the process is as described above. The only difference I introduce is to cleat the guy so that the pole is part way back to the required position. This means that when you grab the guy from in front of the twinner, you don't have to grapple with an excessive length of rope.

The spinnaker gybe is another great opportunity to pick up some distance against the boats around you. Particularly when rounding a wing mark, a good gybe can gain you places against adjacent competitors who execute a less organised manoeuvre than your own.

Let's start by looking at the run-to-run gybe, as this is the easiest one to get right. As with all gybes, the objective is to have the spinnaker pulling on the new gybe as quickly as possible. As you prepare for it the helmsman's job is to release the jib sheet from the cleat, and pick a good moment to turn the boat. The faster the boat is moving, the easier it is to sail the boat through the angle. If your helmsman is amenable, he can take control of the guy and sheet and attempt to keep the spinnaker flying throughout the gybe. If not, he will need to take control of the kite after the actual gybe. As the boat sails through the dead downwind position, grab the kicker and haul the boom across. At the same time release the old windward twinner. As the boom comes over, cross the boat, being sensitive to boat balance, and haul on the new windward twinner. Then end-to-end the pole as quickly as possible, so that the windward side of the kite is supported. By this time your helmsman should have the spinnaker pulling, so you can cleat the guy, take over the sheet, and look for the next wave to pump on.

Having developed a good process for run-to-run gybes, many of the same techniques can be used for manoeuvres that involve turning the boat through a wide angle. The reach-to-reach gybe in a moderate or strong breeze is the trickiest of all, but also offers the greatest potential gain over the opposition. If the approach leg is a reach, stay out on the wire for as long as needed to keep the boat flat and fast. Your helmsman should plan his mark approach to allow some space to bear away gradually towards the mark in the final 10-20 metres. This allows the crew to come in off the wire just in time to uncleat the jib sheet (if the helmsman hasn't managed to do it), uncleat the windward twinner, and heave the guy back as the helmsman steers the boat through the gybe. Pulling the guy back achieves two things. Firstly it helps the boat to turn by moving the kite's centre of effort to the windward side. It also positions the spinnaker such that when the main and jib have been gybed, the spinnaker is safely to leeward of the white sails, and therefore cannot get twisted, tangled, or caught between the jib and the main. Once the transom has passed through the wind, and you have assisted the boom across, balance the boat with some weight to windward, haul on the new windward twinner, swap the pole over, sheet in, and go for the wire as the power comes on. If possible, it's worth trying to also sheet and cleat the jib while setting the kite, but this is relatively low in priority, and can be sorted out by the helmsman once the boat is up and running.

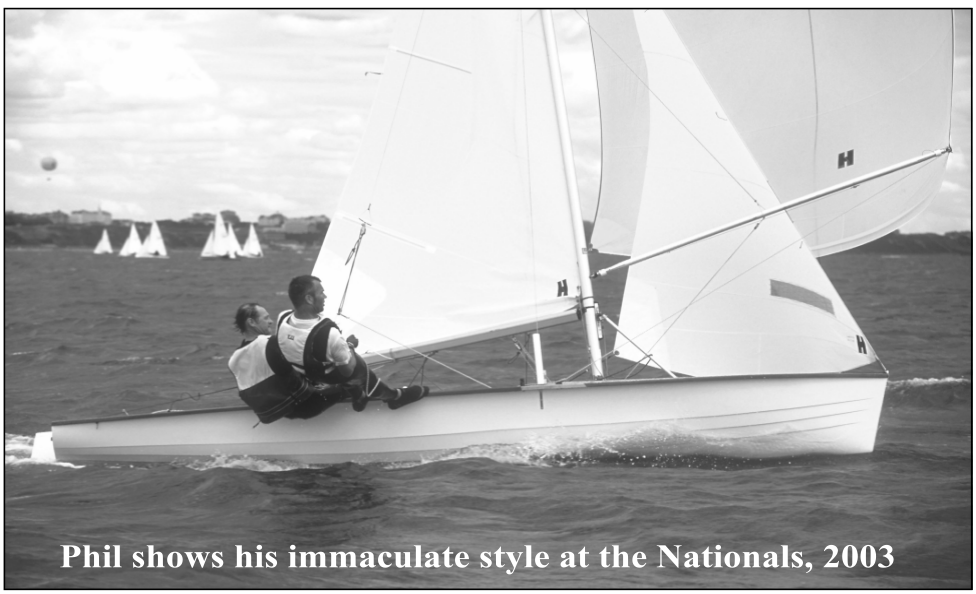
Trapezing Technique

On boats like the Osprey the trapeze is a powerful tool that not only allows crews to extend their weight outboard very effectively, but also gives an ideal platform for balancing fore and aft trim.

As with many aspects of sailing, balancing and trimming the boat requires teamwork and understanding between helm and crew. I'm sure most of us have experienced situations where we have over-reacted or under-reacted to a gust or lull, purely because we don't know what our helmsman is going to do.

My view and preference is that the crew should take a strong lead in maintaining correct boat balance, leaving the helmsman to drive the boat with a minimum of distractions. Communication is the key to achieving a good understanding, with priorities being to strive for good balance, while making the helmsman as comfortable as possible.

Good trapezing technique requires the crew to be agile, alert, and dynamic. We must respond to changes in wind speed, sea state, and course sailed, both quickly and effectively. If a change occurs which has the effect of increasing heeling moment, we need to be moving our weight further outboard at the same time as the change hits



Phil shows his immaculate style at the Nationals, 2003

us. For the crew this could mean easing our weight out onto the wire, or extending our legs, or lowering ourselves on the trapeze adjusters. The aim is to keep the boat dead flat at all times, in such a way that we don't disturb the smooth progress of the boat through the water.

When sailing in marginal trapezing conditions, I tend to hook on and use the trapeze as a hiking aid when my weight is not needed on the wire. This allows me to be ready to ease myself outboard with minimum disturbance when needed. Once on the wire at the lighter end of the trapezing wind range, shortening the trapeze adjuster reduces the impact of your weight, and makes it easier to slip in and out as conditions change. The adjusters are there to be used, and are extremely good at increasing or decreasing the amount of effective crew weight on the trapeze. In my view, crews should lower and raise themselves on the wire as often as the conditions change – certainly many times on each leg in marginal conditions.

Apart from moving crew weight in and out to balance the boat, the trapezing crew can also easily move his weight fore and aft to change boat trim. While maybe not as important in the Osprey as it is in a lighter boat (e.g. Fireball), helm and crew should strive to concentrate their weight as closely together as possible. The major benefit of this is that it reduces weight in the ends of the boat, and therefore helps to reduce pitching. For the same reason, trapezing with feet close together is desirable. Obviously it's also important to be stable on the gunwale while trapezing, so we need to get the balance right between feet together and not stumbling on the side of the boat. So, boat trim is another area that needs good teamwork and communication within the boat. The general guidelines are that weight needs to be forward in light winds, and moved further aft as the wind increases. In flat out conditions, you will need to trapeze further aft on reaches than on the beat. These are only guidelines though. The crew needs to move forwards and backwards in response to changing wind strength and sea state. In waves, fore and aft movement is critical, as you need to help push the bow downhill, then move back to prevent the bow from digging into the face of the next wave.

Good trapezing technique is also important when tacking. The ideal scenario is that the crew should come in off the wire just as the helmsman is starting to turn the boat. Movement across the boat should be smooth and in harmony with the roll of the tack, culminating in the crew grabbing the new windward trapeze handle, and adopting the required trapezing position on the new tack as the helmsman completes the tack and drives the boat forward.

It always surprises me how few crews in our fleet tack 'handle-to-handle'. It really isn't that difficult, it doesn't require a huge amount of strength, and it is far more effective all round than the alternative, which is hooking the ring onto the hook before going out. It won't feel natural the first few times you try it, but please give it a go. After a bit of practice you'll never look back, and I'm sure your helmsman will appreciate the improvement in tacking technique.

While this article contains a number of personal views and doesn't look to discuss every angle of the art of crewing, I sincerely hope that many crews will be inspired to try a few new techniques and work towards increasing and improving their overall contribution to the team effort. Best of luck!

The Bird's Eye View Of The Opens So Far

- or 'everything but the sailing'

To the average Osprey helm and crew, the quality of the sailing and competition at an Open Meeting is everything, but to those who wait for us onshore (usually wives and children) the friendliness of the host-club members and the quality of accommodation is more important.

We arrived at Blithfield on Friday evening, 16th April. Ian McDonald met us to let us in to the club for the crew to sleep inside. We set up the campervan, had dinner and strolled to the pub in the village. The beer was good, the evening peaceful, and it poured down all night. On Saturday morning, in blustery winds and heavy showers, lots of boats arrived at this most welcoming club. They laid on a sit-down dinner on Saturday evening, with wine provided by Richard Hartley. The *Paté Maîson à la Gibbons* was a triumph, as was the *boeuf bourguignon* and the puddings - all for £8. Sunday morning breakfast was fresh eggs from Mrs McDonald's own hens to go with the usual fry-up. Excellent catering all weekend, the home-made cakes deserving a special mention.

We missed out on Marconi open on 1st and 2nd May, but have heard excellent reports of hospitality and camping on site.

On Friday, 7th May we drove up to Hornsea. The weather forecast was not too good, so B & B was essential. Excellent B & B run by ex-Hornsea member, comfy beds and lovely breakfasts, on the seafront at only £15 per night. Hornsea club was most welcoming, with all-day snacks at the café on site. Everyone met at the pub (beer £1.50 a pint) before going to Luigi's Italian restaurant in the evening. Fantastic food, try the paté with a whole garlic bread for a starter! The weekend was sunny with enough wind to satisfy the sailors. Tea, fruit pies and cakes after sailing.

Next it was up to Coniston on 29/30/31 May and back to our old haunts. A good family weekend, with great walking if you can get past the shops in the village. Lakeland toffee ice-cream highly recommended! After heavy rain on Friday evening the rest of the weekend was glorious. There was a warm welcome from the Club and lots of Ospreys there. I didn't see any sailing as we had sister, brother-in-law, nephew and wife camping with us, so ate, talked and drank all weekend. Managed to fit in visits to aged parents on way up and back. If you go next year take stuff for barbecues, or eat in one of the many pubs in the village (Hartley's beer a must).

The next weekend (5/6 June) was Poole. Crew slept at friend's house in Bournemouth Friday and Saturday (rumours of 30th birthday party), so expected hungover crew on Sunday. Good views from balcony, another sunny weekend, special price on bar 'doubles', not sure if that was a good idea in hindsight! Fisherman's caff just off the quay, the Full Monty English breakfast and mugs of tea for £3.20. Just remember the bridge opening times or you could be stuck for a half-hour at the wrong side. The barbecue on the Saturday evening was sensational value for £6, a carnivore's delight with 4 kinds of meat, loads of salads etc. Good shopping in town including Poole Pottery shop and lots of lovely cafés. Crew got a lift back home with a friend.

From Poole we went straight to Penzance for a week's holiday before Penzance Sailing Club's open meeting on the 12/13 June. Crew came down by train on Friday (9 hours). Lovely campsite at Bone Valley, though perhaps a little too far to walk during the Nationals. There is another campsite 10 minutes walk from the club and next to a 24hr Tesco that is only open July & August. A well organised club and very friendly, with good views around Mount's Bay from the balcony. Breakfasts in club and lots of pasties. Everyone went to Renaissance Café Bar opposite the Club on Saturday evening.

Now everything is organised for the Nationals, with a very full social programme. There's loads to do in and around Penzance for the family, and highly recommended is a day trip to the Scillies.

We'll be missing out on Ullswater as we're going to Scotland with aged parents, so next trip will be the OK Worlds at Parkstone followed by the Osprey Nationals, then Kielder Open, Morecambe 'Visitor' Open, Netley Open and the Inlands at Rutland. I think that should be enough for this year!

Arboreal Conjuration



Continuing our occasional theme of Magic Trees, **Steve Sharp** *takes us around the houses to tell us about one that helped out many sailors at Hornsea over the years.*

THERE WAS A time when all Ospreys sailed with telegraph poles. Proctor seemed to have modelled the E section on such an inflexible utilitarian erection. If you were caught 'all standing' down wind in a blow and buried your bow into a wave you could alter the shape - generally the wrong way - the mast would invert.

At Hornsea such a happening was by no means a handicap. In fact, not sailing with spinnakers in a force six was frowned upon. If your mast had not had its annual inversion you might find great encouragement from the boat park. An inversion was just an excuse for a mast-straightening party.

Gone are the days of such ritual. I remember my last party after the Nationals practice race at Shoreham back in the eighties. The entire Osprey fleet, and many other dinghies too, except for one or two brave boats who made it to the shore, and 50 feet up the shingle, were wiped out by a 60 knot line squall. Joy of joys, the subsequent party straightened three masts at one go. The effort, the laughter, the fun we had in those days.

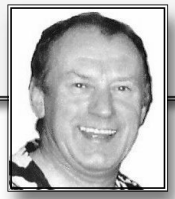
Being shallow Hornsea Mere ices up in cold weather, which means that our jetty gets pushed around. After one such winter we decided to straighten it. All the uprights, except the one furthest out in the Mere, were lifted using a block and tackle hauled by Ray Brooks's (remember him?) car.

The blocks were duly attached; Ray began to take the strain and the rope began to stretch. Soon the contest settled down to a three way battle between the rope, which was dripping water as it stretched, versus the pier upright, versus Ray's clutch, which had already begun to smoke. Suddenly the contest resolved itself.

There was a muffled bang from beneath the surface of the Mere. The 12-inch wooden block at the pier end emerged from the water, and, taking up the slack in the rope, took flight for the shore, whistling as it went. Ray's car jumped forward and stalled. The bystanders all had time to leap for safety and turn and look as the block rose gently, clearing the car by a matter of inches and landing a full 50 yards beyond. To this day the end pier upright has never moved.

Why am I detaining you with these stories? Well, there is a common factor. Masts to be straightened and blocks to pull out boats and pier uprights were attached to the same tree. Unfortunately it blew down in a gale during the winter of 2002/3 and we have lost a large part of Hornsea Sailing Club's early history.

But if you were to come to Hornsea, and the wind was blowing, and you flew your spinnaker, and you buried your bow in a wave... I'm sure we could find you another Magic Tree.



... A Gift Horse In The Mouth

A gift is always difficult to refuse, especially when given by a family member you love and trust. **Dave Metcalfe** *on the pitfalls of trying to enter the twenty-first century on the cheap.*

I'D NEVER HAD a mobile phone – never really needed one - but then my daughter says she has one she can give me, and I suddenly realise I can't live without one. There's just one little problem – well, two – I'll have to buy my own SIM card, and, just a small point, she thinks the phone might be on the blink.

So how much is a SIM card? Well, about fifteen quid. But it might need a new battery too. OK, how much? Twelve pounds over the Internet. So for twenty-seven quid max I can join the rest of the world and have phone conversations in supermarkets, cars, buses, boats, on the tops of mountains, in the middle of lakes or out on the ocean waves? Yes, if you want to. Though I've never been worried about not having, or even needing one, this tiny piece of electronic wizardry immediately becomes the most desirable object in the world. What a bargain.

It's an Ericsson, small and neat, with a flip-down flap to speak into (so that I won't have to move the phone up and down against my cheek to listen or speak) and a leather case. On the top is a stubby aerial, which is the only thing that worries me – I have a habit of breaking these off when I borrow my wife's mobile to take on bike rides. I've got into the habit of always taking a tube of Superglue with me just in case (also very good for mending punctures - no patches required). Naturally I accept my daughter's very generous gift. I go into the nearest town, Beverley, to buy a SIM card. At twenty quid it's dearer than I'm expecting, but not too bad. The girl in the shop inserts it into the appropriate slot in the phone and I'm in business.

Of course, by the time I reach home the phone won't work – won't even switch on apart from a small green light at the top. Not to worry, the battery must need charging. Just one problem - it won't charge. No worries, a new battery's only a day away over the Internet. Next day it arrives, only twelve pounds including VAT and postage – another bargain. What a shame, this one won't charge either. Maybe the phone's on the blink - didn't Jill say it might be?

Into Beverley again, to a shop that sells secondhand phones.

"Hmm, looks bad," the scruffy youth behind the counter says. "No, there's nothing we can do with this." He shakes his head in pity. "It's an Ericsson, you can't get into them. You'll just have to buy a reconditioned one to take your SIM card."

"How much?"

"You can have this Siemens for twenty-five."

"Doesn't look very modern – and it's got an aerial sticking out. I break them."

"What do you want for twenty-five quid? And here's an instruction book for it. It's not the correct one for this model, but..." He shrugs.

"OK, I'll take it."

Well, I'm thinking, I've already spent thirty-two quid, plus a good tenner in petrol, so I need something to show for that outlay.

When I get home I decide it needs a thorough clean-up – the phone's grafted. I certainly can't use it in this filthy state. I can't help wondering if all the grunge that coats it has got anything to do with its name. I hope not. So out come the cotton buds and white spirit. By the time I've finished it still looks a bit old fashioned, but in a clean and shiny way.

Of course, it no longer works.

Has some white spirit got into the guts of the thing via the keypad? Only one solution to that. Out with the hairdrier to evaporate any moisture. It always used to work when my brother's hamster seemed to be dead. Ten minutes later the phone's good and hot. There can't be any moisture in there now. I try it again, and *hey presto!* it works.

I call my wife who's visiting her mother in Lancaster. It rings, then stops. I try several times. Each time it rings, then goes dead. I can't make a call. I decide it might need charging up. Two hours of charging later I try ringing again and everything's fine, except for my wife's temper. But I'm not worried; she's always had hang-ups.

The next morning the phone won't work again. Try the hairdrier – no good. Charge it up again. Yes! No problems now. But the next day it's dead once more.

Back to the shop. After much haggling the phone is swapped for another, more modern looking, and without a visible aerial - and he throws in a case after I ask for one, and the correct booklet for the phone.

So now I've got it and it works. It's only cost fifty-seven pounds, plus around twenty on petrol into town and back. A bargain. Although I've seen them in Asda for forty-five brand new, with five pounds worth of calls.

So what of the original phone, the free gift from my daughter? Well, I've still got it. It doesn't work of course, but I can't bring myself to throw it away – after all, it's got a brand new battery that's never even been charged up.

About a week later I go up to Kielder Water for the Scottish and Northerns. *This* is why I had to get a mobile phone, so I could ring home from the tops of mountains and the middle of lakes.

Of course, there's no network connection in such a remote place. Thank goodness for call boxes.

Panmorra Cup, Penzance 12 & 13 June

As usual the turnout was good for this long-established Cornish event. Bright weather and light winds made the weekend fun and the racing interesting. Report by **Peter Cormie**, *photographs by* **Lee Whitehead** *of* ***photolounge.co.uk.***

PENZANCE HOSTED THE Panmorra Cup this year earlier than usual in anticipation of the Osprey Nationals here in August, and in typically perfect conditions for a summer sail. Sunny, steady 2-3 offshore breeze on day one, a little lighter on day two, with two races each day and one discard. Some top competition from as far afield as Felixstowe made for an excellent weekend.

The Panmorra Cup was originally donated by the Harman family who first presented it at Newquay Sailing Club in 1962. It has traditionally been open to Ospreys nationally but on condition that the event is held in a Cornish club. The winning team chooses the venue the following year. Numerous National Champions have taken home the cup and include such famous names as John Matthews, Ken Robinson, Oscar Chess, Tony Blatchford, lan Porter, Martin Lewis and Andy Barker.

A good start on Saturday afternoon, only marred by the eagle-eyed Des Menear who spotted an anomaly in the sailing instructions, and protested out the race, foiling Andy Barker's otherwise fine finish. Andy came down experimenting with a new Gamma rig with a more powerful cunningham and kicker to de-power more quickly. He also tried out a variation with trapeze wires raised 2 feet above the hounds. Could this be the way to go? Decisions will have to be made soon with Nationals approaching. Several boats were to be seen equipped with crisp new Kevlar sails designed by North Sails and at half the weight of others looked impressive. In race 2 Des Menear and Peter Grieg took advantage of a close-covering contest between Barker and Angrave and Jamie Lea with Peter Frith. Menear gybed out, passed them and went on to win.

The Saturday night…

Rumours involving performance enhancing drugs and Andy Barker on the Saturday night were later revealed to be a simple tennis-elbow injection inflicted by the good Dr Ellery, which after a few beers may have sounded like a good idea at the time…

Sunday saw lighter winds with some interesting windshifts to keep our attention. At the start Barker and Angrave tangled at the pin-end of the line, Lea eventually getting the better start. The conditions obviously suited them as they went on to win, Menear and Grieg coming second.

All in all a successful weekend, the winners electing to hold the cup in Penzance again in September 2005. Andy Barker joined with others in making a quick exit to catch the England match, just to see them lose painfully to the French. Des Menear did stay to collect his wine, however (and drank it).

We look forward to an equally successful National Championship in August and hope that as many people as possible will make the effort for what should be an excellent week.



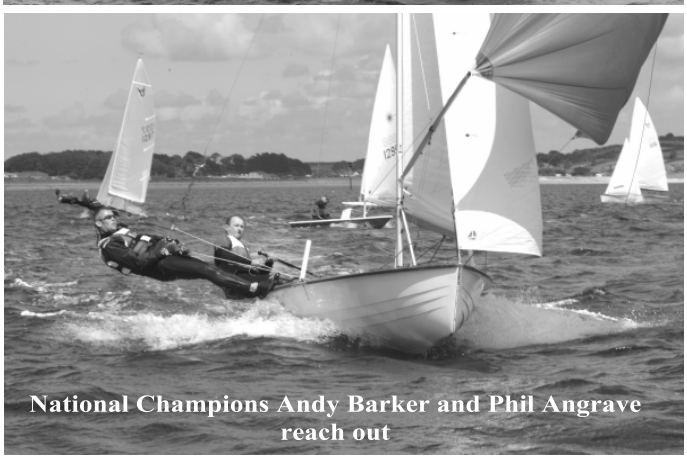
Jamie Lea and Peter Frith round the windward mark in front of Des Menear and Peter Grieg



On the run -James Sadler and Mike Candy

Results

1	**1290**	***Swiftwun***	**Jamie Lea and Peter Frith**	**2pts**
2	**1280**	***Hello Again***	**Des Menear and Peter Grieg**	**3pts**
3	**1298**	***No More Mr Nice Guy***	**Andy Barker and Phil Angrave**	**4pts**
4	**1295**	***Big Girl's Blouse***	**Will and Simon Odling**	**7pts**
5	**1297**	***No Name***	**Mike Taylor and Jon Willey**	**8pts**



National Champions Andy Barker and Phil Angrave reach out



Lining up for the start

A Sailing Pen-Portrait - Part 3



This year **Malcolm Clack** *will take part in his 31st National Championship - his 30th consecutive one. This is his account of the event in the early 80s.*

Terry Greaves, my helm in 1978, was pleased with *Dodger*, so for the first time he didn't build himself a new boat that winter, choosing instead to build 1178 for a fellow club member. So 1979 had a very similar format, a few club races and Open Meetings, then off to the Nationals in Shoreham. Entries were down, with only about 60 boats attending. Shoreham had a very active Osprey fleet at the time but the venue proved less attractive for those with families, and this was to mark the start of a decline in Nationals attendance that took several years to correct.

The event still had to be won, and turning up for the first time this year in his new glass boat was Andy Barker. The high spot was a particularly wild, windy day on the Tuesday, but our own highlight was Thursday's race. An erratic wind meant the race officer had opted for a line start. This totally flummoxed the majority of the fleet. Only a handful of boats realised quickly enough and got decent starts. We were one of those, and found ourselves leading at the windward mark. We were not to have things our own way this time and had dropped to third by the start of the last windward leg. Andy Barker was leading, followed by Alfie Hawksworth. Alfie opted to go left and Andy went the same way to cover him. With nothing to lose, we went right - and sailed into a steady, progressive header. We held it for about a hundred yards, tacked and were inexorably lifted inside the other two, putting us back in the lead. A bit of covering at the end and then BOOM, the finishing cannon, to give us another championship race win.

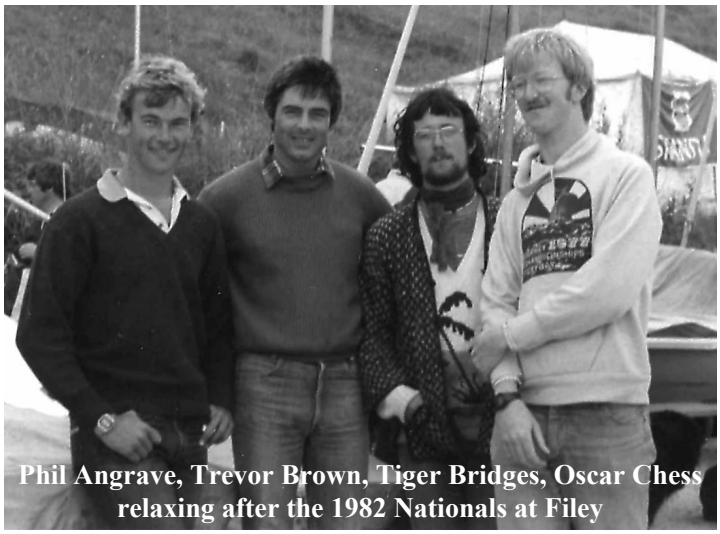
We finished the week in 4th place overall, which was to be our best ever Nationals result.

Terry's thoughts were already moving in the direction of something bigger than an Osprey, so *Dodger* was retained for yet another year. Somehow I managed to get the job of towing his boat down to Mount's Bay for the 1980 championships. The Volkswagen Beetle had been traded-in by now and replaced by a Mk3 Cortina. Everything was going well on the journey until its cam belt snapped on Bodmin Moor. Still, the Osprey family came to our rescue with Phil Green, from Blithfield, taking the boat on to Marazion whilst we got the car fixed.

Three brand new wooden boats attended this Championship. Sail numbers 1195, (still owned by Richard Marshall) and 1198, which were both built by Martin Creasey, and 1199, which was (and still is) the only Osprey ever built by Guy Winder. All had several things in common: a very fine bow with near vertical stem; a fully-enclosed mast gate, and inboard genoa sheeting. I believe some of the bows were subsequently modified after a dispute over measurement. But otherwise I think you will agree that these boats were the blueprint for the Ospreys we sail today.

This was the year Andy Barker treated the fleet to something we'd never seen before - his crew, Mark Simpson, standing on the boom, adjusting the spreaders whilst going down the reach. His other party-piece was leading the fleet round the windward mark, and in poor visibility, setting off in the direction of a coloured object in the distance. By the time he'd realised he was chasing the red sails of a Mirror, the real wing mark was miles to windward and already being targeted by our back markers. Andy and all the other early leaders were ceremoniously (albeit temporarily) dumped right to the very back of the fleet.

The entry was up on the previous year at 75, but still well down on the years before that. Disappointingly, we didn't manage any more race wins, but still turned in a steady performance to finish 8th



Phil Angrave, Trevor Brown, Tiger Bridges, Oscar Chess relaxing after the 1982 Nationals at Filey



Filey 82 - Oscar and Tiger, Champions for 1st time.

During the winter of 1980/81 *Dodger* was put up for sale and snapped up by some lads from Gorleston. (She is of course, still on the circuit and now owned by John Shenton.) Terry had got the 'big boat' bug and was about to take delivery of a hull and deck moulding for a UFO34, for home completion. This became a labour of love for him, and was eventually launched several years later. It was immaculate and a real credit to Terry and the many, many hours he spent in completing it.

Sadly, Terry's 'big boat' career was not the same success as his dinghy sailing career. With lack of crew and lack of finance to campaign the boat to his desired level, he became disillusioned and the boat was sold. Terry's sailing career was over. He needed another challenge, so he took up something completely different - flying.

I now had a problem: no boat for 1981. I went back to Filey and did a bit of crewing, but by the time the Championship arrived, I still didn't have a ride. My week off work was booked, so off I went to Mount's Bay again, anyway. Yes, we went there two years running, a decision which didn't prove too popular, with only 60 boats turning up.

A tip: if you are keen like me, never go the Championships as a spectator. You can't see anything, you take no part in the action, and you don't feel like you have any involvement whatsoever, especially in the bar afterwards. I needed to get out on the water. A day on a safety boat, taking photographs, did nothing to satisfy my frustration, but it did highlight how badly one of the other boats from the North was doing.

Mike Mooney had also moved from Hornsea to Bridlington and had bought 1178 at the start of the season. After having a couple of decent crews he'd taken one of the younger members of the club, Nick, as his new crew for the current campaign, but their results were poor, only placing in the 50's. I found a despondent Mike in the dinghy park and offered my services for the following day, which he gladly accepted. (I'm not sure how he explained this to Nick.) We came 12th, which was a great improvement. Mike felt obliged to take Nick on the Thursday and they were in the 50's again, so I got the final ride of the week on Friday. We would have finished about 10th had it not been for Mike's rudder falling off halfway up the final beat. But I'd done enough. Nick's 'contract' was terminated and Mike asked me if I'd like the position permanently.

The prizegiving was held at Mount's Bay Sailing Club with prizes being presented by Lord

and Lady St. Leven (the residents of that very large house on St. Michael's Mount). Prizewinners were advised to extend appropriate courtesy when receiving their prizes. This obviously fell on deaf ears with Tiger Bridges (Oscar's crew) who, unwashed, unshaven and wearing the same clothes he'd been wearing all week, attempted to kiss Lady St. Leven. She was not amused.

Mike and I ended the season with a couple of Open Meetings where our teamwork continued to improve. We decided to campaign a full season together the following year (1982) and Mike agreed to join Filey Sailing Club. The reason being - the Championships were being held there again!

Filey had formed a Championship Organising Committee, of which I was a part. We met once a month throughout the winter, planning and organising the Championships. Responsibilities and tasks were assigned to each Committee member and my main area was bar, catering and social activities. If you have never been involved in running, or organising a National Championships you cannot even comprehend how much hard work is involved, to make your event a success. Please spare a thought for those overworked, unsung heroes every time you attend your Nationals. There are some things of course that you can do, to make things a whole lot easier for them. First, enter early. It makes things like berthing, safety boat cover, bar and galley, scrutineering, sponsorship and social events a whole lot easier to organise, if you know how many are going to turn up. Secondly, if you have to buy a ticket for a social event and you know you will be going, buy it near the beginning of the week. In 1982, we had the Friday night Prizegiving bash in a posh hotel and I had to confirm to them the FINAL numbers by 16:00 on Tuesday. Despite all my efforts, I'd only actually sold 23 tickets when the deadline passed. I made the call to the hotel, promised them 120 and spent the next three days panicking about how we would pay for the shortfall when we didn't sell enough. Thanks to all those who bought their tickets on FRIDAY, we actually made it and the evening was a roaring success. However, I could have done without the stress, especially as I was running the beer tent and trying to sail as well!

As for the event itself, John Lang had struck up a deal with Skandia Life and secured a significant chunk of sponsorship. All the championship literature, posters, stickers and t-shirts were emblazoned with their logo and it really was quite impressive. John could have tied them up for several years, but Sussex MYC, who were to host the Championships in 1983, already had their own ideas. Unfortunately, Skandia were lost to the Ospreys, which is a real shame when you consider where they are now - principal sponsors of Cowes!

Sadly our organisational efforts were not reflected in the turnout, with only 46 entries. Mike and I were to have our moment of glory though, by winning a rough and windy practice race. We even became TV superstars, being interviewed the following day for a slot on the local sports programme, which went out on the Thursday night. The remainder of the week passed in a flash, being a heavy mixture of sailing, organising, pulling pints and socialising. We only had a 'beer tent' on the cliff side, but the atmosphere and camaraderie generated was infectious. Alas, the weather gods were a bit unfavourable and we lost a couple of races due to fog, however we did have new National Champions in the form of Oscar Chess and Tiger Bridges. Yes, this was Oscar's, first Nationals success and an occasion we all celebrated at the Prizegiving on Friday night. The most memorable part of the evening wasn't Oscar's speech but Tiger's. He sat on the stage, cross-legged, with a PINT of Tequila Sunrise and entertained everyone for close to an hour. We'd had a raffle running during the week, in which you wrote your name on a £1 note and placed it in a huge bottle. First prize was 50% of the kitty. After a slow start, by Friday, people were falling over themselves to enter as the bottle rapidly filled up. The draw took place during the prizegiving and the winner was Don Flannery. Yes, he was around in those days too! As for us, we finished 8th overall, a bit disappointing on our own patch, but with plenty of scope for improvement.



Malcolm and Mike in *Hokey Cokey*, Burnham 1984

By way of a little relaxation we went off to do Burnham Week at the end of August and what a fantastic week it was. The event was run by the combined clubs of Burnham and the Royal Corinthian Yacht Club, where the dinghies were based. Thirty-plus Ospreys turned up for the Bank Holiday weekend, thanks largely to the efforts of Rob Shaw, who sailed at Creeksea in those days. Seventeen stayed to do the rest of the week and we enjoyed a real variety of sailing conditions. Courses were upriver and downriver, uptide and downtide. Wind was strong, and light and variable (sometimes all within the same race). You name it, we did it. It was also a fantastic social week, with one of the highlights being the 'pool party' at Les Shaw's house (Rob's dad). With camping near the yacht club and all the other clubs, pubs and restaurants within walking distance it made a welcome change from the seriousness of Championship sailing. That's not to say we didn't take our sailing seriously, we did, and with a win in EVERY race, won the event by a mile. There was a very prestigious award for the best performance of the week by any boat, in all classes (yachts included) and we were serious contenders. We tied with a Squib who had also won every race, but guess what, they gave it to him because he'd sailed in a larger fleet (he was also a local, but I'm sure that had nothing to do with it). Still we walked away with a stack of lovely glassware after a thoroughly enjoyable week. We never did the full week at Burnham again, but we did go back for several years, for the weekend, and had a great time on every occasion.

Mike had been dabbling in sailmaking for some time, but by now he was starting to take it more seriously. He'd named his company *Leadersail* and decided to give it a go professionally. Over the next few seasons I was able to witness the rise of the *Leadersail* empire and for us new sails were never going to be a problem.

We continued to campaign *Psycho* in 1983. Usual format: club racing, a few early season open meetings and peaking for the Nationals in Shoreham. The 'attraction' of Shoreham once again failed to pull in the entries and we had another low turnout of 53. I can't remember too much about this event except for the first day. It was hot, sultry, overcast and windless. The fleet drifted out to the starting area and waited for 2 hours before any sort of breeze arrived and settled. Eventually a course was laid, the starting sequence commenced and the race was underway.

We should have realised something was amiss when a massive shift towards the end of the first beat saw us reaching into the windward mark. Just as we approached, a safety boat at high speed attempted to round up the front of the fleet, with the message, 'the race is abandoned, head for shore'. We couldn't understand why, but moments later we found out.

The line squall was sudden and severe. The sea, which had been flat and calm, was whipped into a frenzy and a mist developed over the water as the tops of waves were blown off horizontally.

Mike, heeding the advice of the safety boat, said, "OK lets head for home."

The only trouble was, home was now two miles dead downwind. We hurtled off in a cloud of spray, but Mike, being fearful for the rig, quickly decided we'd be better off dropping the main.

"Fine," I said, "but how do you propose to do that?"

"I'll just gently bring her up into to wind," he said, pushing the tiller away. One nanosecond later we were on our side, and another we were upside down. Mike and I clambered on to the bottom with Mike screaming, "Come on, let's get her upright."

This had been my first opportunity to survey the scene. Only one Osprey had actually made it to the windward mark (I think it was Richard Marshall). He was off down the first reach and was the only boat remaining upright. Worried

that a serious situation was unfolding, I suggested to Mike that we stay where we were on the comparative safety of our upturned hull. He agreed. Fifteen minutes later the sky cleared, the sun came out, the wind dropped and everyone was able to recover and return to shore safely. We were later to find out that the same squall had travelled right along the south coast, wiping out Cowes too, as it swept through the Solent. Tony Powell, who was a favourite again for the Championships, had the misfortune to break a mast during this incident and spent the next day getting a replacement. This virtually put him out of contention, but did mean that for the second year running we might have a new champion. The event was won by John Marsh and Mal Smith, two quiet lads from South Wales. Their winning speech was as memorable as those of the previous year, only for the opposite reason - there wasn't one! They collected their trophies and no one ever saw them at the Nationals again.

Mike felt that our progress was being hindered by *Psycho*, in that although well constructed, she didn't quite have the 'edge' required to seriously compete at the front of the fleet. He had a few ideas of his own and the only way he was going to be able to incorporate these into a boat was to build his own. *Psycho* was sold to John Lang and the timber and materials were purchased. Osprey 1209, *Hokey Cokey* was conceived during that winter. I first saw her, in March 1984, as a complete, unpainted hull, and then again painted and varnished with no fittings, and very impressive she was. Unlike *Pyscho* she was assembled using WEST, thus helping Mike to achieve his requirements of minimum weight with maximum correctors.

We discussed the layout of the boat together and spent a whole day adding the fixtures and fittings. A couple of weekends later we made a very low profile launching at Hornsea, which was curtailed when the jib halyard sheave pulled out. However, we'd seen enough to know that in the right hands, we might have something special. The question was, would *we* be up to it?

By now Mike was seriously into his sailmaking too and was already selling quite a lot of sails in the fleet. His research and development programme was us, and each week we'd have something new to try. During this period he developed something which would turn out to be our secret weapon. After the usual round of open meetings the fleet assembled in Tenby in South Wales for the Nationals. Thankfully an excellent weather forecast and the return to a family holiday resort did wonders for the attendance with 76 entries. This was to be our first opportunity to race *Hokey Cokey* at this level, but any doubts we might have had were quickly dispelled. She truly did have that extra fraction of boatspeed that actually made championship sailing easy. We'd start through the gate and after a couple of hundred yards had already crept ahead and above those around us. Tactics became easier because we always seemed to have plenty of options available, given the luxury of clear air and water. Downwind, our 'secret weapon', Mike's specially cut spinnaker, enabled us to sail higher and faster than most of our rivals. Without actually winning a race we strung together a series of single figure results, and then crucially managed a 10th in a drifter when only 12 boats finished in the time limit. Those less fortunate effectively picked up their discard in this race, meaning that they would have to count every other result.

1984 also saw the arrival of Ian Porter on the scene. Ian was the new builder of fibreglass Ospreys, and he competed in one of his own boats, crewed by Jonathan Clarke. Going into the last race Ian was leading the championships and we were lying fourth. We could, however, win the event if we won the last race and Ian was lower than fourth, and a couple of other results went our way too. A tall order you might say, but when we arrived first at the windward mark the dream seemed on! By the end of the second triangle we still had the lead, but ominously Ian Porter had climbed up to second.

We still held the lead at the start of the second run, but our spinnaker, designed for speed on the reach, was no match for Ian's large full spinnaker. As he closed on our transom, Mike gybed away, looking for more pressure on the other side of the course, which we never found. Ian started the final beat just ahead, kept us covered and took a hard earned victory. The other results did us no favours either and despite our second place in the race, we still finished fourth overall. We still look back on that championship to this day, as the 'one that got away'. So near, yet so far.

craftinsure.com
Boat Insurance
at the touch of a button

20% Internet Discount
for Osprey Owners

www.craftinsure.com
for instant quotations and online cover
Catch us on the web or telephone us on 01689 889507

WHAT'S ON & WHERE

All the remaining Championships and Open Meetings. I gave you them all in the Christmas magazine, but here they are again in case you've lost your copy. Coded again too. I spoil you.

■ Championships □ Open Meetings

■ National Championships, Penzance 8th - 13th August

Big seas, big skies, big courses, big smiles, big event. Sun, wind and spray. I seem to have read that somewhere before. It's still just as relevant though. The greatest show on earth. Be there or be... - really pissed off that you weren't.

Contact **Des Menear: 01736 756154 or Maureen Carroll: 01394 388540**

□ Kielder Water, Northumberland, 11th & 12th September

If you've never made the trek to the Frozen North you really ought to give it a go. The lake is fantastic, the scenery stunning, and you can see a Magic Christmas Tree if you take a pair of binoculars (or a pimple on an elephant's arse if you don't). The club is very welcoming. You might have a job understanding what the members are saying, but that only adds to the fun.

Contact **Alec Mamwell: 01670 505822**

■ Southern Area Championships, Netley, 25th & 26th September

The Netley Open seems to have become a 'must do' event for the southern Osprey sailors in the last few years. This year it has Championship status too - all the more reason to go. Treat yourself to some of Bob Thomas and Friends' hospitality, you won't regret it.

Contact **Bob Thomas: 023 8045 4187**

■ Inland Championships, Rutland 23rd & 24th October

What need I say about this event? The second most important fixture in our calendar. It's always at the end of the sailing year and usually provides good winds and great racing. The lake is huge (though not by Canadian standards, for our friends overseas) and the clubhouse is almost palatial. With the Contenders, Hornets and FDs joining us it's always good fun too.

Contact **Nick Jones: 01525 751712**

Boats4sale

Mk 2 wood. Refurbished. Road trailer, launching trolley, cover, new ropes, good sails, very stable sailer, excellent condition. **£850.** Contact: Simon, 01364 661337 or 07790 835751.

643 Mk 2A wood. Had fun, but moving. Built 1968. Trolley and trailer, 2 sets of sails, cover, with the usual extras needed to sail her. **£800**. Contact: julia_lock@hotmail.com

1040 Mk 3 wood. Westerly built. 2 mains, 3 genoas, 2 spinnakers, new Proctor mast, combi-trailer. Ready to Race. **£1000 ono.** Contact: Nick Eggett 01726 65472 or e-mail rosemary.chambers@plymouth.ac.uk

1074 Mk 3 wood. Terry Greaves built. Good condition. Super Spar mast, 2 sets sails. Trolley/trailer. **£850.** Contact Ernie Linguard: 01482 666300.

1177 *Puma* Mk 3 wood. Good condition. Combi-trailer, Proctor mast, 1 suit sails, over cover. Ready to race. **£1000.** Contact: Phil Beck 01482 214218

1246 *The Outlaw* Mk 3 glassfibre. Porter-built. 1 suit of sails, combi-trailer, good foils, Proctor, Harken, over cover. Has not been sailed for 3 years. Offers around **£1300**. Contact: Mike Hood 01964 533277

1262 Mk 3 GRP Well-equipped. Combi-trailer, good sails, some new. Ready to race. **£1500**. Contact: Martin, 01202 421010 or 07970 284361.

1277 *Men Behaving Badly* Porter built in 1995. Combi T & T, Proctor spars, over cover, all the usual gear. It is not known what make the sails are but there are two suits. **£2,300 ono** All enquiries to Maureen Carroll: Tel. 01394 388540 Email: carrolls@tesco.net

Equipment For Sale

Various sails/spinnakers, fair condition. Open to reasonable offers. Contact: John Rayner 01937 842860


1207
www.ospreysailing.org.uk