

Sail Osprey

December 2005

www.ospreysailing.org.uk

Hartleys' new FRP Mark IV Osprey

First pictures of the eagerly-awaited new boat

Full Nationals Coverage

Report, pictures, results from the Land of Song

Late-Season Open Meeting Reports

All the Opens since June, including the Inlands

Hartleys' Brave New World

The new Mark IV Osprey - a glorious new future?

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Nick Jones (Chairman)
01525 751712 (day/eve)
0121 258 5993 (mob)
nicholas.jones@serco.com

Maureen Carroll (Secretary)
Ken Carroll (Committee)
01394 388540
07786 518 870 (mob)
carrolls@tesco.net

Ian Madeley (Treasurer)
0114 2 366873

Karl Gorner (Technical Rep)
01793 345305 (eve)
0870 1376440 (fax)
07270 534 035 (mob)
karl.gorner@ntlworld.com
kg@safetyservices.co.uk

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

Bob Thomas (Fleet Rep, Netley)
023 8045 4187
07754 787 362
robert.thomas40@which.net

Jon Batt (Fleet Rep, Blithfield)
01298 79389
jon.batt@buxton90.freeserve.co.uk

Willy Crichton (Fleet Rep, Ribble)
01772 499750
billcrichton@yahoo.com

Mike Scott (Fleet Rep, Kielder)
01835 870238
mhs@iqx.co.uk

Peter Frith (Fleet Rep, Poole)
01202 694845
peter@shrinkwrap.co.uk

Des Menear (Fleet Rep, Penzance)
01736 756154
07979 470 470
des.treetops@virgin.net

Peter Greig (Fleet Rep, Mount's Bay)
07813 153124
pgreig@vickeryholman.com

Jonathan Osgood (Committee)
020 838 70398
jonathan.osgood@transport.alstom.com

Website
www.ospreysailing.org.uk

Editorial

First of all I'd like to wish all of you a very Merry Christmas and a Happy New Year. I hope it's a good one for all my friends in the Osprey Fleet.

As this issue of your newsletter comes out only two weeks before the official launch of the new Hartley Mark 4 Osprey at the London Boatshow, I thought it would be nice to do a special, full-colour edition to mark it. I'll be going back to monochrome for future issues as it's still too expensive to publish in colour all the time, so make the most of it.

Many thanks to all the contributors to the magazine, I can't produce it without your input. Please keep the articles and pictures coming in, so we can keep up the very high standard of this publication. And if you've never written for it before, why not have a go, you never know, you might even enjoy the experience.

A little note of explanation and apology is needed here. An A4 publication such as this is actually printed on A3 paper, then folded down to A4. So four A4 pages are printed on each A3 sheet, back and front. That means that I can only increase or decrease the magazine in four page increments. This one didn't really have enough copy to fill 32 pages, but is a little too tight at 28. With the extra four pages having a significant extra cost for the Association, I elected to squeeze it down, with the result of giving some of the articles a smaller font size than I would like. So if you are one of those whose article is in 8 point font, please accept my apologies, it wasn't something I wanted to do - and please don't let it stop you writing for us again.

Anyway, what's in the magazine this time?

We've got all the usual Championship and Opens reports, some thoughts from Richard Hartley, Roger Proctor and Phil Morrison on the new boat, and two very good articles from Canada. Malcolm Clack has written the sixth and final part of his Nationals saga, which must be a record, not only for Nationals attendance, but also for length of article in an Osprey newsletter. Alec Mamwell has done his bit again, as has Maureen Carroll with her Bird's Eye View series.

We have club news from Kielder and Ribble, and a caption competition with a prize of a pair of sailing gloves. Oh yes, and I've written a couple of small pieces. All in all this is once again a magazine that is guaranteed to make your trips to the smallest room in the house over the Christmas holidays a worthwhile, pleasurable and rewarding experience

Best wishes to you all.

Dave Metcalfe

Chairman's Report

Well, this report sees the end of another Osprey year. On a personal note it has been a very enjoyable year of sailing. In May I teamed up with Arthur Butler, and since then we have attended 7 events and, as usual, enjoyed meeting all the Osprey Clan. We also attended the Nationals at Pwllheli, which was put together by two of the unsung heroes of the Class, Ian Madeley and Maureen Carroll. It was a super event, which saw the arrival of a new National Champion in the shape of Tim Rush. We had some excellent sailing and a well-attended AGM, which went on until 10:30 - certainly a record for the Osprey Class in modern times. But it was essential that we got things right and I am confident that we achieved that objective.

You are all aware that Graham Mant decided to resign his post as a committee member, and although I did not agree with his issues I would like to thank him for his contribution since rejoining the committee in 2000. Also at the elections Samantha Mant did not retain her position as membership officer and I would like to thank her for sorting out a situation that had developed into a significant mess in previous years.

At the Nationals Dave Metcalfe indicated he was keen to pass on the job of Newsletter Editor but agreed to carry on in the short term. I would like to thank him formally for the contribution he has made over the past 3 years and if anyone is interested in taking this post over please chat to Dave as I am sure he will give you a clear breakdown of what is required. Before moving on I feel I should place it on record that Dave's Newsletters have been both amusing and full of valuable content and the class is indebted to him.

After the Nationals there were a number of issues that had to be dealt with to get the completion of the copyright transfer, but these were all closed off and we are now the 'Osprey Class Association' - we have become de-nationalised!

Since the Nationals we have had the SGP where we finished 5th overall with the Hornets and FD's behind us. I would like to see us come higher in the order next year and ask the better sailors who did not attend, to mark that event in their diaries for next year.

The final event was the Inland Nationals at Rutland, which saw a disappointing turnout of 14 boats. As usual we had an excellent time and we saw Tim Rush gain his second crown of the year.

Final point, the Dinghy show next year will have 3 Ospreys present, one on our stand and the other two on the Hartley Laminates stand. We need volunteers to help so if you are free and available please contact Ken Carroll who is co-ordinating all the helpers.

Have a great Christmas and an exciting new year with the new Osprey

Nick J Jones

Secretary's Report

First of all may Ken and I wish you all a very Merry Christmas and a Happy New Year.

This year has been hectic but very rewarding, culminating in a new boat now in production. Thank you to all of you who attended Open Meetings and the Nationals. If you don't do the circuit thank you for your continuing support of the Class through your subscriptions.

We are now known as the 'Osprey Class Association' and are responsible for our own boat certification, so all of you who have bought a boat (or made changes to your boat under the Class Rules) since July 2005 should now apply to me for a new certificate. Existing RYA certificates do not need to be changed until the boat changes hands or alterations are made. All boats need to have a 'valid current certificate' in order to race at any level.

Soon you will see a new website, updated by our Webmaster, Huw Pearce. This is our world 'shop window' and this year I have had emails from Osprey sailors in Canada, Taiwan, Lagos and, most recently, from an Osprey sailor in Wexford in Eire.

With the production of a new FRP boat, carbon rigs and Kevlar sails, we are now really in the 21st Century. We have a full Open Meeting programme for next year, and at the AGM we voted for four-day Nationals. The first of these will be at Parkstone from 12-16 August 2006. The race management there is superb, launching and recovery are excellent, dinghy parking is ample and secure and the Club facilities are very good - and it is a lot nearer Poole harbour entrance for sailing to the race course.

Book early for your accommodation. There is plenty of self-catering and B & B in the area; house sharing was a favourite option last time I went there.

The official launch of the Mk4 will be at the London Boat Show in January; this has been brought forward from the Dinghy Exhibition in March as Ronstan have selected the new boat for their Stand in London. This Stand will not, however, be manned by the Association as it is purely a trade stand for Ronstan. The Association will be manning the Stand at the Dinghy Exhibition at Alexandra Palace next March. There will be one Osprey on the Fastsail Stand and 2 Ospreys on the Hartley Laminates Stand. I am confident that you will all be pleased with the new product.

I shall look forward to seeing you all next season.

Maureen

DINGHY EXHIBITION, ALEXANDER PALACE, LONDON
4/5 MARCH 2006

The Association will have a new MK4 on the Fastsail Stand at Ally Pally and we need your help. Ken Carroll is co-ordinating a list of volunteers to man the Stand on both days. Start time for each day is 9.30 for 10.00 opening and close at 17.00. If you can offer to help for any period of time from a one or two hour slot to a half or full day, please let Ken know as soon as possible.

Email carrolls@tesco.net Tel 01394 388540

Certificate Wallets

With the handover of copyright to Richard Hartley from the RYA, the Association has the responsibility of issuing Registration Certificates. We would like to thank Lee Whitehead of Photo Lounge for his permission to use one of his photographs (Osprey 1297 at the 2005 National Championships) on the wallet of the new certificate.

Lord Birkett Trophy

Ullswater Yacht Club, 2nd & 3rd July

Only four Ospreys turned up for the North West's premier long distance race. Other Ospreyites were there, but not in Ospreys. After their hair-raising experiences this year they won't make that mistake again. **Nick Jones** *tells the tale.*

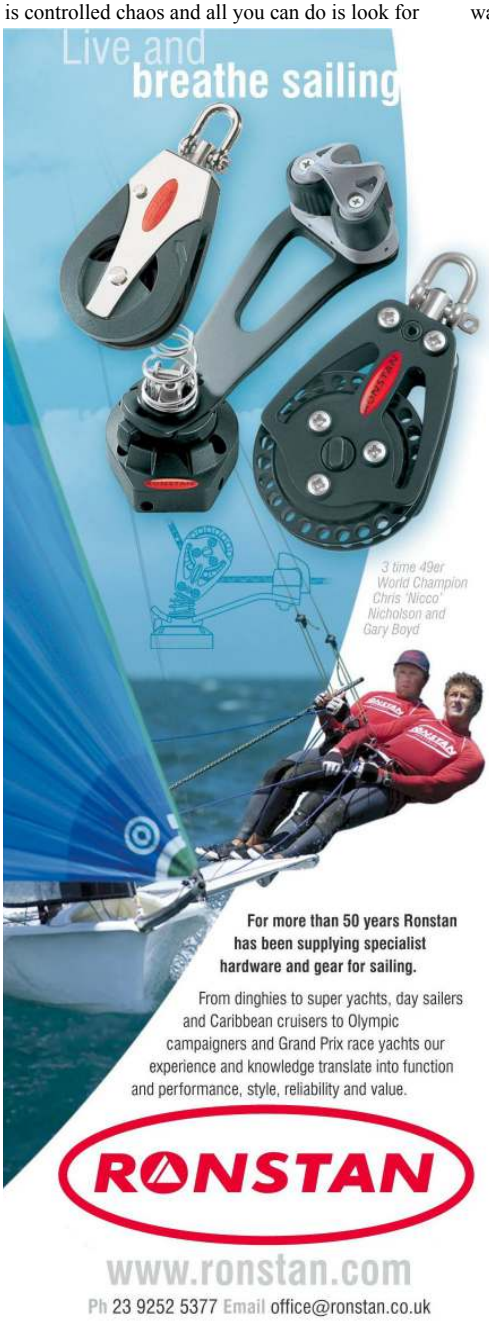
Four Ospreys turned up for the annual pilgrimage to Ullswater for the Lord Birkett. Arthur and I arrived at about 02:00hrs on Saturday morning, not too bad considering that I had started out from Glasgow at 16:00 on Friday afternoon. By the time I got to Ullswater I had travelled some 750 miles. The following morning we got up and rigged the boat, then watched the others arrive: 1288 Steve Sharp, 1292 Rob Shaw and 1181 Willy Crichton. So at least we had the four to qualify for the Sword. Then I saw Alec Mamwell and Ian Little skulking about. I am not surprised they were skulking about - they were not sailing the Osprey but playing in their Dinky toy Phantoms.

It is some 4 years since I last did this event and I had forgotten about the start line with around 210 boats spread across the width of Ullswater. It is controlled chaos and all you can do is look for some clear air, unless you are Mr Shaw who started on port and crossed the whole fleet. The beat was typical of Ullswater, with swings in the wind which you needed to anticipate to achieve any success. Along with his fantastic start Rob Shaw seemed to be best at anticipation and he reached the Island among the top few boats. I rounded second followed by Steve Sharp and then Willy Crichton. On rounding the mark I could see "Big Red" ahead and decided to follow, going up the middle of the lake. This was a big mistake and Steve Sharp, who had taken the left side of the lake, soon passed me. I decided to go across but the other craft around me prevented it. I continued on the run seeing Steve disappear into the distance and Willy gaining ground quickly. We reached the top of the lake and rounded the top mark, which left a short beat to the finish. I was gaining fast on Steve and then fell in. The boat came up full of water, which is not fast, but we crossed the finish with Willy about 20 seconds behind,

Now for a Birkett tradition. Once the boats were all put away it was off to Penrith for our evening meal at the Italian. Alec and Ian were allowed to join us despite their temporary transfer to the Phantom fleet and we all had a thoroughly good time.

The following morning I awoke to a brisk wind and went down to the club for breakfast. As I entered the dinghy park I noticed a number of boats blown over, including Steve Sharp's. It turned out that there was no damage to the hull but the mast was slightly bent and he later decided to head for home, leaving Rob, Willy and I to fight it out.

The race started with the typical Ullswater chaos but Arthur and I found we were soon in clear water and Rob was in our sights. We worked hard up the beat, and despite an incident with a 49er, reached the island ahead of both Willy and Rob. We rounded the island and launched the kite and deluded ourselves that we were going quickly – no such luck - within a quarter of a mile Big Red appeared and passed us, as if we were a tortoise. This time we did manage to keep him in view but were unable to make any ground on him. Rob, if Big Red goes missing it won't be me.



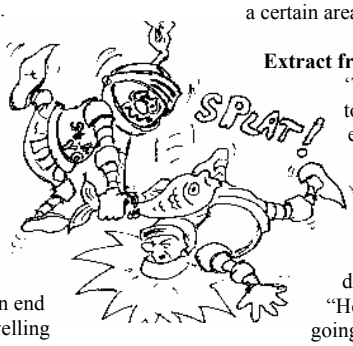
A 'Mere' Stone's Throw From The Sea

Hornsea is unique among English seaside towns in having a natural, freshwater lake right in the town. **Dave Metcalfe** *gives us a brief history of this 'Natural Wonder of Yorkshire'.*

Ospreys have been sailing on Hornsea Mere since the mid-60s, but probably few, if any, of the sailors have any idea of its history and importance to the area in previous times. This is just a brief glimpse into the mud and silt of its past.

Hornsea Mere is the largest natural lake in the county of Yorkshire. It is a glacial lake left by the retreating ice-cap around 20,000 years ago. There were many such lakes in the area but all the others have either dried up or been taken by the sea (the Holderness coast from Bridlington down to Spurn Point is the fastest eroding stretch of coastline in the world). The Mere encloses an area of 460 acres, of which about 250 are used for sailing, and has a stretch from east to west of just under 2 miles, with a width of nearly a mile at its widest point. It is just over half a mile from the sea.

Although Hornsea is a seaside town, its name means 'horn-shaped lake'. The Old English word *sae* meant lake, not sea. In the Domesday Book Hornsea was named *Hornesse,* and by 1300 had become *Hornessei.* The village of Seaton, at the western end of the Mere, means 'dwelling on the lake'.



Fish from the Mere was always a very important source of food for the town's populace. In the 13th century the town was run by St. Mary's Abbey, York, and in 1260 the Abbot of Meaux, (pronounced *Mew*), a rival Abbey near Beverley, claimed that he had been granted fishing rights by William le Gros, grandson of Odo, a local lord and landowner. By the laws of the time the Abbot of York had the right to decide what sort of trial he wished to have to determine the outcome of the dispute, and he decided on a battle. The Abbot of Meaux assembled an army of champions, or *terones*, and the Abbott of York assembled an equal number. They met at the side of the lake on the road to Beverley. First a horse was swum across the lake and the points of its entry to and exit from the water were deemed to be the boundary of the disputed claim, and posts were driven in to establish the claim. Then the armies, with full armour and weaponry, set upon one another.

The fight lasted, according to a contemporary account, from morning until evening, when the champions of the plaintiff (Meaux) were beaten to the ground, and the fishery ultimately became the property of St. Mary's, York. The Abbott of St. Mary's graciously allowed Meaux Abbey to fish in a certain area on the south bank.

Extract from Hornsea parish records, 1892:

'The mere is occasionally frozen over to a considerable thickness, affording excellent skating. In the winter of 1890-1, cricket matches were held on the ice and on St. Stephen's Day a sheep was roasted and eaten on it.

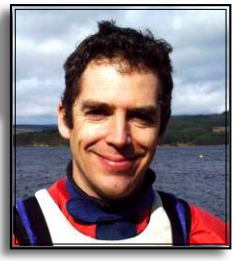
It appears from the observations of Professor Phillips, that this mere is doomed sooner or later to extinction. "Hornsea Mere," he says, "is now undergoing some of the changes which are traced in the old lakes cut into by the sea at Outhorne, Sandley Mere, and other places. It is slowly filling up by depositions of vegetable matter and earthy sediment round the shores and islands."'

Well, the Mere is filling with sediment, but 113 years after his observation the lake survives with probably very little change from his day.

Private sailing craft were first allowed on the Mere in 1866, on payment of money, and by 1890 there were over twenty craft berthed there.

Scottish and Northern Championships

Kielder Water SC, 10th & 11th September



Although it clashed this year with the new Mount's Bay meeting, this popular event in the wastes of the Frozen North still attracted eight visitors. **Mike Scott** *tells us all about it,* **Julie Ball** *took the pictures.*

OSPREY SAILORS CAME to Kielder from as far afield as Kent, Sussex and Aberdeenshire, joining five home boats to make a respectable fleet of twelve for the Scottish and Northerns.

Saturday was overcast with a reasonably steady easterly force 3 over the dam wall. Race officer Roger Edwardson set a big course, and Alec Mamwell and Ian Little (1276) opened their account with a win from Rob and Anthony Shaw (1292), Brian and Margaret Hayward (1287) and Don Flannery and Roger Woodhead (1163).

In race 2 Shaw hit his stride and beat Mamwell, leaving the Haywards with another third and Steve Sharp and David Beck (1288) in fourth. There was competitive racing right through the fleet, and at the back things started to hot up for the Mark II challenge of Viola and Mike Scott (in borrowed 748) and Don Pipes with stand-in crew Chris Smart (521). Mike managed to miss the trapeze and fall out of the boat and Don responded with a graceful if unorthodox 'tack and roll' manoeuvre while flying the kite, resulting in a swim.

Close of play had Shaw and Mamwell on equal points for first, the Haywards third and Flannery tying with Chris Dickinson and Brian Kelly (1158) for fourth.

On Sunday morning hangovers were soothed by warmth and sunshine but not much in the way of wind until nearly noon when a force 2 filled in from the west. A short course was set for race 3 and the Haywards took a fine win from Shaw, with Nick Jones and Arthur Butler (1240) pushing Mamwell into fourth place. Further down the fleet Paul and Matt Catterall (1036) found some speed and saw off the Scotts for the first time.

A crafty windward/leeward course for race 4 allowed Shaw to reassert himself, and Willy Crichton and Mark Jeffries (1181) to storm through to second place from Mamwell and Jones.

The wind built and veered during the final race and Don Pipes hit the favoured side to lead impressively at the first windward mark. After that normal service was resumed and Shaw took the race by a considerable distance from Mamwell and with it the Championship. Crichton was still going well and took a third from Sharp giving him fourth place overall after the Haywards. Paul Heather and Jon Osgood (1182) suddenly remembered why they'd come and got their noses in the front half of the fleet.

After the rather brutal conditions of last year it was nice to have winds that allowed a full card of races to be sailed. The closeness of the points in mid-fleet show how competitive it was. Thanks to all who travelled – we look forward to seeing you next year .













1	1292	Rob Shaw	Anthony Shaw	Kielder SC	5 pts
2	1276	Alec Mamwell	Ian Little	Kielder SC	8 pts
3	1287	Brian Hayward	Margaret Hayward	Kielder SC	12 pts
4	1181	Bill Crichton	Mark Jeffries	Ribble	20 pts
5	1240	Nick Jones	Arthur Butler	RYA	21 pts
6	1288	Steve Sharp	Dave Beck	Hornsea SC	22 pts
7	1163	Don Flannery	Roger Woodhead	Ribble	23 pts
8	1158	Chris Dickinson	Brian Kelly	Ogston	24 pts
9	1182	Paul Heather	Jon Osgood	Welsh Harp	28 pts
10	748	Viola Scott	Mike Scott	Kielder SC	34 pts
11	1036	Paul Catterall	Matt Catterall		43 pts
12	521	Don Pipes	Chris Smart	Blithfield	48 pts

December 2002 Questionnaire - Some Findings

At the end of 2002 the Committee sent out a questionnaire to all Association Members to find out, at the time of the boat's 50th Anniversary, how the Membership wanted the Class to move forward into its second half-century. **Maureen Carroll** *has done a synopsis of the results.*

I **WAS CHARGED** by the Auditor at the AGM to get these results out so that the members could see something for their money and effort; I got the forms at the end of the Nationals and, thanks to 2 wet days at Lake Bala, I have come up with the following summary. On questions with multiple choice answers there was usually one overwhelming choice followed by one or two ticks on other answers. 90% of the forms were returned by people who had been to at least one Nationals and most of the respondents were regular Nationals goers. It appears that the respondents were mainly the people who benefit most from the Association and its organisation and poses the question 'can it therefore be representative of the Class as a whole?'.

Forms returned appear to be 74, of those 56 are boat owners, 5 are part-owners and 13 do not own an Osprey but are either Members or Associate Members. There were several forms marked as non-members but it doesn't appear that those results have been included.

Why people sail Ospreys
Main reason is performance followed by a national fleet, boat appearance is good, the social side, local fleet.

What would make you sail more?
Main reason would be better crew availability followed by the need for more personal time, would like to be able to afford a newer boat, having a boat that needs less maintenance, having a good fleet locally.

Open meetings
Of those who attend open meetings by far the most important reason for doing so is the competition followed by the support and advice of other competitors.

Of those who don't attend open meetings the main reasons are the travelling distances, personal time constraints and other commitments.

It would appear that 95% of respondents know what the Wilkinson Sword is awarded for and most know what other trophies the Association have.

Social events at open meetings are thought to be 'quite important'. Family activities are evenly divided between 'quite important' and 'not important'.

The majority consensus is that more open meetings would be attended if people had more time and/or a regular crew.

Nationals
90% of respondents had attended one or more Nationals. Of those who had attended the competition was by far the most overwhelming reason followed closely by a good venue. Half of the respondents said they went to support the Class and a third thought that a family venue was important.

Of the respondents who chose not to go to Nationals there isn't any particular reason that stands out. 20% said time factor, 15% said distance factor.

No-one was overly concerned by the cost of Nationals.

As far as timing goes the majority want the Nationals in the main summer school holiday period, as to the format, the majority would prefer a 4-day event but without losing the current 6-race set-up.

The majority do not want a lay-day in a one-week format and they would support social events but not at the cost of the next day's racing.

Family activities are again split evenly between the 'important' and the 'not important' camps.

As far as choice of venue is concerned sailing conditions come out way on top, most respondents said that travelling distances and costs are not important considerations and would not stop them attending.

As far as favourite venues are concerned, Mount's Bay came out way in front with Tenby 2nd and Pwllheli 3rd. Least favourites were Weymouth and Plymouth.

The main comment on how to increase turnout was to go for a 4-day format.

Considerations for future Nationals
Adopt the Fireball 'buddy' system where the top guys 'adopt' boats from the lower fleet and give help on tuning etc. To get higher turnouts we should go to venues with home fleets. As for future venues most would like to go to Mount's Bay, Looe, Pwllheli, Hayling Island and the East Coast.

Training
If the committee were to organise and offer training the top three topics most needed are perceived as being set-up and tuning advice, advanced racing techniques followed by basic racing techniques.

Association
It was generally felt that the Association provided good value for money but could (at the time of the questionnaire) do better for the members. It was felt that the magazine is good and the most important items that people want to see are open meeting reports and technical help. A majority of respondents would like to see more newssheets or information letters.

The majority of respondents said they thought that the Osprey presence at the Dinghy Exhibition is essential.

70 out of 74 said they knew about the website but it could be improved.

Buying a new boat
Of those who responded, ten said they would buy wood, 1 would prefer GRP and 1 would prefer composite.

Notes:
At the time of the questionnaire there was no GRP builder, the fact that we now have a new FRP builder may now make a difference to some people's views.

The website has been much improved over the past 12 months thanks to the efforts of Huw Pearce.

Committee contact with members is much improved and is now more efficient.

Nationals venues and race format were discussed at the 2005 AGM and we now have a clear way forward on this issue.

The newsletter is now much improved since Dave Metcalfe took over but he struggles to get input from fleet reps and open meeting reports, this was also discussed at the AGM.

Corner To Corner

Dave Metcalfe

FOR SOME TIME now I've been using an aluminium strongback to tie down my boat whilst travelling. The strap goes right across it, through a slot at each end, then down into the ratchet. The problem is that the webbing strap creeps forward in the slot, which cuts into the strap, fraying its edge. At the point of wear the strap is now only half as wide as it should be. I've tried wedging it with foam rubber and rough wet-and-dry paper, but it hasn't stopped the walk.

Just before the Nationals I was fiddling about with it, trying to fix the thing, when my crew, Richard Blowman, showed up. Richard is in the Merchant Navy. He had with him something he'd got from his ship - a pair of tough nylon corners for strapping down cargo, along with a rough-looking, but serviceable, heavy-duty ratchet strap (see picture). They worked brilliantly on the Osprey. The strap can't walk forward because it's held in slots. The upper surface of the nylon corners also has two raised knobs to stop the strap creeping off, and the undersides have a criss-cross pattern for grip, although I've since glued and pop-riveted a piece of carpet onto them. Also, they are slightly flexible so they'll take up the shape of your side-deck. As well as being benign to the webbing, they weigh a lot less than the strongback and are much easier to store, both at the event and back at home.

Now, my point is this: they are obviously available commercially, so why, in nearly 30 years of sailing, have I never seen these things before in any chandlery catalogue, or down at my local trailer supplies company? Is there a (small) commercial opportunity here for someone?





Osprey Invitation Meeting, Mount's Bay SC
10th & 11th September

The Class was invited back to Mount's Bay SC in Cornwall for the first time for many years. With six visiting boats the visitors outnumbered the local sailors. The conditions were testing and the result went down to the final race.

The Osprey Class made a long-awaited return to Mounts Bay SC after many years absence and were treated to a fantastic and memorable event. Travelling competitors included Tim Rush, the current National Champion and Dave & Ken Carroll who were exhibiting and testing the recently adopted carbon-fibre spars.

Only one of the scheduled two races was completed on Saturday due to the light and fickle winds, in stark contrast to the forecasts at the beginning of the week, which suggested 25 knots! Following a postponement to allow the deviating wind to settle, and the competitors to keep up-to-date with the cricket scores, race officer Peter Jellis summoned the fleet and racing was commenced. The fleet all arrived at the first mark together, and proceeded in a decreasing wind down the first reach. Local sailor Adam Ellery, crewed by Chris Ryan, made the best of the gusts, going low on the first reach and maintained the lead down to the downwind shortened course to take the race win. Richard Marshall & Stuart Maunder took 2nd with Tim Rush 3rd. With the wind continuing to diminish, racing was abandoned for the remainder of the day.

After much consumption of the famous Mount's Bay Sludge and a de-brief from Ian Jebbett on Saturday evening, Sunday morning dawned with force 4-5 offshore winds. The race officer set very short Olympic type courses that made for three very speedy crash bang races lasting about an hour each, with a quick turnaround in between. Steve George & Peter Greig led for lap 1 of race 2 but failed to cover Colin Stephens and Michael Greig who took the left hand side of the next beat and the lead. Stephens/M.Greig were not going to make the same mistake and covered George/P.Greig up the last beat to win, closely followed by Dave & Ken Carroll who took 3rd just ahead of Rush.

Race 3 was run in a freshening and shifting breeze that tested the fleet. George/P.Greig led from start to finish to win by a country mile whilst the rest of the fleet battled closely for 2nd. It was eventually decided by a large gust at the final gybe mark where the next three boats capsized! The Carrolls came through from 5th to take 2nd, with Rush 3rd and Marshall/Maunder righting quickly to take 4th.

With the event still in the balance for several crews the last race was run in a gusty 5-6. Marshall/Maunder led out of the blocks with the Carrolls 2nd closely pursued by Rush and George/P.Greig. The Carrolls eventually won taking Marshall/Maunder up the last beat with George/P.Greig pulling through to 3rd after getting the better of Rush downwind. This left the results close but the Carrolls, by virtue of the last race countback took the overall win.

Prizes were presented by MBSC Commodore, David Howard, who, in his address, made a comment on his excitement at the new plans to re-vamp the Osprey and invited the fleet to return again next year. Ken Carroll offered further thanks on behalf of the visitors to all members of MBSC who had assisted in organising the event, in particular to race officer, Peter Jelliss and MBSC Class Captain, Peter Greig.

Results

1	854	Dave Carroll	Ken Carroll	Felixstowe Ferry	6 pts
2	1280	Steve George	Peter Greig	Mount's Bay SC	6 pts
3	1195	Richard Marshall	Stuart Maunder	Poole YC	8 pts
4	1114	Tim Rush	AN Other	RYA	10 pts
5	1116	Colin Stephens	Michael Greig	Penzance SC	11 pts
6	1299	Adam Ellery	Chris Ryan	Mount's Bay SC	14 pts
7	1296	Alex Morcumb	Roger Curnow	Mount's Bay SC	15 pts
8	425	Will Odling	Simon Odling	Royal Hong Kong	22 pts
9	413	Jeremy Williams	Martin Britten	Mount's Bay SC	29 pts
10	1203	Mike Richardson	Mike Richardson	Poole YC	29 pts
11	1234	John Mathews	Barrie Reynolds	Mount's Bay SC	31 pts







The sailors at Surrey SC in Vancouver, Canada, are very proud of their fleet of Ospreys, the largest in the continent of America. The problem is that the boats are ageing. Wayfarer sailor **Paul Jenkins** *and keen Ospreyite* **Rob Hall** *decided to do something about it. Here are the highs and lows of importing three newer models from Britain.*

APRIL 9TH 2005. After a hard day's work on spring clean-up day at the club, the usual tradition of a wine-and-cheese evening followed. It was good to be back amongst sailing pals and talk of the season ahead flowed easily after the long winter break.

Enjoying a few slurps with Rob, Paul mentioned that he would shortly miss 6 weeks of racing as he and his family were going to England for an extended visit with the folks. Somewhere in the mists of this discussion Paul half-seriously mentioned that he might look around for an Osprey but that it might be difficult to justify the shipping costs with only one boat. Like a shot Rob's eyes lit up and he volunteered right there and then to buy another Osprey and share the costs. From nowhere the deal was on!

There was now a little less than two weeks before Paul left for England and suddenly there seemed a whole bunch of things to figure out.

They decided that only Mark 3 boats with a sail number above 1250 would be of interest to justify landed costs in Canada, and so the internet search began. John Marks's 1251 turned up right away, followed by 1277 lying at Bassenthwaite. Rob contacted Mike Chappell there, and John Marks at Mount's Bay for pictures and information. Both boats fulfilled their requirements and, from what they could see, looked good.


Paul Jenkins, Dave Metcalfe and Mike Mooney.



1300 Rigged For The First Time In Canada

As Rob's Osprey, 1173, was a beautiful wood boat he quickly made an offer on 1277 from the pictures, planning to keep 1173 and add a glass Osprey to his collection. Paul, meanwhile, was on the same search, but with three-month and two-year-old boys to contend with was always a step behind Rob, who has the reputation of moving as fast as he sails! Paul was also impressed with this dinghy, and the discussion followed as to who should take 1277 and who would look for another Osprey. (Given Paul's ignorance of all things Osprey, at this point it seemed to him like a neat solution – 1277 is a '95-built glass Porter boat, just like his Wayfarer. Rob, on the other hand, liked the theory of less maintenance and the great-looking rigging!). After a little bit of banter it was decided that Paul would view the boats in England and decisions could be made later.

With some contact information from Club Secretary Ken Stephens, who put together the recent article about Ospreys at Surrey SC, they got in touch with some people close to the UK Osprey scene - Dave Metcalfe and Maureen Carroll. The search for a second boat continued, along with some basic lessons in UK geography for Rob. Paul was staying with his parents in the Cheshire area, and with all the family things to be crammed into the trip, it meant that 1251, involving over 700 miles of driving just to look at, was unlikely to be his first choice.

Rob, (moving fast again), contacted Dave Metcalfe, who mentioned Osprey 1300 lying in a garage near Hull and belonging to his friend Mike Mooney, that might be available. Like many boat owners, Mike wasn't sure if he wanted to part with his beloved one, (boat that is!), especially as he'd built 1300 with such loving care. However, Dave put Rob in touch and Rob duly requested pictures and a price, understandably excited by the possibility of owning such a late-vintage Osprey. But with the pound very strong against the Canadian dollar it made Mike's boat seem too expensive.

Within days of arriving in England Paul decided to collect 1277 and get at least one boat back to his dad's place. After a 120-mile journey he arrived at Bassenthwaite to look over 1277 before handing over the money draft to Mike Chappell and towing her away. Unfortunately he didn't think the boat was as good as the pictures had suggested and reluctantly decided to leave it for a while, talk with Rob, look at whatever other boats became available and maybe revisit 1277 later.

Meanwhile Rob had fallen in love with 1300, but the strength of the pound was obviously a problem. On top of that they faced other charges once the boats landed in Canada - a 9.5% import duty plus a combined 14% of federal and provincial sales taxes. Not to mention the still 'great unknown' at this point - shipping costs. However, after much soul-searching and a little bit of tinkering on the calculator both parties worked out a deal and Rob had the boat of his dreams - Rob had originally thought he could buy an Osprey and still have funds for a Yamaha 1100. The bike would have to wait until next year!

At the same time Rob was busily working through the broker he used at work to arrange shipping, - "This turned out to be quite easy," he said, "but the price seemed to escalate weekly!" - whilst Paul was calling shippers from this side of the pond and finding things generally more expensive. With the added convenience of using Rob's loading dock and business account they decided Rob should look after that end of things.

Rob was also e-mailing pictures of all available UK dinghies to anyone in their club whom he hoped would get excited and commit to a purchase. Nothing happened for a few weeks until with 1277 still available they snagged another - Colin Huggett, Fleet Captain and 'gold-team' sailor. Armed with a brief from Paul's observations and Rob's photos, Colin contacted Mike Chappell direct and made his offer. After checking with the boat-owner Mike was pleased to announce that they had a deal. Subject to Paul finding his boat they now had a three-way share of the freight expenses and things were looking good.

Having created such interest around the club, Rob now had three good offers on the table for 1173, which he reluctantly agreed to sell to one of their keen racers - subject to 1300 arriving safely.

With Rob having agreed to buy 1300 and Colin 1277, Paul now had to find his own boat, and after discussing the merits and beauty of wood he decided he wanted a 'woodie' too. After talking to Maureen Carroll and Dave Metcalfe (again) about the available boats, the Claridge-built 1251 became the focus. Finally, following a discussion with John Claridge about his construction methods and materials used during that era, Paul was convinced - and the final piece of the jigsaw fell into place.

Contacting John Marks to talk over the deal, Paul asked for complete honesty in de-

scribing the boat - warts and all - given the distance required to travel and the rapidly shrinking time available. John did this fairly and squarely and they struck a deal They had their three boats!

The nitty-gritty tasks of wiring money over, arranging collections and subsequent delivery to Liverpool for shipment lay ahead, and with over 1200 miles of driving to do and about a week left there was no time to lose!

First up was 1300 and it was much appreciated that Dave came over to meet at Mike's house for the handover. The boat was gorgeous, and once the business was done (and Mike had fixed the wiring on their newly installed tow-hitch!), they enjoyed a hot brew and talk of what it was like living in Canada. After too short a stay it was time to go, but hopefully they can meet again next trip, maybe even at Hornsea?

Next up was 1277 and a second trip to Bassenthwaite in the Lake District. This, however, coincided nicely with the Coniston Open and presented an opportunity for Paul to drop by en-route to meet some of the more avid sailors and glance over a multitude of Ospreys before they hit the water that day. The first boat he saw bore the familiar British Columbia decal on the transom! and so an easy conversation began with a recent traveller, followed by the appearance of Ken Carroll at his boat alongside and further introductions to other busily rigging crews. Paul would like to thank everyone who took the time to discuss their boats and offer their own little bit of insight. Incidentally, he thinks it's amazing how many people have visited British Columbia and how many people remembered Ken Stephens's article.

Finally, 1251 and the long journey to spectacular Mount's Bay in Cornwall. He decided to attempt the round-trip in a single day, which he did, albeit an 18-hour one! Starting at 4 am, Paul and his dad arrived at the club at 10.30 after a trouble-free run, just as the school-holiday day-trippers were starting to fill up the car park ahead of the club access. Having been warned by John about this they strategically parked their vehicle across the corner access road to occupy enough spots to allow the boat to squeeze through later on. John arrived shortly after with his family to help de-rig the boat and wave goodbye for the last time. The boat packed and the paperwork done, they managed to leave a rapidly-fogged-in bay at lunchtime, just in time to make it through a myriad of tightly packed cars... phew!

Alas, the additional boat had complicated freight no end. Rob and Paul had already decided to pay a little more and use a 40' container rather than a 20' container, thereby allowing 2 boats to be simply wheeled in and strapped down complete with their 23' masts laying alongside. Choosing to ship through the Panama Canal as opposed to shipping to Montreal and freighting by Railcar across Canada they felt that this would be as much as they could do to protect their cherished purchases.


Putting Together 1251


Four Hours Later - Still Putting Together 1251

After numerous e-mails and calls across the continent and around the UK they discovered that an open-topped container would be required in order to load the 3rd boat via an overhead crane. The container had to be shipped from London even though they were loading in Liverpool. Needless to say, with all the extra lifting, packing and trucking it became much more expensive. In fact, the cost per boat stayed around the same even though there were now 3 boats! With 2 days to go before Paul left for Vancouver he shuttled the boats to an old brick warehouse by the Liverpool docks, flat-packed the masts, and secured everything inside as well as he could. With a few do's and don'ts to the packers they were now in the hands of the shipping line. Driving away he had a sense of relief that this part of the mission was finished, but also some trepidation for what might happen to them before they reached Vancouver.

The ship was due to leave London on June 6th and arrive in Vancouver July 13th, which would still give them some great sailing time in August and September before packing up mid-October. Or so they thought...

At around the same time the Vancouver truck drivers, protesting the increasingly high price of fuel, eventually shut down all road freight in and out of the Port of Vancouver for over 2 months. With the dispute becoming more heated by the day many shipping lines had decided to unload their cargoes at other ports.

It was not until the last week in August when the strike was finally over that they were informed their container had been off-loaded in Seattle, and also that the carrier, Hapag-Lloyd, would not assume responsibility for the freight from Seattle to Vancouver – yet another setback to the pocket book! With the option of protracted legal action they voted to take it on the chin, share the additional $500.00 freight cost and get on the water whilst there was still some racing to be done.


1251 Settles In To Its New Home

Within a couple of days the container was in Vancouver and Paul made the trip Downtown next day to clear customs and pay their duties. A very helpful and sympathetic officer of the day found them the best currency rate he dared use, wished them good luck and cleared them without further hassle. Outside the office a quick cellphone call to the broker organised delivery next day.

The great day had arrived and Paul went over to Rob's works to receive the container with him. After an agonisingly long day they were finally told the container had just been loaded and would be with them around 5pm. The two sat outside on the steps of the loading bay like excited school kids nervously waiting in the headmaster's office! Checking watches every 10 seconds or so they listened for every truck coming around the corner. Finally, with the truck backed up to the loading bay and the container doors facing them, the moment of truth had arrived. Rob, with crow bar in hand, snapped off the seal and wrestled open the doors.

Eureka!

With no signs of damage at all they successfully unpacked the treasures and towed them back to the club as dusk fell. Over the next couple of evenings they met again to rig in time for the weekend when the boats would begin their new lease of life sailing the waters off Crescent Beach.

Welcome to Canada!



"With A Bit Of Kicking You'll Make A Decent Crew"

For the first time in these pages,* Richard Hartley, *the Osprey Class's new Mark 4 builder, explains why he persevered with the project when his business brain told him he was mad.

RECENTLY BOTH MARK and I were asked if we would be willing to write an article for the Osprey magazine, to tell the Association Members the full story of why we decided to take on the building of the new glass Osprey. The editor didn't want a technical article that pointed out where the boat had been altered and tweaked from previous boats, or a catalogue of the technical difficulties inherent in a task of this nature; what he wanted was, in his words, " a human interest story – something that will explain why you felt you would like to take on a commercial project that will probably never make your company a profit". Dave Metcalfe is, to say the least, a man you can't resist – when he sets his mind on having a task done he generally gets his way. So, here it is.

The Osprey Project

It all started with 'Dad' - me. In my younger days (early twenties), Wally Gardiner asked me to crew his Osprey at the Nationals, his comment being, "You'll never do any good as a helm, but with a bit of kicking you could make a decent crew," – or something to that effect.

The Nationals came and went and the memories are still strong - from a broken trapeze wire, being dragged behind the boat attached only by the elastic and with a bleeding forehead as I hauled myself back in the boat only to be told to "Stop mucking about, we've lost three places!" to being in a force 6-plus, after taking first place, in front of Ken Robertson, up the first windward leg and around the mark, pushing out the pole, turning to see on Wally's face a look that said, "I don't believe we should be doing this!", to the most exciting ride – it even beat times spent in my youth on my Triumph and Norton motorbikes!

That early feeling for the boat has stayed with me ever since.

Twenty-odd years later, with a 7-year-old son, I visited the dinghy show to look at the boats, and in particular a second-hand Mark 2 Kestrel. My son asked, "Did you sail Dad? Were you any good at it?" Was I good? So we bought a second-hand Kestrel and joined Blithfield S.C. The first time we took the boat out we entered a race. Mark was on board as crew, me helming. In windy conditions we were fourth round the first mark, then onto a reach, a run, the gybe - and the first of many swimming days followed.

I ended up building Kestrels. The builder had gone bust and my son convinced me we should help the class. The rest is history. With every penny I put into the Kestrel I have been rewarded by years of pleasure and excitement that outstrips any costs.

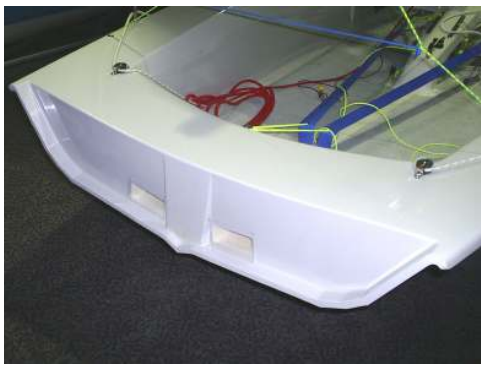
Why Osprey?

When I spent time with the Proctor family working on the redesign of the Kestrel I was invited by Roger Proctor to visit and sail from his father Ian Proctor's house on the River Dart in Devon, where the great man worked, sailed and created his dynasty.

I found this inspiring. During my lovely day there I was shown a room that had a plaque of every boat Ian had designed. The room was full of plaques. Sadly, when we came to the Osprey we talked about its demise and how it had been a very special boat to Ian, who always believed it should have been an Olympic-class boat. We thought what a good thing it would be if someone would one day take up the challenge of building the Osprey, maybe bringing it more up-to-date so that it could compete with the modern classes in appearance and attractiveness. Keith Proctor was at that time the family member responsible for it's future.



New Boat In The Showroom



The New-Look Transom

The day came when my son wanted to sail faster boats with a trapeze; we thought about it for a while and eventually both agreed the Osprey would fit the bill. We bought 1259, a Porter composite, and the fun began again. This was followed by a very special 'gift', number 1114, *Just Pogo*, from Wally Gardiner, which convinced me that I had chosen the right class to sail.

The next two years were filled with pleas from Osprey sailors to build the Osprey – to keep it alive. The cost vs return when we took on the Kestrel said that this was not what a sound businessman should be doing, but I was tempted to help. I went to the AGM at the Sunderland Nationals, where no-one could agree on anything, and came away very unhappy, convinced I would not build the Osprey.

What Changed?

For one thing, the committee changed, with a new set of people coming into the positions of influence, who were eager that I should not abandon the idea or the class. And as time went on I became more of an Osprey sailor, getting to know the other sailors, their families and boats. I felt from them almost a desperation that they should not be the last generation of Osprey sailors. The wonderful day I spent with the Proctor family was also a big influence on my decision, as was my son Mark, who really wanted us to take on the challenge. All these things, among others, made the final decision easier.

So I set about the task of producing a new-look, new generation Osprey. The brief I received from the Committee was that it must be fast, as fast as any other Osprey ever produced, and that it should have good longevity in its competitive life – two often incompatible elements of boat building. To realise this I knew I would have to assemble a top-notch team, and I believe I put together a team that is second to none in boat design anywhere in the world.

Phil Morrison, who designed a large part of the enormously successful RS stable of high-performance dinghies came on board as part of the development team, as did Ian Teesdale and Kevin Driver. We work together very well as we all have the desire to produce the best. And we all enjoy a challenge – a good job really, as this project has certainly been challenging – and not just on the building side. They were as committed and determined to make this Osprey special as Mark and I were.

The combination of Nick Jones and Ken Carroll on the Committee, who really love the boat, together with the many good people who sail in the class, has made us believe the project is a worthwhile one and is worth the investment.

My request that I be given the same freedom as I had with the Kestrel project, together with the blessing of the Proctor family, and that I could protect the investment by acquiring the copyright, made the final decision to go forward acceptable.

The Task

Mark and I committed Hartley Laminates to completing the development of the boat and the production of the first boat two years after acquiring copyright. Saturday the 29th October 2005 saw the Osprey committee

meeting at Hartley Laminates, which gave a chance for all the committee to view the finished product. To see their eyes light up told us their response was the same as ours had been when we saw the first boat come off the moulds.

During a visit to our works from Mark Williams, the representative of Ronstan and Company, he requested that the new Osprey be given pride of place on their stand at the London Boat show in January. This told us, if we didn't already know, that the new boat looked good. We kept our fingers crossed that it would be just as quick as it was sexy.

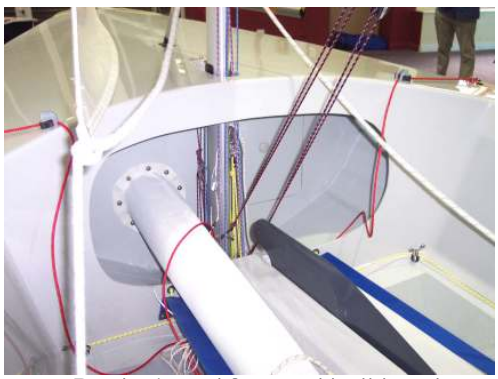
Sailing the New Osprey

Eearly on the morning of Friday the 4th of November the new Osprey was rigged and ready to sail at Carsington Water. With force 4 winds gusting it was not the ideal day to test the boat, but a force 7 would not have stopped us sailing! It was obvious right from the off that this new boat felt different from any other Osprey I've sailed - certainly different from the three Ospreys we own. It's more responsive and very very stiff, light on the tiller and such a pleasure to sail.

With Mark on the wire, sails hard in, beating to the windward mark, I could not believe it, planing to windward, steady as a rock - but what a feeling! Then on to the reach with kite up, what a boat, what a feeling. Have we got it right? You bet we have.

All the investment, all the time. If we were only to get this first boat from the moulds it has been worth the investment.

I had sincerely intended to keep my prized wooden Osprey, but that, together with my GRP



Re-designed forward bulkhead

one, is now for sale.

I should like to take this opportunity to thank the many Osprey sailors who have given their support, help and encouragement during the development period. I hope the boat gives many hours of pleasure and enjoyment for many years to come.

Hartley Laminates is proud to be the builder of the new Mark 4 Osprey. We intend to work hard in developing and promoting the class, and I hope one day in my lifetime to see 100 boats on the start line once again at a National Championship. One day, (I hope not for a long time yet), when I go off to that great regatta in the sky, and meet Mr Ian Proctor, I would like to think that he will shake my hand in recognition of his delight in this development.

As a final thought, JP Morgan, the 19th and early-20th century billionaire, who was responsible for building, among other things, the New York Yacht Club's famous premises said, "You can do business with anybody, but you can only sail with a gentleman."

See you on the circuit next season – gentlemen.

Osprey's Bright New Dawn

Ian Proctor's son,* Roger Proctor, *a director of Ian Proctor Designs, tells us of his pleasure in the new FRP boat from Hartley Laminates.

The Osprey is without doubt one of my father's greatest boats. It was designed to be a contender for an Olympic Class in the early 1950s. At the trials it was pipped at the post by the Flying Dutchman. Ironically, I believe my father had previously been asked to 'clean up' the lines on the Dutchman! However, it was a close run thing. The Osprey was one of the very first trapeze boats, if not the first.

My father decided to enter this revolutionary design in the Round the Island race that was open to all comers for the Coronation Year. Sailing three up with himself, Cliff Norbury (British Olympic Coach in the 70s and 80s) and John Oakley (Olympic Squad member in the 70s), they won by a matter of seconds in a dramatic all day race. (Their closest rival was a Jack Holt design, I forget the name.) It was made all the more memorable by the very fact that my father was disabled through polio during the war, which meant he had only one good arm, his left, and couldn't breathe if he fell in cold water! We are now the proud possessors of the only Round the Island Race cup that has been able to be kept by the winner. It really put my father on the dinghy design map and established him as one of the UK's three leading dinghy designers. We are therefore very proud of the Osprey.

I first met Richard Hartley 10 years ago. I was immediately struck by his enthusiasm, tenacity and passion for boats. His particular feeling for my father's designs is especially gratifying. Starting from nothing he did a superb job on upgrading the Kestrel. He has now embarked on a new and even more daunting project with the Osprey. Initial difficulties were overcome and now the Osprey has a chance for a new and rejuvenated life. By all accounts it is a wonderful boat.

We, the Proctor family, are delighted that the Osprey has found a new beginning and look forward to seeing the final product. We wish you, the Class, well, and we are delighted that this great design will continue to give great pleasure to all who sail her.

Much of the design work on the Mark 4 was done by* Phil Morrison, *the designer of many of the RS boats. Here are a few insights on his thinking behind the new boat.

About 18 months ago I was approached by Richard Hartley to look into revamping Ian Proctor's Osprey design. This was unexpected, but not a complete surprise as I had some years earlier worked on a similar exercise with the Kestrel, which Richard and his son Mark's boat building company had successfully revived from a semi-stagnant state. The Kestrel was one of the first dinghies designed for GRP production and had a usable, if somewhat tired, hull mould, so the exercise was largely to bring the deck styling and overall construction up to date. I approached this new project with some trepidation as it seemed an almost irreligious intrusion into a great designer's work. Ian had designed most of the early Nationals and Merlin Rockets in which I started my sailing, and subsequently, designing career. After a meeting with Richard and all of Ian Proctor's children, who were my age or older, I was myself reassured, and in turn reassured them, of my respect for the great man's works. As with the Kestrel, they gave their consent to modernising Ian's Osprey design for today's market and building methods.

For the Osprey, the exercise was a little more drastic, as the boat had originally been designed for amateur wooden construction, with the customary measurement tolerances to allow for building variations. As the class mould was not in a good enough state to use, Richard would have to invest a considerable sum in tooling and equipment in order to complete the exercise to his usual high standard.

We would have to build a new hull mould, and this I drew up on the basis of the following: in common with many classes of a similar era, the Osprey hull shape and layout has been "tweaked" within the class rules over the years such that many of the newer boats are slightly faster or at least considered to be faster than the original. It would be pointless therefore to produce a middle-of-the-road hull shape that would potentially fall victim to the already established "fast boats". No one would want a boat from that mould, and the whole point of the exercise and success of the project to breathe new life into the Osprey would be defeated. Consequently, with Richard's permission I have attempted to "optimise" the new hull shape within the original rules in order that the new boats would be competitive with the best of the existing boats but not outclass them, except naturally, because of their greater age.

This exercise is not exactly rocket science and consists largely of ensuring the boat is as long and fine as possible within the rules. Most of the classes from the 60's and 70's have settled into an optimised shape, which ironically makes them more "one-design" than they were originally.

In our initial discussions, held standing over an accepted state-of-the-art Osprey, I suggested a number of changes that would facilitate the construction, and improve and simplify the boat: moving the original thwart position, which seemed to be largely redundant now that all the controls and mainsheet had been moved aft, mainly to allow more space for the crew, who seemed cramped in what was, after all, a large boat by dinghy standards; removing the bilge keels, a nuisance with foam sandwich construction; integrating a small stern tank as the best structural and building solution to finishing the stern of the boat. Whilst not directly affecting the boat's performance, they did require rule changes, all of which were, I am relieved to say, recently approved.

I decided simplicity should be the overriding maxim for the deck layout. There is always a temptation when designing boats for GRP construction to add fiddly little plinths and recesses for equipment. Whilst this looks "cool", temporarily at least, what happens when that particular fitting goes out of favour? Keeping the basic layout simple means that different layouts can be introduced as fashion and technology change. Also, existing boats can be brought up to date. It makes foam sandwich construction much easier, stronger and lighter, as all discontinuities are a source of more work and a potential for faults or errors.

Unashamedly the construction around the mast and shroud area is based on the standard GRP 505, which has remained virtually unchanged for 20+ years. It's strong, light, stiff and simple.

In general the fit-out has been developed by Richard and Mark, with a large measure of input from Tim Rush, and occasionally my three-penn'orth; again simplicity and ease of operation have been the key words.

My brief was "to produce the best modern Osprey possible whilst maintaining the inherent nature and spirit of the class, to be competitive with the best boats in the class but not render the old boats obsolete." You, ladies and gentlemen, will have to be the judge of whether, between us, we have achieved that aim!

The Nationals

Pwllheli Sailing Club, 24th - 29th July



This year's National Championship was disappointingly down in numbers, and some of the Class's former big hitters were absent, but the racing was nevertheless close and exciting right through the fleet. **Dave Metcalfe** *gives you the lowdown. Photographs by* **Julie Ball**.

THE NATIONAL CHAMPIONSHIPS took place at the North Wales town of Pwllheli from the 24th to the 29th of July. Some boats arrived on the Friday, but most came on the Saturday, the day before the event started. Maureen Carroll and Janet Shenton spent most of this gloriously sunny day up in the club's Committee Room signing us all in, taking our money off us and examining our certification.

Meanwhile, husbands Ken and John, along with chairman Nick Jones and one or two others, were kept busy weighing all the boats as they arrived. Richard Hartley had kindly loaned his professional-standard weighing scales to do the business, and it was a simple matter, with so much muscle (and lard) around, to lift each boat off its trolley and onto the weighing platform. Most boats were well over the limit, one or two struggled to get there. Finally all parties were satisfied and each boat given a Hartley Laminates official sticker to place on the side tank at the rear.



Rob and Ali, David and Ken

After last year's disappointing turnout of 34 boats at Penzance, the Committee was prepared to be disappointed this year. At 28 boats it was even worse than last year, but about what they had expected.

During the early hours of Sunday morning it started to blow and rain, and neither of them stopped until the early hours of Monday. With the wind in the 22-30 knot bracket, causing a short, steep chop, Chief Race Officer Dave Shepherd and his team went out in the Committee Boat to assess the situation and decided that visibility was too poor to hold a race with proper-sized Osprey Nationals legs, so racing was abandoned for the day. Most of the sailors were past it anyway, being cold and wet from being outside getting their boats ready.

Monday was better. The sea had flattened and the wind was 6-7 knots at 065° just before the start of what was officially Race 2 at 11.30am. Right on the start-gun the wind dropped away, making it difficult for those boats who hadn't got right up to the line to cross. The first beat was painfully slow for much of the leg. Richard Marshall and Nick Willis led the boats that decided on the left-hand side of the course. Another large group headed right and out to sea. The big gainers were Tim Rush and Andrew Elliot, Nigel Skudder and Peter Frith, and Will and Simon Odling, who all went up the middle and arrived at the windward mark in those positions.

The wind came back before the first mark was reached, giving a good, fast sail for the rest of the race, which was won by Tim Rush.

Race 3 was sailed back-to-back in a good 12 knot breeze. Richard Marshall and Nick Willis were first around the first triangle, followed by 1280, Des Menear and Peter Greig, then fellow Cornishmen Alex Morcumb and Roger



The Hartleys



Mike Taylor and Jon Willey, Dave and Ken Carroll

Curnow in 1296.

1290 was caught on port at the pin end and had to do turns, but pulled back through the fleet to finish second behind Richard and Nick, with Alex and Roger third, Des and Peter fourth and Tim and Andrew in fifth. Unfortunately Richard and Nick had missed a hitch mark on one lap and had to retire.

On Tuesday the sun came out and everybody felt great, except for one thing - the wind had fallen. Still, there was enough to make a start - at 1.40 pm. The wind kept veering and took several hours to settle sufficiently to lay a course.

Tim Rush rounded the windward mark in the lead, followed by Dave and Ken Carroll in 854 and Mike Taylor and Jon Willey. Behind them were 1195, 1295 and 1290. Rob Shaw and Alaistair Smith, in 1292 found themselves third from last around the first windward mark, but pulled through to finish eighth by staying very low on the spinnaker reaches.

The second race on Tuesday was Race 1, the abandoned race from Sunday. The wind stayed very light at about 5 knots and the race started at 3.50.

First around the windward mark were Rob and Ali. Ali says: "We got the wind and tide right, kept low on the first reach and held position. 1295 went high and lost out to Adam Ellery and Chris Ryan. The second reach was very tight, forcing 1297 and 942, Richard and Mark Hartley, to drop early. Up the second beat we fell into a hole on the seaward side of the course, along with Adam, and 1297, sailing inshore, took the lead, followed by 1114. This left us in third place to the finish."

Time was becoming a serious consideration and the race was shortened at five o'clock to allow everyone to get back in the decreasing wind. Another round would have pushed the race past six o'clock.

Wednesday was the scheduled layday. This saved the Association around £500 in safety boat charges. Having run the postponed first race the day before, the programme was now back on schedule. The weather did its bit and provided a beautiful day for the sailors and families to go and do their own things.

Sunday's weather came back with a vengeance on Thursday, with very heavy rain all day and heavy seas with very poor visibility. Another postponement, echoed at Abersoch.

In the evening the AGM took place, with the largest turnout for years, with the new Hartley boat heavily on the agenda. It was discussed in detail, for and against. Eventually the green light was given for the changes.

Friday dawned with perfect Osprey winds of about 15 knots, although the day was grey.

Early leaders were Mike and Jon, who stayed ahead for the first two rounds, followed by the Hartleys and Des Menear and Peter Greig in 1280. In the middle of the race Mike and Jon broke their spinnaker pole and abandoned the race to sail ashore and try to find a spare lying around - a wise move in view of their position in the final race.

As the race continued, heavy weather specialists Des and Peter came through to take the lead, followed by Richard Marshall and Nick Willis and the Hartleys.

As the final race started the sky lightened and the sea was reducing in height, but the wind at 170° and 15 knots, stayed the same. Early leaders were 1290, 1297 and 1114. By the end of the first sausage 1297 was ahead, 1290 having turtled after losing their rudder.

At the finish Mike Taylor and Jon Willey took line honours for the second time in the week, and second place overall. Tim Rush and Pete Elver were second, but winners of the Championship at their first attempt. Des and Peter finished third, taking third place overall.

So, in many ways it was a memorable Nationals in spite of the low turnout. The prize-giving dinner was held that night at the the George IV Hotel, Criccieth, where, as well as the usual range of prizes, Richard Hartley had generously donated many more, including two bicycles for the winning pair.



Rob Shaw and Alaistair Smith



Alex Morecumb and Roger Curnow


National Champions, Pete Elver and Tim Rush



The *Grey as a Badger* Club

Dave Shepherd, Bob Sambrook and Ian Madeley

Nationals 2005 - Results and Positions

Pos	Boat Name	No	Helm	Crew	R1	R2	R3	R4	R5	R6	Net
1	*Just Pogo*	1114	Tim Rush	A. Elliott/P.Elver	2	1	5	1	10	4	13
2	*No Name*	1297	Mike Taylor	Jon Willey	1	9	9	2	DNC	1	22
3	*Hello Again*	1280	Des Menear	Peter Greig	6	14	4	13	1	2	26
4	*Swiftwun*	1290	Nigel Skudder	Peter Frith	11	2	2	5	6	12	26
5	*No Name*	942	Richard Hartley	Mark Hartley	4	4	6	10	3	10	27
6	*Big Girl's Blouse*	1295	Will Odling	Simon Odling	12	3	7	6	5	6	27
7	*White Star*	1296	Alex Morcumb	Roger Curnow	5	11	3	14	4	5	28
8	*Flying Machine*	854	David Carroll	Ken Carroll	7	6	13	3	11	3	30
9	*Light n Bitter*	1292	Rob Shaw	Alaistair Smith	3	5	11	8	9	7	32
10	*Another One Bites The Dust*	1195	Richard Marshall	Nick Willis	18	RAF	1	4	2	8	33
11	*Merlyn*	1199	George Odling	Melissa Odling	10	7	14	11	7	DNC	49
12	*Out of The Blue*	1284	John Batt	Nick Broomhall	14	13	8	7	8	15	50
13	*Georgia*	1299	Adam Ellery	Chris Ryan	8	15	10	12	12	11	53
14	*Lady In Red*	1261	Viola Scott	Mike Scott	9	8	12	16	14	20	59
15	*Kindred Spirit*	1286	Dave Metcalfe	Richard Blowman	13	10	15	9	15	14	61
16	*Jennifer*	1276	Alec Mamwell	Ian Little	16	12	17	15	16	9	68
17	*Sara Jon*	1205	Keith Gibbons	Jon Gibbons	15	17	18	17	19	DNC	86
18	*Prickly Pair*	1163	Don Flannery	Roger Woodhead	23	24	16	20	13	16	88
19	*Men In Black*	1293	John Galyer	Theo Galyer	22	10	22	23	17	13	93
20	*Creole Lullaby*	1182	Paul Heather	Jon Osgood	17	21	20	21	21	22	100
21	*Frustration*	1273	Bob Thomas	Clifford Skinner	19	25	RAF	18	20	18	100
22	*Cognito*	1240	Nick Jones	Arthur Butler	20	23	25	24	18	17	102
23	*Magician*	1181	Willy Crichton	Mark Jeffries	21	18	21	22	23	21	103
24	*Dodger*	1167	John Shenton	Steve Drain	26	20	23	25	22	19	109
25	*One Step Beyond*	1203	Mike Richardson	David Bourne	27	16	19	19	DNC	DNC	110
26	*Geronimo*	521	Don Pipes	Ulrich Hoffman	24	27	24	26	25	DNC	126
27	*The Think Tank*	1004	Peter Cormie	John Ryan	28	22	26	28	24	DNC	128
28	*Lethal Lime*	936	Richard Pointon	Nicholas Pointon	25	26	27	27	DNC	DNC	134

2005 Nationals - Trophy Winners

Ken King Trophy (under-21 crew)	**942 Mark Hartley**
Tubbs Trophy (over-40 helm)	**1114 Tim Rush**
Tenby Tankard (over-40 crew)	**1297 Jon Willey**
Masters' Trophy (over-40 helm, top 6 in previous Nationals)	**1297 Mike Taylor**
Forsyth Lang Trophy (best helm/crew combination over 100)	**1195 Richard Marshall/ Nick Willis**
Pwllheli Trophy (best lady crew)	**1199 Melissa Odling**
Best Lady Helm	**1261 Viola Scott**
Stubley Trophy (highest place for sail no. less than 75% of total registered Ospreys)	**942 R & M Hartley**
Creeksea Trophy (best Mk 2 or 2A)	**521 Don Pipes**
Filey Novice Trophy	**1284 John Batt**
Stubbs Potential Trophy (most improved helm)	**1240 Nick Jones**
Offer Team Trophy	**Mount's Bay Sailing Club**
Endeavour Trophy (last placed boat to finish every race)	**1167 John Shenton**
Wilkinson Sword Travellers' Trophy	**1292 Rob Shaw/ Ali Smith**
Chairman's Tankard	**Julie Ball**

Cornish Capers



Restoring an elderly boat is always a labour of love, but when **Dragan Brankovich***'s restoration project reached a critical stage, he found it necessary to travel over 6000 miles - from Alberta, Canada, to Penzance - just to look at some modern Ospreys. A labour of love? Maybe 'obsession' is a better word.*

Welcome to the Project Phase. A friend of mine once told me that in every major undertaking there are three phases: the planning phase, the fanatical phase and the project phase. We are in the project phase now and it is more fun than I initially thought.

Where *The Search for the Perfect Boat* (December issue, 2004) left off, the decking framework of Osprey 411 had been completed and I was considering rigging options. Our trip to Surrey, British Columbia, to look at their Ospreys and talk to the sailors had been very helpful in convincing me to go with a spinnaker chute, and in determining the pros and cons of the various rigging options. However, I felt I needed more information before making further decisions. A quick search of Osprey events on the web revealed information on the Panmorra Cup. What could be better than going to England, the native home of the Ospreys, to watch them in action? I thought. Then reality sank in, as I pictured my wife, shaking her head as each new (expensive) item had arrived for the boat: marine ply from Israel, Sitka spruce from Vancouver Island, Proctor mast from England via Ontario, the new set of sails and customized spinnaker from Vancouver. Whatever was she going to think about this latest in a long list of "must-haves" for my hobby? Bolstering my confidence, I went outside to where she was on her knees planting annuals, and announced with great bravado, "Pack your bags. We're going to Penzance!" Brushing her hair out of her eyes, she looked up and gave me one of those inscrutable looks I've come to know so well, as she said "What? Penzance? As in Pirates of Penzance?" - a name previously only known to us as the name in a musical. Fortunately, she is also an avid photographer, and all it took to sell her on this trip was pictures on the web of Ospreys racing in bracing winds with St. Michael's Mount as the backdrop.



1



2

When we got to Penzance, my first priority was to stroll down to the Penzance Sailing Club to get the information about the race and connect with other race participants hoping I will be able to take some good pictures of Ospreys in action. The Race Officer, Paul Whitehead, was more than accommodating and I was able to get aboard the Committee Boat, which was the best location from which to observe the races. I was able to get some really nice close-ups of the boats under differing weather conditions during the course of two days of racing (pictures 1, 2). Some of those photos also provided useful information about the division of responsibilities in the boats and the positions of the crew members whilst racing. Since returning to Calgary I have looked at those pictures a number of times and each time I've found new and useful information in them.

The trip to Penzance paid off. I had a chance to meet with other Osprey sailors and had a look at the internal layouts of different boats. Discussions with the crew of 1297, Jon Willey and Mike Taylor, and their insights on placement of different controls were particularly helpful. My thanks to both of them for letting me take pictures of their boat. I especially liked the layout of 1297, and the placement of most of the controls at the centre of the cockpit. Originally, I had thought to twin the controls and place them on both sides of the boat, which is certainly convenient. However, as well as needing extra hardware, I could see this would lead to eventually running out of rope on one side of the boat. The layout of 1297 had all the convenience I wanted, but not the problems of the twinned controls idea. I have since introduced some aspects of 1297's layout into my project.

Nothing in my wife's past trips to England had prepared us for the heat the first day's racing, as she hadn't seen any sun during previous visits. I was so engrossed in the action and the picture taking that I had no idea I was getting sunburnt, not having worn any sun block (who would think that sunburns are possible in England, anyway). The next morning, our B&B host took one look at my painful complexion and announced, with Cornish humour, that I was going to have difficulty getting back into Canada as I no longer looked like my passport picture! This was not so funny as the days went by and my face, ears, neck, and scalp started to peel in massive strips and flakes, leaving patches of brown/black, red, baby-bottom pink (as my wife liked to refer to it), and white skin. My wife, always one to enjoy the humour in a situation, was quick to point out the positive side - that back in London, on the tube, people were giving us lots of space, afraid to contract my exotic skin condition.

Back in Canada, the restoration focused on wet-sanding all deck surfaces in preparation for varnishing and completing the cockpit layout (picture 3). The centreboard capping needed to be machined with specific hardware placement in mind. The mainsheet mounting-pedestal was perhaps the most intricate piece to engineer, as it involved a tube placed at an angle through the centreboard cap without protruding through the centreboard case, to provide a route for the kicker control (picture 4).


3


4

Since then, we have flipped the boat upside down and started preparing the hull for painting. Now, with the hull in full view, a detailed inspection confirmed that my initial assessment of the hull condition was correct. With the exception of one gouge and several minor scratches, the hull was in good shape. It had previously been painted and the old paint was flaking off, so it had to be totally sanded down. It was a dusty job and everything in the garage soon disappeared under layers of red dust. At the time of this article, the hull is undergoing fairing in preparation for the final painting, which I intend to have done in late November or early December.

In retrospect, when deciding whether to take on restoring a boat, the cost is probably a secondary aspect of the project. It is a myth that doing it yourself leads to cost saving. Boat restoration is an activity for those who love boats and boat-building. The most important thing, far more important than time and money, is having a supportive and understanding wife. Having celebrated her 50th birthday this year, my wife has just announced (perhaps not entirely in humour) that she expects me to be equally extravagant when it comes to the costs of restoring 'the other woman in your life', with a very inventive analogy about being glad that I have demonstrated an understanding of the value of restoring the well-seasoned, rather than acquiring the new and bright.

Dragan kindly sent me a CD of all his photographs from the Panmorra Cup, so if anyone in Penzance would like to have it, take what they want from it and pass it on, please let me know - Ed.



Netley Open

24th & 25th September

Fifteen Ospreys turned up to sail at Netley, on Southampton Water, and enjoyed a week-end of fair winds, fine weather and close racing. Local sailor* Bob Thomas *sent in the report,* Giles Barkley *took the pictures.

A **COUPLE OF** weeks of 'true' September weather, morning mists and warm afternoons with light winds filling in from the east came to an end in the traditional manner for this weekend. Saturday dawned with very light airs from the east and a mirror calm over Southampton water. But by the 1pm start time a light South-easterly had set in, giving enough breeze for a short first race.

Phil Angrave and Pete Smith led from the start, holding their first position for all three rounds. There was some competition from Stuart Maunder and Steve Birch in second place, but they lost this on the second lap to Dave and Ken Carrol, sporting the new carbon mast amongst other high- tech trimmings which have appeared in the boat. He will no doubt tell you all about them! Peter and Kelly Stevens from Mounts Bay held third place for a couple of laps but lost at the finish to Alan Laing and Steve Brown from Poole.





A freshening sea breeze filling in from the Solent gave a slight wind shift to the southward and the second race was sailed over a longer course. A mile down to Hamble and back included a couple of short fast reaches and along with a fair run, it made for a more interesting race. George and Melissa Odling took the first lap followed by Alan and Steve with Tim Rush and Will Odling in third position. The second round saw Alan and Steve pull into the lead with George and Melissa in hot pursuit. Tim and Will still held third position. The last lap saw Phil and Peter close up to the third place at the finish behind Tim and Will, Alan and Steve having held on to their lead for the winning spot.

Saturday evening passed with a very busy Bar, (the 'Real Ale' just lasted out the evening), a lot of chat and general socialising with the other classes taking part in the event.
At the back of some people's minds was the forecast for the morrow's weather. In spite of a fresh south-westerly with a heavy shower passing through during the early hours of Sunday morning, it had improved by start time and the wind shifted to the West. Not the best direction for Southampton Water, but a decent windward leg and some good fast reaches were arranged for the start of three races sailed back to back.

Race Three began in a rather gusty force four with a few squally bits un-







der the clouds. The rain held off and made for quite a change from the weather of the previous weeks.

George and Melissa held the first two laps with Phil and Peter in hot pursuit. Third place was held on the first round by Dave and Ken Carroll, who lost out to Stuart and Steve on the second leg. They made it up during the subsequent two rounds, finishing in third position behind George and Melissa who were themselves behind Phil and Peter.

The fourth race started with seemingly improved conditions. The sun was now warming up, though the freshening breeze had some quite strong squalls at times. Five laps this time. George and Melissa led for the first two with Phil and Peter taking the third round. But they lost out to Alan and Steve who finished as winners. With a lot of place-changing going on for the second and third places, they were eventually taken by Stuart and Steve and Adam Ellery and Chris Ryan, from Mounts Bay.

Race five started in what by now were pretty fresh conditions and with quite a reduction in the number starters. Tim Rush and Will Odling led the way for a full five laps, followed by Alan and Steve with Adam and Chris lying in third place for the four laps remaining after losing third spot to Alan and Steve, who finished as winners.

Results

1st	1272	Alan Laing	Steve Brown	Poole YC
2nd	1298	Phil Angrave	Peter Smith	Poole YC
3rd	1199	George Odling	Melissa Odling	ASA
4th	1114	Tim Rush	Will Odling	RYA
5th	1194	Stuart Maunder	Steve Birch	Poole YC
6th	1299	Adam Ellery	Chris Ryan	Mount's Bay SC













The Bird's Eye View 2005 - Second Leg

Here is the second part of **Maureen Carroll***'s non-sailing, but nevertheless hectic season as she tramps around the Open Meeting circuit with husband and son, righting wrongs and helping people in distress.*

Set off on the Sunday before the Nationals and stayed overnight in Derby for a visit to Hartley Laminates on the Monday. Saw the new moulds for the Mk4, all very exciting stuff. Left with a van full of goodies for the prize-giving donated by Richard and Mark, including a generator, pressure washers, cool boxes, tool boxes, socket sets etc. We couldn't get the two bikes, donated for the winning helm and crew, in the van so left them for Nick Jones to pick up later. Arrived at Pwllheli on Monday afternoon and were made welcome by John Griffiths of PSC who let us offload the prizes and all the paperwork so that we had room to sleep in the van!

Very good campsite with a special area allocated, and fees discounted for the event.

Had good weather for the rest of the week and did a fair bit of walking and cycling. Set up the Championship office at the Club on the Friday and sat back and waited for everyone else to arrive. Saturday was non-stop the whole day with entries and selling function tickets and polo shirts, my thanks to Janet Shenton for being my right-hand woman and Chancellor of the Exchequer for the week.

Ian Madeley had organised an excellent social programme, including a local singer on Monday evening who was somewhat outshone by Dave Metcalfe. There was a disco and karaoke on the Tuesday, a coach trip on the lay-day followed by an evening BBQ, and the dinner dance on the Friday.

The AGM was a lively evening and goes on record as the longest in history, mainly because of the raft of rule changes to go through. Thanks to Karl Gorner and Huw Pearce for all their work.

On Friday afternoon, Helen Shaw and Gill Odling helped take the prizes to the hotel, and set up the prize table. Thanks to them. A good night was had by all; the meal and the disco were very good, though with the bar separate from the ballroom, it was difficult to get the men on to the dance floor.

The coach to and from the hotel worked well, so we could drink more beer without having to worry about driving back.

Ken and David went to Mount's Bay instead of Kielder on 10/11 September, to test the new Selden carbon rig. I didn't go, although Mount's Bay is my favourite venue, as they couldn't set off until 5pm on the Friday evening and slept in 'Hotel Volvo' after arriving at about midnight. They drove back on the Sunday, arriving home at about 11.30pm.

Netley next, on 24/25 of September. Another warm welcome from Bob Thomas and the Club. We took Lily and Molly, David's two girls. Lily was sick on Friday evening and poorly all day Saturday. On Sunday there were dog trials on the next field, which entertained the girls for a few hours. David drove home with the girls on Sunday evening and we spent an extra, peaceful night there before driving home on Monday via Selden at Fareham, for a modification to the gooseneck fitting.

David couldn't do the SGP at Rutland on the 8/9 October as he had family over from Kenya, so Ken crewed for Tim Rush. We drove up on Thursday evening and had a walk on the Friday and a meal in the *Wheatsheaf* on the Friday evening with the Shentons and Ian Madeley. Alec Mamwell was also an early arrival. A few people left their boats there for the Inlands two weekends later.

The Inlands was the last meeting of the season, a shared event with FD's, Contenders and Javelins. We arrived on the Thursday evening at about 7pm and went straight to the pub for dinner. Ken rigged the boat on Friday in glorious sunshine, despite the forecast of rain all day. There was a meal at the Club on the Saturday, but most of us chose to go to the pub. Those of us who got there for six were served quickly, but those who left it until 7-ish had to wait about an hour and a half. Must remember that next year! We said goodbye to 854 on Sunday afternoon when Paddy Lewis and his daughter, Hannah, came to take it back to Kielder. I wish them well for the future and hope to see them at some open meetings. David took Nick Jones's boat home as Nick has kindly lent it to Ken and David for the winter series at Alton Water.

Just one more trip now and that to the committee meeting on 29 October at Hartley's in Derby, where we should see the new boat. Then I can look forward to next season, especially the Nationals at Parkstone YC from 12 – 16 August - book early!!



A Traveller's Diary, *or*, If It Can Happen, It Probably Will

Association Chairman **Nick Jones** *is one of the Class's most regular attendees at Open Meetings. Here he gives us a brief insight into the year just gone.*

This article is intended to give a would-be traveller an idea of the trials and tribulations of the Open Meeting circuit, and more importantly the pleasures. Before I get sued for wrongful disclosure, I do not apologise to my fellow sailors for anything I may say, no reference to real people living or dead is accidental, and you were there so you too must carry the can.

After becoming Chairman my first event was the Kielder Open and I teamed up with Jon Osgood. We arrived early on the Saturday Morning: 1:30 a.m. Others returned from the *Blackcock* at Falston soon after, and we had a few beers before going to sleep. *Maureen Carroll said she had been a bit shocked by the results on the Internet for the above pub, but we did not believe her*.

The next day was windy, but we decided to race. Half-way up the first beat the thwart came off, so we were forced to retire. When we got back to the beach we were asked to help to retrieve an Enterprise that was in difficulties. Off we went and got the boat upright, but as we tried to sail away our rudder came off, and we went in, an incident that recurrs later in this tale - Jon was helming. The following day was too windy so we went home.

Two weeks later saw a trip to Netley Abbey as Assistant Race Officer. I stayed with Bob and Terresa Thomas and the real highlight was seeing Terresa's slow but sure recovery. The sailing was great, but is never as good when you are a spectator.

Another three weeks and I was at Rutland for the Inlands, again as a spectator/photographer. It was interesting watching people falling over, Will Odling, and Graham Mant to name but two. However it was a great weekend and saw Jamie Lea and Peter Frith being rightful winners. The Osprey Class is becoming 'motor home metropolis', and as it had rained solidly for two days there was a lot of pushing and shoving to get the camp site cleared.

The winter was then upon us and there was a long break to the next sail.

A week before Blithfield I was conned into returning to the front of the boat – a rare occasion that will not be repeated. I crewed for Don Pipes – well, he steered and played (for want of a better word) the mainsheet. All other lines led back to the crew, a bit much for me as I had more string to play than if I had helmed. I believe Don has now changed this arrangement which I am sure is better for the crew.

Two weeks later and on to Hornsea, where my partnership with Arthur started. We missed the first race trying to get the mast sorted out. We took to the water for the second race, and now for the story of how the mighty are fallen. Hornsea is famous for its shallows where they moored the Catalinas in the war. Rob Shaw knows these well as he has lost transoms there on a number of occasions. Arthur and I rounded a mark with four boats in front of us - Rob, Alec, Ken and local, Dave Metcalfe. I looked up, having hoisted the kite, and thought, Where are they going? You guessed it - the first three came to a sudden halt. Fortunately, no transoms suffered, but Rob, one day you really must learn. Apart from this the racing was uneventful until the last race when at the start the clew pulled out of our main, a problem that seems to be happening with grim regularity.

Two weeks later we were off to Coniston. This is a real fun event and if you've never done it you're missing something. It's very laid back sailing.

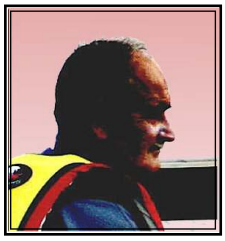
In the first race we all set off together, but one boat, Ken Carroll's, was going in the wrong direction – David is colour blind and had misread the course. Ken – perhaps you should be responsible for getting the courses in future.

A few weeks' break and off to Ullswater for the Birkett. We arrived about 2:00 am Saturday morning. A few hours sleep, then got the boat ready. Walking round the Dinghy park we met Alec and Ian, who seemed to be looking at a little boat called a Phantom - then we realised they intended to sail these Dinky toys instead of a real boat. We had a thoroughly good sail and enjoyed ourselves. Things hadn't gone so well for Alec as he was crunched at the start. Ian was wishing they'd brought the Osprey; well maybe next year. It was a good event, but the Osprey turnout was disappointing.

The Nationals made Arthur think twice about crewing the Chairman. We arrived on the Friday so that we could check the boat out and do some practice. However, this was not to happen as chairman's duties got in the way and Arthur spent most of Saturday flat on his back repairing the bailers. It was nice to see old friends at the event, with Ian Williams being safety boat and Dave Shepherd being Race Officer. Talking of Williams being on the safety boat, on the Tuesday when it was blowing old boots, the Race Officer asked us to go out and see if it was sailable. Now over the years I have sailed in some pretty big blows and never been frightened but Ian, yes, you unnerved me. Don't take this the wrong way, I'm sure Ian knows exactly what he is doing, but in a big blow and big sea I couldn't convince myself. The Nationals as a whole were excellent and everyone who attended enjoyed themselves.

Well, that completes the Osprey year and I can honestly say I have enjoyed every minute - wel,l maybe not all, but the vast majority. It was pleasing that Open attendances were good, and up on the previous year. We are now into the next Osprey year, but that will have to be next year's article.

I hope this has given those of you who have not travelled an insight into the circuit, and that it might make you think of hitching up the trailer in 2006. Looking forward to seeing you next year



The Ribble Rabble

Ribble Cruising Club, in Lancashire, has been sailing Ospreys for years, but for the last few has been plagued with jetty problems. **Don Flannery** *keeps us up to date with this 'on-again-off-again' project.*

AFTER HALF OF the jetty used by the club for launching dinghies onto the river was destroyed nearly two years ago, we have at long last got it repaired. One of the reasons for the delay was the fact that the jetty was owned by the local authority (Fylde Borough Council) who decided to pursue the repair through their insurance.

With an estimated cost of £300,000 the insurance company insisted on three quotations which further delayed the reconstruction. It was eventually completed at the end of September this year, which came too late to implement the sailing programme for the 2005 season.







We have also lost five of the club Ospreys due to the jetty situation and are now reduced to the following five boats:- 1256, 1218, 1181,1163 and 1150.

It is disappointing after all the hard work involved building up the fleet over the years and 2006 will be a critical year establishing dinghy sailing on the river again.

On the positive side the club has been running a successful sail-training programme on a local pond (Fairhaven Lake), with a fleet of eleven Optimists, five Mirrors and two Toppers. This year we have got their parents involved, and at the end of the training season in September, took a number of them out onto the river in Ospreys and introduced them to real sailing.

Although the juniors are not old enough to move up to the Osprey in their first year on the river at least we will have introduced their parents to the class.

Willy Crichton and yours truly have between us represented the club on the circuit this year at Coniston, Blithfield, Pwllheli, Kielder Water, Morecambe and Rutland.

Now that the club is up and running again we hope next year that we'll get more club members to support the Osprey Open Meetings.

"Hot news"

Further north things are looking promising at Coniston where they are hoping to get a fleet established next year with the return of Wally Gardiner, and Alec Mamwell leading the pack.

Cruising Musings



Roger Dykes *sails his Osprey in splendid isolation at a club in South Wales. In a previous edition of the magazine he told us why he decided to sail an Osprey. Now he tells us about an annual event at his club that only takes place every few years.*

FROM TIME TO time *Smuggler* and I get to part the waters of the Bristol Channel – unfortunately I struggle to find someone to do the twiddly technical bits in the front of the boat. Our club is Sully Sailing Club on the South Wales coast between Penarth and Barry and involves one of the UK's trickiest bits of briney – huge and very fast tides. Not a place for the faint-hearted, or for slow boats, but purpose made for the Osprey!

Each year in July our programme includes a cruise to the island of Flatholme – this year it was on the 3rd. I have been a member of the club for 6 years and this event has never actually taken place during that period due to unsuitable weather. The date is selected so that we can sail to Flatholme on the last of the flood tide, have an hour on the island and return with the first of the ebb. Usually the boats are pulled up onto the beach on the island, but I had previously decided that the Osprey is too big and heavy for this and it would be necessary to anchor off.

On the day before, I received a call from my very good friend, and one of the club's most experienced sailors, Bob Lang, saying that he fancied a sail in a proper boat (those weren't his exact words). He has recently acquired an RS600 – midlife crisis boat I think – but didn't want to commit to the cruise in it.

So on the Sunday I arrived at the club with all the gear for an Osprey sail, and filled with anticipation. It was a beautiful sunny afternoon with about a force 2 South Westerly, and soon 17 boats were out in Sully Bay ready for the off. As the Commodore and helm of the fastest boat it was my duty to lead this little flotilla on the 6 mile journey. We did not use the spinnaker as we did not want to leave them too far behind, but still reached Flatholme well ahead of the rest. This presented a minor problem as we did not want to beach *Smuggler,* so had to wait for the club safety boat to arrive so that we could tie alongside her when she anchored – it was very tricky to hold her in the waves on a steep shingle beach that gave little footing.

Once everybody was ashore we shared drinks and fodder and then went for a walk around the island. We came across a group of naturalists who were somewhat taken aback to meet this group of neoprene-clad strangers, one of whom appeared to be wearing some sort of nappy with shoulder straps (so far unused on the trip).

High tide was heralded by the arrival of the supply boat, which took the naturalists back to Barry Dock. Our little group then started to depart – Bob and I helping them to get off the beach before hitching a lift out to the safety boat and *Smuggler*. Bob went ashore in the safety boat to pick up its crew whilst I sailed around under genoa only. When he returned we hoisted the main and set off for home. By now the wind had picked up to about force 4, and a 3-foot swell had developed – perfect Osprey conditions. With the tide under us there was nothing to do but sheet in, hook on and sail big long tacks!

We absolutely monstered that 6 miles back, arriving about half an hour ahead of the rest despite being the last to leave. I think it was the finest sail that I have ever had in 50 odd years, and I cannot think of a better boat than an Osprey in which to do it. The opportunity to settle into long tacks in the clear wind away from the shore gave me the chance to really understand the boat – how very small amounts of mainsheet adjustment can control the heel without losing speed or the balance of the boat.

Now, what is the date for the Flatholme Cruise in 2006?

Symmetric Grand Prix, 8th & 9th October

"Silver Fleet My Arse!"



The annual Fastsail regatta is now in its third year and still going strong. This year eighty-four boats signed-up for this symmetric classes extravaganza.* Steve Sharp, *who sailed it for the first time, gives us a brief view.

THIS YEAR MY Girlfriend (1288) and I went to the Fastsail Symmetric Grand Prix. With around eighty boats there in nine different classes it has something of a carnival atmosphere to it, and is without doubt a very friendly event. The fact that all these classes have very similar PY ratings, unlike at other large events such as the Lord Birkett, makes the racing on the water very close all the time.

The first race, with its pursuit format and a standing start off the beach, didn't seem too serious until we got to the limnological tower in the middle of the course. Listening to the screams for room, the scraping of masts on the concrete pillar as the wind died to its lee, and the general mêlée as the boats luffed to windward reminded me that this competition was for real. With more than sixty boats on a relatively short start line it always paid to work the gaps and keep clear air to windward. Taking the spinnaker down early to ensure a good rounding at the leeward buoy also paid dividends. Knowing the rules is essential, but standing on your rights often proved slow. A helm could penalise himself as much as others by forcing his right of way at times.





Looking at the photographs on the Fastsail website I realised that there were far more incidents going on in the fleet than I had time to notice when in competition. Most worrying was the full-on tap I received from the chiselled front of a Fireball. However, the helm expressed his humble apologies, did his turns and both our races went on, thankfully none the worse for the incident.

The organisation was friendly and competent, the village fete type atmosphere allowing the classes to mix freely and sociably. The evening meal on the Saturday night was cheap and cheerful, and frankly a disappointment, since the promise of games and a caption competition kept the clubhouse buzzing for most of the evening.

Of most concern in the middle of the nine-strong Osprey fleet was the use of Gold and Silver Fleets. The Gold Fleet sailed off PY940 with the Siver Fleet at PY970, surely something that needs to be reviewed for next year. Personally, I am all for encouraging the middle-to-back-of-the-fleet sailors. However, Alec Mamwell and I raced reasonably close together all weekend, with Alec the last of the Gold Fleet and myself at the front of the Silver Fleet. He forcefully expressed his reservations (see title) when I finished close behind him only to end up beating him on handicap in a number of races.

Would I go again? Most certainly. Would I recommend it to others? Yes, especially for those middle-of-the-fleet sailors who are comfortable in large fleets. Do we need more Ospreys taking part? Of course we do - the more the merrier.





"Most Enjoyable Event I've Sailed In!"

Having been involved with the organising and running of the SGP since the first germ of the idea was thrashed out at the Dinghy Exhibition in 2003,* Ian Madeley *decided, after being out of competitive sailing for several years, to sample it for real this year.

THE WIND STAYED at a fairly steady force 3 to 4 during the three Saturday races, but with the odd gust of around force 5 it paid to be vigilant as it could catch the unwary helm out, with the obvious consequences. On the Sunday the winds were somewhat lighter but still sufficient to give good sailing in marginal trapezing conditions.

Six races were scheduled for the two days, three per day, the first of which was a pursuit race with a Le Mans style start. Sixteen-year-old Tom Gillard, in a 420, (the first time these boats have been allowed in this meeting), was never caught and won in fine style.

The rest of the races were standard handicap, which made the starts tricky. It needed constant vigilance and your wits about you all the time to get away cleanly from the line. Of course those sailors at the front of their respective fleets seem to manage a good start every time; the mere mortals among us try our best, hope for the best, and are usually satisfied if we get away cleanly in the second or third row.

The racing was really quite exciting and very friendly indeed, with no inter-class aggro, at least that I noticed. Infringements occurred and turns were usually done so that the wrongdoer could get back into the race without too much hassle and no grudges.

Richard Marshall and Nick Willis did the Osprey Class proud with two fourth places and 8th place overall, and Tim Rush, sailing with Ken Carroll for the first time, came a creditable 13th overall. Further back in the fleet, Steve Sharp and Dave Beck won the Silver Fleet prize with their 36th overall.

We do need more Ospreys at the event, and of course we do need more front-of-the-fleet sailors to make sure that our class is seen as a class of 'high flyers'. This is particularly important now that we've got the new FRP boat in production. This event is the primary showcase for our class among more or less like-minded sailors. So come on lads and lasses, let's get out there and mix it with them!

8th	1195	Richard Marshall	Nick Willis
13th	1114	Tim Rush	Ken Carroll
34th	1276	Alec Mamwell	Ian Little
36th	1288	Stephen Sharp	Dave Beck
46th	1181	Willy Crichton	Mark Jeffries
50th	1263	John Rayner	Les Green
51st	1240	Nick Jones	Arthur Butler
54th	1182	Paul Heather	Jon Osgood
59th	905	Ian Madeley	John Shenton









A Sailing Pen-Portrait - Part 6

In the sixth and final part of his 32-year, personal view of the National Championships,* Malcolm Clack *takes us from the Milllenium event up to Penzance in 2004. It has been a remarkable journey that has taken 3 years to tell, but it has kept us all enthralled. He probably won't manage another 32, but he's still got plenty more to come.

AFTER A FIVE-YEAR absence the fleet returned to Sunderland for its 'Millennium' championships. The harbour/marina had been totally re-redeveloped since we were there last and now boasted a magnificent new clubhouse with changing rooms and a secure dinghy park. Thirty-seven boats made the journey north, although for John and I and *Psycho*, it's just up the road, (a rare change from those long treks to the south coast).

A quick practice race was squeezed in on Sunday, before the fleet was treated to the spectacular Sunderland Air Show. Racing in earnest started on Monday. Generally, we were treated with variable sailing breezes, with courses both to the North and to the South of the harbour. However, some of the courses were laid a little too close inshore. By Thursday the race officer had started to take our request for bigger courses and longer legs seriously and took us way offshore. After a cracking first beat and the most exciting reach of the week, the infamous fog rolled in and visibility went down to about one hundred yards. The race was abandoned, leaving the fleet to grope their way home. Fortunately on the east coast, heading west usually means you will bump into land sooner or later and all the fleet found their way home safely.

Friday dawned clear again, with two races scheduled to complete the series. Going into the last race any one of four boats could win the championships, with Andy Barker/Adam Bowers favourites, from Oscar Chess/Nick Daily-Hunt. For Oscar to win, he had to not only beat Andy in the race, but finish third or higher too. In a classic re-match of the final race at Mount's Bay in 1994, Andy latched onto Oscar at the start and sailed him down the fleet during the first windward leg. However, fate was to deal a different hand. At the windward mark, Andy had to give way to a right of way boat and Oscar wriggled free. He'd escaped from Andy, now all he had to do was get up to third, (or higher), but he was starting from the back of the fleet. In an amazing display of sailing Oscar and Nick went on to win the race, and with it the championships. Truly, outstanding.

What of our own performance? Well, we didn't get into single figures in any race, with an 11th and two 12ths being our best results. Inconsistency was our bugbear, but we did finish 12th overall, again.

The week was brought to a fitting climax with the Dinner/Dance/Prizegiving at the Swallow Hotel. Two strange Italian chaps robbed everyone of loads of money for their Championship misdemeanours, but all in a good cause - the RNLI.

2001 - Highcliffe

Back on the road to the south coast again, but this time to a new venue, Highcliffe. Thirty-nine boats gathered, but with a heat-wave forecast for the week, any significant wind seemed unlikely. Nice, friendly club with dinghy parking on the grass. Launching, however, was a back breaking affair with a long haul across the shingle before and after each race. Some chose to launch into the harbour to avoid the shingle, but then faced an equally difficult struggle to sail out against the tide. You paid yer money and took yer choice.

Racing was a mixture of postponements whilst waiting for the sea breeze to develop, or light to moderate affairs, with the tide, as much as the wind, governing tactics. Unfortunately, we rarely got either right, and really struggled at these championships, finishing 22nd overall, very disappointing. The honours were being fought for by the usual protagonists, with the title finally going to Andy Barker, crewed by Phil Angrave, Phil finally achieving his ambition of winning the championships, at his 21st attempt.

The year ended in great sadness for us, when I received news of the sudden death of John's wife, Elisabeth, whilst they were holidaying in the Himalayas. Liz was a great supporter of John and our Osprey sailing, and her untimely death was to have a profound effect on our sailing.

2002 – Plymouth

With little or no appetite for sailing, we only did a couple of local meetings, but soon the Championships loomed. John had already said that he didn't want to go, but very generously offered to lend me his boat, if I could find someone else to sail with, (you see, there was the small issue of preserving my uninterrupted sequence of Championship attendance, to consider).

I didn't really mind if I helmed or crewed, so I put out a few feelers on the web-site and in no time at all, Nick Daily-Hunt had fixed me up with Martin Bowers, one of his mates from Blithfield. Two weeks before the champs, Martin phoned me to say he could no longer make it, but not to worry because he'd found someone else who was very keen, Gareth Caldwell. I phoned Gareth, he was very keen and the deal was done. For those of you who can't remember, Gareth used to sail Osprey 1225 - Return of the Pink Panther at Blithfield and was crewed by Nick Daily-Hunt. He'd fallen in love with triathlons so was lost to sailing for about 10 years, but now he'd just acquired an International Canoe and was back.

I met Gareth in the dinghy park on Saturday where we discussed who was doing what. As Gareth was a helm and I'd been crewing for most of the last 25 years it made sense for us to stay like that. By way of getting to know the boat, and one another, we went out on Saturday afternoon for a bit of a practice with the intention of completing 100 tacks and 100 gybes. A failing breeze prevented us completing the set and we only managed about 40 of each. That, then, was our Championship preparation. Would it be sufficient?

The Championships were being hosted by Plymm Yacht Club, but were based at the purpose-built Mountbatten Centre. Disappointingly, only 26 boats made the trip, which was a shame because the venue was excellent. A full race programme was completed with every race being sailed outside the Sound, except for



Plymouth 2002


Highcliffe 2001


Highcliffe 2001

the last day.

6th and then 8th in the first two races was far more than we ever dreamed of, and set the tongues wagging at the front end of the fleet. Two 10ths and an 11th, saw us lying 12th overall on Thursday evening. Unfortunately, Gareth had to go home on Friday, so we never got chance to improve, but as it was blowing old boots we probably wouldn't have done so anyway. More importantly, we managed to hang on to our 12th overall, which was a very satisfying end to a very satisfying Championships. Guess what? Barker and Angrave won again, but the highlight for me, was Rob Shaw winning his first Championship race, after nearly 30 years of trying.

2003 – Poole

The year got off to a terrible start with the sudden death of my mother, then longtime Mount's Bay Osprey stalwart, James Curnow. Shortly after, fellow Osprey sailor, Steve Clay, collapsed and died whilst sailing his Osprey at the Hornsea Open Meeting. Steve collapsed whilst out on the water. Despite the efforts of those who tended him at the scene, those who brought him ashore and those who attempted resuscitation, all were unsuccessful. Steve is greatly missed, especially at Hornsea, but also by everyone on the Northern Osprey circuit.

Still, we had the Championships to look forward to, this being the 50th anniversary of the class. Back to Poole and a departure from the normal format. A full championship programme, but over 4 days, starting on Saturday, finishing Tuesday. For us Northerners, this still meant travelling down on Friday and back on Wednesday. To us the shortened format didn't look so short after all. John was back at the helm for this one, and, swelled by the home fleet, we had a magnificent 51 entries.

The breeze was up on most days making ideal conditions for Osprey sailing. Although I suspect some teams found two races a day, combined with the long sail to and from the sailing area, just a bit too challenging. With little time for socialising the event was brought to a fantastic conclusion with a prize-giving dinner at the Swallow Hotel and was won for the third year running by Andy Barker and Phil Angrave. As for us, well another struggle I'm afraid, two results in the teens, otherwise in the twenties and finished 22nd overall.

2004 – Penzance

Our first event of the year was the Hornsea Open Meeting and it was a particular poignant moment when we became the first winners of the Steve Clay Memorial Trophy. I always knew that any sailing I did in the rest of 2004 would be few and far between. My father had battled with prostate cancer for many years, but now his outlook was poor. Increasingly, he needed more care and attention and any chance of making the Championships looked slim, especially as John had already said he wasn't going.

By coincidence, in early August, Dad was having a period of 'respite care' in the local hospice and everyone agreed it would be OK for me to sneak away for a week. So I did, to Penzance, for the Championships. John had already said I could borrow his boat, if I could find someone else to sail with, so one speculative phone call later and Gareth was signed up again for the week.

In another departure from our normal format we were sharing the event with another class, the Tasars. This seemed to work fairly well on the water, but I'm not sure if the social side was a success. The social events seemed to be all Osprey people or all Tasar people, with not much mingling going on.

Anyway, 34 Ospreys entered, a little disappointing, given the superb location. The weather in the early part of the week was hot and sunny with postponements the order of the day until the breeze filled in. Gareth and I didn't make the same blistering start as we'd done in 2002, but with a 10th and a couple of results in the teens, a single figure result was still possible.

Wednesday's race was lost to high winds, so two races on Thursday in the best conditions of the week. We picked up a 9th in the first and then an 8th, (after briefly flirting with 3rd for half a lap). So, going into the last day we were lying 12th overall, again.

Friday dawned with 35mph winds and guess what, the race was on. Our dilemma was, do we race or not. Yes, we wanted to, but the prospect of returning Psycho in bits was not appealing. After much deliberation we decided to go. Two other boats could, in theory, overhaul us, but when one broke his mast before the start and the other was seen heading back to shore as quickly as they'd come out, then our 12th was secure. As home was dead upwind, we decided to start, retire at the windward mark and head for home. We tacked inshore just after the start, partly to clear our wind, partly to get into calmer water, and then tacked again when we were on the layline for the harbour. To our surprise, the windward mark was right on our nose and we were about to round 5th. Another dilemma, what now, carry on in the race or retire as intended. One look at the almost uncontrollable reach that the first four were now on, made up our minds and we hardened up again, for the harbour. Our decision was vindicated, with only 13 finishers in the race, many retirements and a certain degree of damage.

The championships were won by Angus Hemmings, crewed by Adam Bowers. At the prizegiving, special glassware was presented to Phil Angrave, attending his 25th consecutive championships, and to myself and Oscar Chess who were both attending our 30th consecutive championships.

So that's it, a fortnight after returning home with John's boat, he announced it was going up for sale and he was buying a brand new Fireball to compete in the 2005 Worlds.

My dad passed away peacefully in November and *Psycho* was eventually sold in the spring of 2005.

I had hoped to make 2005, my 31st consecutive championships, by teaming up with someone/anyone else but that was finally scuppered when work commitments prevented me from having the time off anyway.

I've been fortunate to sail with four very dedicated and enthusiastic Osprey sailors, each very different, but all great sailors and all great friends.

Terry Greaves - Talented sailor, built his own boats, more interested in having a simple efficient boas than anything too technical. His strength was out on the racecourse, tactics, wind and tide and where to position the boat on the track.

Mike Mooney - Absorbed by the technical aspects of the sport, built his own sails and boats. Always seeking that extra edge of speed, not bad at sailing the boat either.

John Lang - Technically not as adept as either Terry or Mike, but a great listener. Absorbs information, which he then uses or tries. The first one to recognise that fitness training plays a big part in performance. Great socialiser.

Gareth Caldwell - Just great fun to sail with. Never appears to take anything too seriously, but always wants to do the best he can. Tends to be a bit too critical of his own performance.

That brings to an end my sailing pen portrait and my personal trip down 'memory lane'. I hope you have had as much fun reading it as I have had writing it. By the way, John did get his brand new Fireball and we did sail it in the 2005 Worlds, but that's another story. I'm sure you don't want to hear that one too. Or do you?

Dedicated to the memory of the two people who made it all possible, my greatest sailing supporters - my Mum and Dad.



Going North

It has often been said that the best way we can promote our class is to go to events that are not strictly for Ospreys, at clubs where Ospreys have never been seen before.* Alec Mamwell *is one Osprey sailor who puts his money where his mouth is when it comes to 'flying the flag'.

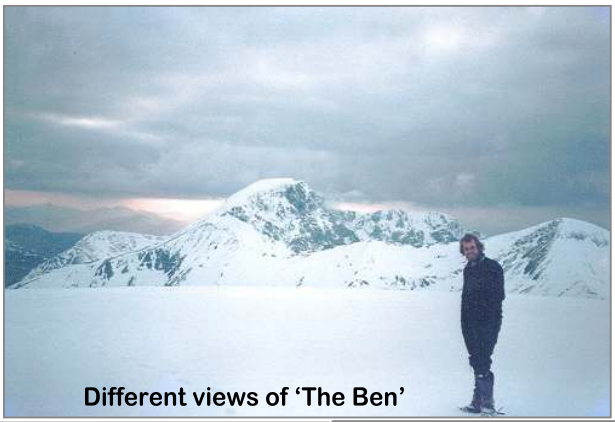
"THERE'S NOTHING BEYOND Kielder but sheep and Scotland." - a dismissive phrase I've used over the years to try and stress to potential visitors how isolated Kielder really is in the general scheme of things. Hardly fair to the feral goats that wander over the remote hills north of our sailing water. Similarly the deer - one of which was observed swimming about in Kielder earlier this year and provoked more interest on our Web Forum than anything connected with sailing. Accurate, if somewhat terse, with respect to Scotland though.

In fact, at times, Kielder almost feels like Scotland and this should be seen as a mutual compliment to both. Terseness is not a true reflection of how I feel about Scotland and before I started sailing Ospreys I was a regular visitor with Angela and the kids, the climbing club and various climbing partners including Ian. How could I feel anything but inspired by a country that had provided great family days exploring fabulous beaches around Durness, Achnaird, Castle Tioram and Sandwood to name but a few? How could I not be uplifted by memories of rock climbs such as Integrity, cantilevered out above the Cioch on Sron na Ciche, with the West coast of Skye and the Outer Isles spread out before me at every stance, or the wild sunset that greeted me as I topped out after a winter route in Coire Mhic Fhearchair on Beinn Eighe? Magic days but only the tip of an iceberg spread over the last four decades.

It seemed quite strange then, earlier this summer, as I swept down Glencoe with the Osprey in tow. A case of going the wrong way with the right gear or, if you get my gist, the right way with the wrong gear. No ropes and slings or skis and sticks in the back. Not even a tent because this weekend would be spent 'geet posh' as they say in the NE. This translates to B&B for the uninitiated. I was en-route for Lochaber Yacht Club at Fort William for their annual Regatta. There were no other Ospreys expected but, as I outlined in a previous article, sometimes you just have to fly the flag as well as offer mutual support to people who visit your own club.

Since I joined Kielder in 1995 I have helped to host our annual Soling Open Meeting initially through manning a patrol boat or mark setting, but latterly as Race Officer. A few years ago I even did their Nationals - a real case of the lunatic running the asylum! In fact it probably wasn't so bad because they keep coming back for more. I put any success in this matter down to the calming influence of Ian and Mike on the water and Angela, Viola and Jill in the Galley. Personally I just turn up and treat it as an extra end of season party where, unfortunately, I have to spend two days on a floating box watching everyone around me having a really good time.

Anyway back in the mid 90s Kielder had a couple of home-based Solings and, of course, these boys were able to support clubs such as Lochaber on a regular basis. More recently Kielder has lost all its Solings and a couple of years ago I thought, whilst having a few beers (always a source of stupid and usually expensive ideas) in the Blackcock, that perhaps I should try and do some mutual support. In essence this meant trips to Blackpool and Fleetwood and Lochaber. B & F was easily sorted via a trip to the Eskimo where, incidentally, I refused to put the Phantom in the Water with 40 knots of breeze and was rewarded, from the warmth of the bar, by the sight of a Dart cart wheeling past the window. One of my better calls! I was also invited to a Soling Dinner there which went splendidly until the wine and lustful thoughts regarding the very attractive young lady they had placed next to me got in the way. Unfortunately, this happened in the middle of the speech I had been asked to make and things went 'tits up' from then on. Somehow I think that might be my last formal invite and the end of an, admittedly fledgling, career as an after dinner speaker.



Different views of 'The Ben'





This left Lochaber with Ian and the girls to persuade. It should have been easy really, because Ian is always going 'cottaging' in Scotland, although I don't think he's met GM as yet. Actually I hesitate to mention that the first time I met Ian I heard him before I saw him. It was in Nant Peris on a wild and stormy night. A gust from hell had flattened my tent and sent me, without compunction, to spend the rest of the night in the car. Ian was lodged in Andy Walley's tent which, with its hessian fringe, looked remarkably like a travelling coal shed. As dawn broke I could swear I heard the sounds of jovial buggery emanating from this (extremely temporary) edifice, but was reassured that it was simply hilarity occasioned by the precarious nature of the structure. No matter, because the day was enlivened later on by the great Wanney's stone and mud fight at the base of Craig Aderyn which quickly passed into the folklore of NE climbers.

To Ian: "How do you fancy sailing the Osprey on Loch Linnhe. It'll be great - views of the Ben (despite all the hills and mountains in Scotland preceded or prefixed by the word Ben there is only one where the definite article is appropriate - Ben Nevis), and tide, and wind, and whisky etc,etc," - you know the score - probably heard it all before or even said it yourself.

To Angela and Jill: "You'll be able to do some great walks - the dogs will enjoy it. There's some good shops in Fort Bill (William)." Blather, blather.

To Angela: "Well, if we're moving this year you could count it as our summer holiday." And so on.

Anyway, after a few weekends of effort all were persuaded. Well, all had agreed to come. Lack of accommodation for dogs and Jill's work nearly scuppered the plans, but eventually dog sitters were found and transport arrangements made. Coming down Glencoe in the evening sunshine I felt quietly smug that everything seemed to be hanging together. By the time we arrived at the club, however, the sun had gone and, as our friend Hamish told us, if we had come a month earlier there would have been no midges! By the time we had stowed the boat away, found our digs (splendid view over the loch to what would be the first mark) and walked down into town it was raining, our fish and chips soggy and the "Ben Nevis" bar awash with feuding Friday night revellers. Ian and Jill arrived in the middle of a most unusual, and I have to say, Scottish, row between a couple at the bar and, after another pint we

went off through the by now torrential rain to meet Hamish in the "Grog and Gruel". I can't remember what beer we drank that night but who cares when it's good and in ready supply, even if it is called Piper's Scrotum or Spittle or something like that. Speaking of which it is worth pointing out that the pub had its own piper who was extremely good at drowning out any attempts at conversation when the mood took him.

In the rain-induced steaming mêlée we were introduced to a chap called 'Twig' Olsen (runs a sawmill - how's that for logic) who immediately signed up the girls to crew on the 33-footer he had borrowed for the weekend. When the piper had had another go the details were worked out and the rest of the evening passed very convivially in sailing talk and racial abuse. It was still raining as we walked home and the night shift midges were keeping their end up.

Next morning, after a rather splendid breakfast way beyond Gareth's comprehension, two finely-toned athletes jogged down to the boat park – OK, Ian and I shambled down to the club and rigged the boat before sheltering from the rain. If it hadn't been so mild it could have been November and yes, there was no wind. We were pleased, however, that the Osprey, fully rigged in front of the clubhouse, was receiving a great deal of attention. Sometimes missionary work is so rewarding, and as the rain stopped we ventured out to answer questions and prepare for our coming duel with the Wayfarers.

There were four classes racing, with big boats away first followed by Solings, dinghies and juniors, and under grey skies we drifted away for the first race. As the race progressed we basically sailed away from the other dinghies, but because we got mixed up with the other classes there was always some company and banter and, amazingly, the wind picked up a bit and the cloud level lifted to about 2,000'. We repeated the exercise twice and hardly saw the Wayfarers after the start. Unfortunately, it transpired at the end of the afternoon that we had only made our handicap on one occasion, so it was all to do the next day. As we put our boat away we observed an odd phenomenon – well, it seemed odd to us. Despite it being two hours past high water the tide was distinctly still flooding at about three knots, but the level of the loch was going down! Conversations with the locals only elicited knowing grunts and observations that we translated to mean "Yes, the tide is odd round here." Later on, even when drink had been taken, our cunning return to the subject failed to throw further light on the matter. In fact, the evening barbeque was an excellent affair because there was ample food cooked by someone who knew what he was doing - so no charcoal on the outside and raw in the middle as is usual with my culinary efforts. The girls had had a great time because the 33-footer *Tangle o' the Isles* had proved to be full of someone else's gin which the skipper, leading by example, had insisted was there to be drunk. Tales of trying to attract our attention between races so that we could also have a drink were dismissed as pure fantasy designed purely to offset feelings of guilt brought on by over-indulgence. The club had also laid on some more local beer - Haggis Droppings or something similar this time - and the plan was to provide enough for the weekend with the end of the barrel rewarding the clean-up operation on the Monday evening. Unfortunately the token Osprey crew made a significant contribution to the disruption of these plans and the beer was gone by just after lunchtime on the Sunday. Apparently the clear-up party was poorly attended for the first time in years.

Before retiring we learnt that the 'in' activity at present for big boat sailors was to do some clay pigeon shooting off the stern. Just set up a trap, cry "Pull", and go for it. Apparently the holiday-makers at Oban had not been impressed, but we wondered, as we strolled home in the midge-infused gloaming, whether it would be possible to fit a trap to the back of an Osprey. Now that would be a real deterrent to the lightweight , downwind fliers, and we went to bed dreaming of blasting the opposition out of the water. So if you hear us yell "Pull" in the future, please duck. Incidentally, I believe that the French call a clay pigeon shoot a Ball Trap and this sounds very painful but, with luck, it could well distract the opposition and allow us to make progress despite technical inadequacies.

Sunday morning came and, after round two of the mega breakfast, we struggled along the path to the club thinking that Gareth's diet might, after all, have some saving graces. Thankfully, on the water we were met by much more wind and enjoyed a fabulous day's sailing, the highlight of which was instilling panic in the tourist car park as a third of a ton of boat and portly personages sped towards them. The leeward mark was so close to the car park's boundary that one poor chap ran towards his pristine car spreading his arms out to protect it from the fast approaching Osprey. As the reader would expect, possibly, the boys were in control, just, and vehicular carnage was avoided on this occasion. Sadly we only managed to win one other race out of the three and therefore suffered death by Wayfarer, which would have been easier to stomach had we seen one all day.

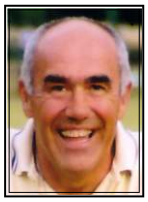
Not to worry, a second place seemed respectable, especially when it equalled the girls' gin-soaked efforts. We packed up, ready to face the long drive home as Twig and his skeleton crew prepared to motor back to Oban, interestingly with the same expected time of arrivals. As we did so the weather began to improve and by the time we drove through Glencoe the mountains were out of the clag. Poor Ian - no view of the Ben and only one day of wind - not quite the 'Rob World' (See Rob Shaw's optimistic take on Osprey sailing) scenario he had been promised. Nevertheless, the girls were over the moon with their efforts and getting away for the rest of the year was no problem. Just goes to prove that every cloud has a silver lining.

FACT

Alec, Ian, Jill and Angela attended Lochaber Yacht Club's Regatta and had a splendid time thanks to their old and new friends. The Osprey was well received and, despite the numpties on board, gave a reasonable account of itself. We would recommend the event to all fellow competitors and look forward to our return in the future.

Ben Nevis is the highest mountain in the British Isles at 4,406', and between 1883 and 1904 had an observatory on its summit. During the 21 years that records were kept it only enjoyed sun for a sixth of the possible time. Our experience over this particular weekend, with no view of the Ben, should not therefore be seen as unusual.





Inland Championships, Rutland Water, 23rd & 24th October

Numbers were down at our second most important meeting, but once again the racing was close throughout the fleet. Sailing Flying Machine for the last time,* Ken Carroll *had time to look around and write this report.

THIS WAS THE last official Osprey open meeting of the season and, although the 14 boat turnout was a bit disappointing it turned out to be very memorable. Keith Byers from Lancaster crewed for Dave Metcalfe who also originally came from Lancaster. They found themselves in the dinghy park on Saturday morning next to Richard Hartley who also comes from Lancaster. Keith remembers Richard crewing for Wally Gardiner many years ago. The three seemed happy chewing over how Lancaster has changed since the early 40's (only joking chaps – or am I?)

Don Pipes with notebook in hand was seen measuring bits of various boats, I think with the intention of re-tuning *Geronimo*. Good for you Don, keep it up, it's a shame you can't have your knees re-tuned.

Talking of dodgy knees, Nick Broomhall arrived without a boat but with a radiant wife (baby should have arrived by now); we hope everything goes well and look forward to seeing the baby soon. Nick is hoping his latest knee operation will work so he can do the new boat justice next year.

Tim Rush, now known (and renowned) for not being early for anything, phoned one and a half hours before the start time from his house, an hour's drive away! He had sails for Ken, Richard and Will Odling so slight panic set in until he said that he had given the sails to Andrew Elliott from Red-Eye sails who had set off half an hour before. The sails arrived in plenty of time and Tim made the start line with 2 minutes to spare.

The boys from Kent always try hard and this year was no exception. Jonathan Osgood and Paul Heather are taking competitive sailing more seriously and getting better results. Tim Kift and John Shenton also made the trip, to crew for Willy Crichton and Ian Madeley respectively, allowing two more boats to sail. Tim, for those of you who do not know him, often wears a leather Stetson hat, as does Willy, a right pair of cowboys and 10/10 for effort. John and Ian teamed up for the second time having sailed the SGP together and were awarded Nick Jones's Mk2 bottle of wine.

Will and Simon Odling turned up in a borrowed boat and put in a creditable 2nd in race3.

Chris and Brian from Ogston found themselves at the front of the fleet in Race 1. Shocked by this rush of energetic effort they decided to go backwards and seek out their normal position. Seriously guys, you have improved so much this year. I hope you can sail the Nationals next year. Your sense of humour was much missed this year.

Mike Taylor and Jon Willey, 2nd overall at the Nationals, almost, but not quite, made the front, but they did get their belated trophies from the Nationals instead.

Nick Jones and Arthur Butler, you made it to the end of the season. Having a regular crew has certainly improved performance but Nick – you really must let Arthur out of the van now so he can go home for the winter!

Rob, Helen and Anthony Shaw arrived with more tales of woe relating to their motor home. Having changed the old petrol engine for a diesel they revealed how they had covered the A1 in leaking diesel, sending wagons off in all directions. Rob said he knew that the jubilee clip was loose but decided to tighten it when he arrived.

Steve Sharp and David Beck were missing from the pub on Saturday evening but were found back in the club watching a movie on a laptop; do we really believe it was an educational film about equal opportunities called 'Girls on Top'?

Alec and Ian, well what can one say. Alec his normal self, pipe and pint in hand and full of good stories. Ian's secret is out now after Alec spilled the beans that Ian was 'cottaging'. Did someone say don't knock it until you've tried it? Hope Ian, wife and parents had a good week.

Ken and Dave Carroll bade a fond farewell to 854 going out on a high by winning the last race. Good luck to new owner Paddy Lewis, another boat for the Kielder fleet.

All that said it was a splendid sailing and social weekend. By the way, almost forgot - Saturday was light winds and none at all on Sunday.

1	1114	Tim Rush	Peter Elver	Staunton Harold SC
2	854	Dave Carroll	Ken Carroll	Deben SC
3	942	Richard Hartley	Mark Hartley	Blithfield SC
4	1292	Rob Shaw	Anthony Shaw	Kielder Water SC
5	1195	Will Odling	Simon Odling	RYA
6	1297	Mike Taylor	Jon Willey	Marconi SC
7	1276	Alec Mamwell	Ian Little	Kielder Water SC
8	1286	Dave Metcalfe	Keith Byers	Hornsea SC
9	1288	Steve Sharp	Dave Beck	Hornsea SC
10	1240	Nick Jones	Arthur Butler	RYA
11	1158	Chris Dickinson	Brian Kelly	Ogston SC
12	1182	Paul Heather	Jon Osgood	Wilsonian SC
13	1181	Tim Kift	Willy Crichton	Wilsonian SC
14	250	Ian Madeley	John Shenton	RYA

Kielder Contribution



For several years now the Kielder fleet has remained steady in the North, while other Northern fleets have struggled. Now they are expecting to expand again. Fleet Rep* Mike Scott *brings the good news.

THIS YEAR SAW Viola Scott take over from Alec Mamwell as Kielder's fourth successive Osprey-sailing commodore. The campaign is underway to persuade the next commodore to upgrade his RS200 to a real boat before he takes office in due course, but he's holding out for an asymmetric option. Some people never learn.

Club duties did somewhat curtail the Scotts' travelling activities in the early part of the season, but Alec Mamwell and Ian Little (*Jennifer*), Rob Shaw (*Light 'n' Bitter*), with a selection of crews and camper vans, and Brian and Margaret Hayward (*Excalibur*) all hit the road to good effect.

On the early May bank holiday we revived the Dam to Dam Challenge, as a one race event tagged onto our asymmetric open meeting. The initial uncertain breeze built to a sparkling force 4 by the closing stages, giving lovely Osprey conditions. Four Ospreys took part. Rob Shaw and Ali Smith stayed with their weekend asymmetric craft (Ali's Laser 5000), to Alec's glee as he sparred with them round the course. Alec and Ian (*Jennifer*) won the event, with a 49er in 2nd and Brian and Margaret (*Excalibur*) in 3rd. A junior team of Fergus Holland and Francis Scott took over *Lady in Red* – 14 year old Fergus' first outing in an Osprey - and came a very creditable 6th. Paul and Matt Catterall (*Vitamin Sea*) continued to get to grips with the boat and the vagaries of single-ended spinnaker poles.

The September Open Meeting (report elsewhere) delivered an additional bonus: Paddy Lewis, helping Roger Edwardson on the committee boat, was so impressed with the Osprey that he has sold his Laser II and has bought Ken Carroll's *Flying Machine*. Add this to the two Mark 4s on order at Kielder and we look forward to next season with keen anticipation.

WHAT'S ON & WHERE

There's a full calendar of Open Meetings, Championships and Special Events for you to attend in the coming year, plus the new Mark IV Osprey appearing at no fewer than three boat shows. See if you can make it to one or more of them. You won't be disappointed.

London Boatshow, ExCel 6th - 15th January	***This is possibly the first time the Osprey has been displayed at this most prestigious of British boatshows. It's the centrepiece of the Ronstan stand. Do yourself a favour - get yourself there and have a gander.***
Dinghy Exhibition, Alexandra Palace 4th & 5th March	***The new Mark 4 will be on the Fastsail stand, and there should also be another two on Hartley Laminates stand. Wow!*** **Contact: Maureen Carroll 01394 388540**
Welsh and Midlands, Blithfield 15th & 16th April	***Always the first event on our racing calendar. It's a goodie, be there and see the new Mark 4 in action at its home club.*** **Contact: Jon Batt 01298 70389**
Hornsea Open, 6th & 7th May	***With only about 3 home boats now, Hornsea needs visitors to keep this meeting on the calendar. A friendly meeting, why not give it a go.*** **Contact: Dave Metcalfe 01964 535829**
Fastsail Event, Lymington 20th & 21st April	***A new event on the calendar. If six Ospreys turn up the Jack in the Basket races will be revived. Why not try it out?***
Coniston Open, Cumbria 27th, 28th & 29th May	***The Class's only 3-day meeting. The laid-back attitude at Coniston is legendary. Not to be missed if you live in the Frozen North.*** **Contact: Willy Crichton 01772 499750**
Lord Birkett Trophy, Ullswater YC 1st & 2nd July	***The North West's premier handicap event. It's brilliant - 200+ boats on the start line and the black flag out! Very good humoured and very well run.***
Poole Open June 2nd & 3rd	***All the best sailors in the Class go to this Open. This is the one to go to if you want to improve your boatspeed.*** **Contact: Peter Frith 01202 694845**
Mount's Bay Invitation Event July 15th & 16th	***Back for the second year, this event does not count towards the Wilkinson Sword standings. Nevertheless, a good event with some of the Class's best there.*** **Contact: Peter Greig 07813 1553124**
National Championships, Parkstone, Poole August 12th - 16th	***A 4-day Nationals this time, down at Poole, but at the neighbouring Parkstone Yacht Club. Much shorter sail out to the start and back again. It should be a great four days and will be very well-attended. 60, 70 boats? We'll see, but 50's not out of the question.*** **Contact: Maureen Carroll 01394 388540**
Kielder Water SC Open September 9th & 10th	***The Frozen North's premier Osprey Open. Brr... But it's a great weekend. Camp on the club site, eat in the clubhouse and at the Black Cock. See you there.*** **Contact: Mike Scott 01835 870238**
Netley Open September 23rd & 24th	***This Open has grown steadily in popularity over the years, and rightly so. It's always very friendly and well-run, with top class competition all the way through the fleet.*** **Contact: Bob Thomas 023 8045 4187**
Inland Championships, Rutland October 28th & 29th	***This is our second most important fixture, so why have recent attendances been so poor? It's right in the middle of the country too, why no boats from the south coast?*** **Contact: Maureen Carroll 01394 388540**

Please Note

Area Championships

At the time of going to press the Committee has not yet allocated venues for the Southern Area Championship or the Scottish and Northern Championship. These will be posted on the Website after the committee meeting in February.

Wilkinson Sword Qualification

The official events for qualification for the Wikinson Sword Travellers' Trophy are the Open Meetings at Blithfield, Hornsea, Coniston, Poole, Kielder, Netley and the Inlands, plus any three races from the Nationals. The series runs from the first Open Meeting after the Nationals to the end of the following year's Nationals week. Fleet Reps must send the webmaster the full race results sheet from each meeting.

To qualify, 50% of the total number of races sailed at the nominated opens, plus the 3 best race results from the Nationals will be required. Example: if 40 races were scheduled in the events calendar and only 36 are sailed, then you would count your best 18 results from any of the qualifying events, plus your best 3 from the Nationals. Prizes will be awarded to the first 3 overall.



Caption Competition

AS IT'S CHRISTMAS I'll give you a little competition to spice up your holiday. On the left is the picture for which you must provide a suitable caption. The photograph was taken at the Netley Open Meeting in September, but the boat name has been removed to protect the guilty.

The winner will receive a pair of sailing gloves. Answers to me, including your glove size and address, via e-mail please at davemetcalfe@bigfoot.com The editor's decision is final, and no correspondence will be entered into. Nothing too rude please as the winner will be published in July's magazine.


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