

Sail Osprey

December 2006

www.ospreysailing.org.uk

Parkstone National Championship

Inland Championship

Open Meeting Reports

Mark IV News

2007 Calendar

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Caption Competition

Last Christmas I had a rush of blood to the head and set you all a little competition. At first the response was very slow - you could even say it was poor, but then along came a knight in shining armour (Huw Pearce), and rescued it by putting it up on the website. After that I had a few more responses. So here are some that I particularly liked.



From Ken Carroll: "How many times do I have to tell you, come across *head* first?"

From Steve Carroll: "When I said 'guide the kite down the chute', I didn't mean it literally."

These three, among others, from Pete Greig. (He must have absolutely nothing to do while he's at work.)

"Careful, that new shock cord has quite a recoil."

"Whilst you're in there, would you be so kind as to ease the main?"

And this, my second favourite -

"... then the rabbit pops out of the hole, goes round the back of the tree ..."

And finally, we have a winner. I really liked this one, and at the time (last Christmas), it was very topical - "Right, hold her steady and pass me the plane - I'll have those bilge keels off in no time."

And who is this wit in our ranks? It's Phil Angrave. Get in touch Phil, let me know size and style (full-fingered, three long, one short, all short etc.), and I'll send you your sailing gloves. Could this be the only prize you've won this year? Thanks to everyone who participated. With space so precious I couldn't print all of them.

Chairman

WELL, WHAT A YEAR we have had, with so many highs and lows. However, the class can now move forward and put behind it the events of the spring. I was sorry Maureen and Ken Carroll resigned over these issues and would like to put on record my thanks for the work they had done in the previous two years. Also, we saw Karl Gorner retire as technical officer and it goes without saying that the class needs to thank him for the work he performed on the new rules for the Mark IV.

These resignations meant we were looking for a secretary, marketing and technical officers for the coming year, and I am pleased to welcome aboard Janet Shenton as your new secretary and Robin Hobson as our Marketing man. Whilst I am thanking people, Will Odling was kind enough to take on Membership when Maureen resigned. Also I need to record my personal thanks to Phil Holt for taking on the production of the accounts - with all that has been going on I would not have had the time to produce the figures for audit and I am pleased to say the class recognised all of his effort over the year by making him an Honorary Member at the AGM.

The new Osprey was seen for the first time at the London Boat show and attracted a lot of interest. From there we moved on to Sailboat at Alexandra Palace and here there were four new Ospreys. I was proud to see *Brave New World* on the Osprey stand and even more pleased with the interest she drew. There were 3 boats sold over the weekend and it was great to see the support given by the class, as we had to cover our own stand and Hartley's. I would like to thank everyone for this effort.

Since the Dinghy Show I have been active on the circuit and have been pleased to meet many of you on my travels. The initial highlight for me was the launch of *Brave New World* at Blithfield – as the layout was so different I found myself pulling the wrong strings on occasions but I do that anyway so what's new? Though turnouts have been slightly down there has been some excellent sailing in very difficult winds, and this has resulted in some very exciting results, especially at Coniston where any one of three could have won the event with one race to go. I was also pleased to return to Ogston Sailing Club after a long gap. The club is keen to promote another event next year and I hope we will see you there. Congratulations to John Batt and Nick Broomhall on winning the event. They survived the purgatory of the Ogston drifters better than the rest of us.

The Nationals saw us visit Parkstone for the first time and they gave us an excellent event with some great sailing. Congratulations to that 'Old Man of the Sea', Andy Barker who returned to win in 1280 with Peter Greig. At the prize-giving he did the normal Steve Redgrave act and said he would not sail Ospreys again – but can we be sure? The competition in the Osprey is very keen.

Another note about the National Championships - it was very embarrassing at the Prize Giving to find so many trophies were missing. John Shenton has agreed to become the 'trophy hunter'. Please could you give him all the help he needs. The trophies are the Osprey's heritage and we want to find them. This applies to every trophy, so if you have any that were not presented at the Nationals please let John know – this applies to all trophies, not just those for the Nationals.

Since the Nationals there have been a number of events but the turnout has been poor. I really would like to see a better turnout and if you can suggest what can be done to achieve this I will welcome it with open ears. The SGP was only attended by 4 Ospreys. Had a fifth been present we would have had a great chance to win the team event, especially as Richard and Mark won it overall with myself coming 6th in *Brave New World*.

Richard and Mark have had an excellent few months since the National Championships as they won the Morecambe Regatta, the SGP and at the end of October the Inland Nationals. Congratulations to you both, you have earned it with the effort you have put in.

Next year will see our 50th National Championships at Porthpean. Peter Greig, Ian Madeley and I have visited the club and were very impressed. Those of you who were concerned about the drag up to the boat park after racing do not have to worry - it is steep but quite manageable and the sailing area looks very good.

Finally we need to consider venues for 2008 and beyond, and we are currently considering a few ideas, but if you would like to feed some back to us we would welcome any suggestions.

Well, that just about concludes my Chairman's Report. I'm looking forward to seeing you at Sailboat in March.

Nick Jones

Editorial

A **MERRY CHRISTMAS** and a Happy New Year to you all. Well, here it is at last - what you've been waiting all year for, and in glorious Technicolor again. Apologies for not producing a July edition, but I just didn't have enough copy. There was about enough for a twelve page mag, and that would have felt very thin after what we've been used to. And of course none of that would have made it into this issue, so this magazine would have been thin too. As it is you've got a bumper 32 pages, and just in time for the Christmas holiday (I hope).

It does seem to have been one of those years. My main problem has been getting Open Meeting reports in. You seem to have been pretty good sending them in to Huw for the website, but not very good at sending them to me, and I think that the core, the essence if you like, of the magazine, is the race reports. All the rest is icing that makes the cake more interesting, but not the cake itself. So without the reports we have no magazine.

We've got another good edition for you. There's a couple of well-thought-out articles from Phil Angrave, two articles from different parts of Canada, news of the Mark 4's new premises, a write-up of the Coniston Open from Alec Mamwell that I always think of as 'Coniston - The Novel', quite a lot of articles from those busy little bees up at Kielder, a short history of Mount's Bay Sailing Club, and lots more. There are also lots of excellent photographs for those who don't read too well. Thank you to everyone who contributed.

Our new secretary is Janet Shenton, 60% of the Janet and John partnership whom most of you have known for years. For those of you who are new to the class, here's a picture of her.



She's been to every National Championship since 1989 when she first met John and can usually be found in the registration room taking down sailors' particulars.

So that's it for now. Have a good read, a good holiday, and those of you who still sail wooden boats, don't neglect the winter maintenance.

See you next year. Now, back to the banjo.

Dave Metcalfe

Scottish And Northern Championships, Hornsea, 6th & 7th May



Hornsea has had an Osprey fleet continuously since the late 1960s, which makes their Open one of the longest standing on our calendar. This year it was upgraded to the Scottish and Northerns. **Dave Metcalfe** *tells tale of this year's event.*

A **LIGHT SOUTH-EASTERLY** wind greeted the nine boats that took part. Six visitors had turned up, from as far afield as Kielder and London. At the moment we have only three Ospreys sailing on a fairly regular basis, but we managed to get all three on the water.

In Race 1, Nick Jones and Arthur Butler, in 1310, the only Mark IV at the event, showed early promise as they rounded the windward mark in the lead. They were followed by Mike Taylor and Jon Willey in 1297, who went on to take the lead as 1310 slipped back into the pack led by Viola and Mike Scott, 1261. But Nick Jones was showing us all that in the right boat he can be very competitive, and his new Hartley flier is obviously the right boat. He never fell below third right up until the final tack a couple of boat-lengths from the line. Mike Taylor and Jon Willey led across the line, followed by the Scotts. Dave Metcalfe and Pip Warner, 1286, had been dogging Nick and Arthur all around the course and slipped across the line for third place, just seconds ahead of 1310.

Race 2 saw Taylor and Willey dominant throughout for the win. Alec Mamwell paired with Malcolm Clack, 1276, chased all the way but never looked like catching them. Nick Jones showed us that his speed in the first race was no fluke, with some good speed both upwind and downwind to come in third.

So at the end of the first day Mike and Jon were firmly in the driving seat and we knew we would have to find a little more from somewhere if we were to prevent a clean sweep.

So it was a quick shower and change for everybody and then out for the Italian evening meal at Luigi's, an event which has become a tradition at the Hornsea Open. We had to be seated at six or thereabouts, which didn't give us much time, but it was much better than waiting until after ten o'clock as we had to do last year. Everybody was ready for it, and it gave certain sailors plenty of drinking time afterwards. Incidentally, Luigi's has since closed down, because of the owner's retirement, so we'll have to find a new venue for next year.

The following morning was quite misty. The wind had swung from the south-east to the north-east, still a little below force 3, making for very shifty conditions.

In Race 3, Dave Metcalfe and Pip Warner led from the first mark, followed by Taylor and Willey, who pushed hard but could never quite get past. Coming to the line, Metcalfe, slightly ahead on port, tacked for the line, but had to pinch up to make it. Mike Taylor, already on Starboard at the opposite end of the line, could free off for a bit more speed. Of













course they won by one second. Alec Mamwell, well behind these two boats, was third.

Race 4 saw the Scotts take the lead and the win, pushing Taylor and Willey down to third, with Mamwell and Clack in second. This was the only race not won by 1297. The final race should have been Mamwell and Clack's, but again Taylor and Willey gave chase, catching them at the end of the second lap and leading them across the line. Metcalfe was third, Jones fourth, and the Scotts fifth.

1297	**Mike Taylor**	**Jon Willey**	**1**	**1**	**1**	**3**	**1**	**4**	**1st**
1276	**Alec Mamwell**	**Malcolm Clack**	**5**	**2**	**3**	**2**	**2**	**9**	**2nd**
1261	**Viola Scott**	**Mike Scott**	**2**	**5**	**4**	**1**	**5**	**12**	**3rd**
1286	**Dave Metcalfe**	**Pip Warner**	**3**	**4**	**2**	**4**	**3**	**12**	**4th**
1310	**Nick Jones**	**Arthur Butler**	**4**	**3**	**5**	**DNF**	**4**	**16**	**5th**



Welsh And Midlands Championship, Blithfield, 22 & 23 April

With a good turnout of 13 boats, this was the first chance to match the new Mark 4s against the older Marks. The result was surprising. **Jon Batt** *tells it. Photographs by* **Don Stokes**.

Four new Mk 4 Ospreys were among the 13 boats in the first Osprey Open Meeting of the year held at Blithfield. This was the first opportunity to see how the new FRP Ospreys produced by Hartley Laminates would fare against the other wood and FRP Ospreys in the fleet.

Will and Simon Odling, Rob and Anthony Shaw, Nick Jones and Arthur Butler and myself and Nick Broomhall were the lucky few in the new Mk4's. It was the first time on the water with them for both Nick and Arthur and myself and Nick and oh did we enjoy the experience!

Des Menear and Pete Greig travelled up from Cornwall with their Mk 2 Osprey. The rest of the fleet arrived in a spread of ages of wood and plastic Mk3's.

Apologies to those who couldn't make the event due to a late change of dates, particularly the rest of the Kielder fleet.



Race 1- Greeted with a light southerly wind, Will and Simon Odling gained the lead on the first reach and took advantage of patches of breeze on the second beat to pull out over a minute on Mike Taylor and Jon Willey and Rob and Anthony Shaw.

Race 2- With a light southerly, the fleet searched for wind during the beats. Going the right way up the second beat, Rob and Anthony managed to overcome a one leg lead held by Will and Simon, and take the lead. At the finish Rob and Anthony were followed in by Will and Simon then Mike and Jon.

The Blithfield ladies' team enticed the majority of the sailors to stay at the clubhouse for the evening by presenting a splendid 3-course dinner. A barrel of Holden's Best Bitter had been ordered especially for the occasion and the thirsty work of catching up with old friends and discussing fleet issues soon ran it dry. The fleet then settled down for the night, hoping the forecast of 3 knots for Sunday would be exceeded. With Mk4's holding 1st and 2nd what would tomorrow bring?

Race 3- Prayers answered, with 10 knots from the north, the fleet set off with Des Menear and Pete Greig taking a narrow lead by the first mark. On the second lap Mike and John and Will and Simon overtook Des and Pete with Mike and John covering Will and Simon closely up the beat. At the penultimate mark, the Odlings managed to break through to take the race and series followed by Mike and Jon, then Des and Pete

Race 4- With the breeze filling, then dying from different directions the lead changed hands many times. Des and Pete showed that in the right hands a Mk2 can still be competitive and took the race from Jon Batt and Nick Broomhall and Phil Angrave and Peter Smith.

Will and Simon Odling won the Open Meeting and Welsh and Midland Championships in only their fourth sail of their new Mk4, with Mike Taylor and Jon Willey 2nd in their immaculate wooden Mk3 and Des Menear and Peter Greig 3rd in a magnificently maintained wooden Mk2.



Pos	Sail No	Helm	Crew	Club	Pts
1	1316	W Odling	S Odling	Marconi	4
2	1297	M Taylor	J Willey	Marconi	7
3	425	D Menear	P Greig	Mount's Bay	9
4	1317	R Shaw	A Shaw	Kielder	10
5	1311	J Batt	N Broomhall	Blithfield	10



Coniston Open, 27 to 29 May - A Personal View

Coniston Sailing Club no home fleet of Ospreys, but turnout has always been good because it is such a friendly meeting, in beautiful scenery, and, with it's testing wind patterns, literally anybody can win a race. **Alec Mamwell** *went to live there last winter, so was the obvious choice to write of the meeting.*

I **USUALLY THINK** that the Dinghy Show at the beginning of March heralds the new sailing season and sometimes, drinking beer in the Palm Court Bar with the sun streaking through the windows, it is easy to persuade yourself that sailing in shorts, in warm and breezy weather, is just around the corner. It might actually be true in the South but a trip back up the A1 or the M6 is usually sufficient to bring those who live in the North back to the reality of steamers and bitterly cold forays in winds that are often 2 forces too strong for your current perceived level of fitness or competence. It is always amazing how an early season capsize or even the threat of one serves to bring you back up to speed.

This year, however, the weather after the Dinghy Show turned worse and the snows arrived with a vengeance. That was why, towards the end of March, I had walked out of the house intent on trying out a new pair of crampons rather than doing the final jobs that would see *Jennifer* back on the water at the weekend. It was also why I now found myself half way up a snowy gully high on Dow Crag, sweating like a pig but with frozen pinkies.

I'd picked the gully as one of the easiest on the cliff because it was four years since I had done anything similar, and because it seemed wise with untried equipment. Given the big drop that had opened up below me the idea of difficulty had become relative and the steeper ice above was giving me some cause for concern. My calves had started to scream because I had kicked steps with my front points all the way from Goats Water nearly a thousand feet below and not yet found a place to stand comfortably. However the gully was in great nick with perfect neve and, on the steeper bits, decent ice so I braced myself for the final push - axe step, hammer step, axe step, bridge higher axe again then hammer alongside - bloody hell - a ledge. As I pulled myself gratefully on to this bonus I surmised that someone must have done the route the previous weekend and taken a final belay at this point. It provided a welcome rest for unfit legs and an opportunity to get organised for the steepest bit of the climb. An added incentive, the top of the climb, was now in sight and, after a quick and soothing blast on the pipe, I polished the last bit off in fine style and stepped into the sun.

Morecambe Bay spread out below me with alpine Lakeland at my back. The "hot aches" in my fingers soon passed as I found a sheltered hollow, slipped off several layers to steam in the sun and poured a welcome cup of coffee from the flask. After a brief rest I plodded round onto the "Old Man" and ate the rest of my lunch. It was with regret that I packed up and cramponed down the steep final section of the tourist route - completely unrecognisable in its winter garb apart from an obligatory tourist shuffling down on his bottom.

"I wish I had a pair of those" he said,

"I'll bet you do" I replied, somewhat smugly, as I strode by doing a fair impersonation of John Wayne on foot after a long ride.

Below me spread out the whole of Coniston Water and I could just spy the first sailing boat of the season - a cruiser - so no doubt they were well wrapped up. Must be time to start sailing I thought as I pulled the crampons off when I reached softer snow. The thought stayed with me as I crossed the Walna Scar track and followed the stream back to the house.

Two months later I walked out of the house again this time with a sailing bag on my shoulder and accompanied by an unusually apprehensive crew nervously stretching his injured wrist. The wind was bending the trees and it looked like rain. It also felt mighty strange to be walking from home to an open meeting, and for only the second time this year to be sailing an Osprey. The injury had kept Ian shore bound for most of the season and this was to be his first go in *Jennifer* this year although, thanks to Malcolm, I had managed a run out at Hornsea a few weeks earlier. We put the boat together, socialised a bit, sailed out, started and led from start to finish. Everything worked, ropes and sheets fell to hand and Ian's wrist felt fine - if only it was always so easy! Admittedly it was our weather - a good force 5/6 with possibly a bit more at times. Viola and Mike in 1261 *Lady in Red* followed us all the way round, proving that skill and imaginative rig settings allow lightweight teams to compete in full-on conditions, to record an impressive second place. Behind carnage had ruled with Robert and Anthony in 1317 *Bird of Prey* finally emerging to take third place.

Sailing out to the start of the next race we met a group of Ospreys beating up the lake.

"Do you think they've started?" I asked Ian.

"Looks like it," he replied.

We finally crossed the line in splendid isolation several minutes after the fleet, going in the wrong direction. The brilliant wind of the first race had moderated and the sun had come out. Ideal sailing conditions for most teams but no advantage for fatties especially if they cannot manage to turn up on time. Nevertheless we tacked on a big shift and picked up one of those lifts that Coniston provides from time to time which brought us back into the pack. Lucky, lucky boys!

By this time Nick and Arthur in 1310 *Brave New World* were long gone and, on the downwind leg, managed to pull out a substantial lead. The rest of the fleet arrived at the windward mark almost together. Viola and Mike got it wrong so circles ensued for them whilst another half dozen boats enjoyed a dogfight all the way down the lake. 1317 managed to escape and start the pursuit as did 1276 on the subsequent beat. Nick, for the first time in years, was sailing, lashed on by Arthur, like a demon and thought, as he passed through the windward gate, that he had won. Unfortunately for him the flags and signal were for an RS200 on a different course and the fact that they had stopped let Rob and Anthony into the lead. Not to be denied 1310 set off in pursuit and regained the lead by the next mark but on a dying breeze could not keep the lightweights out on the long run down the lake. Rob and Anthony sailed on to a win and Nick and Arthur managed to keep 1276 behind despite attempts to lure them into a tacking duel on the way to the (correct) finishing line.

Next morning we were up early. First on the boat park, we rigged and changed, determined, at least, to be there for the start. All was going well as we drifted out in a force 2. We put the kite up and proceeded to fanny about sorting ropes as you do first thing when all of a sudden we were hit by a huge gust which saw us rolling about in the bottom of the boat unable to do anything about our slow yet inevitable capsize. After a considerable amount of cursing we righted the boat and continued towards the start line to see the fleet disappearing over the horizon. Once again the wind gods

were more helpful than we deserved and we managed to get back into the pack. That was it though because we spent the rest of the race swapping places with 1310, Russell and Daniel in 1114, John and Paul in 1292, Don and Roger in 1163 and, at times, various other boats who had either drifted back from more favourable places or been promoted from lower down the order. With wind varying from nothing to isolated and short gusts of at least force 5, conditions were quite trying for all concerned. 1317 and 1261 escaped all the fun to place first and second whilst 1114 and 1292 escaped from the pack on the last beat to record the next two places

Over lunch Ken Carroll, sailing his Supernova in the next fleet and therefore able to observe our progress, remarked that it might be a good idea to start with the Ospreys rather than just in front of him. He felt strongly that such a ploy would benefit us both! So, never ones to ignore constructive criticism, we arrived on time, started with the rest, tacked on a shift and crossed the fleet on port to arrive at the windward mark in a gust designed to make the lightweights struggle with the hoist. Good advice Ken! After a splendid three sail reach we arrived at the leeward mark with a good lead from 1114 and 1317 only to watch, a hundred yards later as 1114 sailed round our personal hole to take the lead. Fortunately we managed to drift away with 1114 kindly leaving our hole to 1317 and the others. From then on it was a straight race between these two with 1114 holding out for a long time until eventually they were punished by the wind - for doing the logical thing - and 1276 slipped through to ghost away and win the race. 1317 had eventually escaped from the hole and the pack to place third. Indeed another lap and they would have probably been up with the two leading boats who had become engrossed in their duel. As we sailed back for a deserved beer Ian was able to remark that we had managed to win every race where we had started on time!

He shouldn't have said that because the next race turned into an orgy of two-sail reaching apart from odd times when, on the long reach back down the lake, the wind, in both strength and direction, suggested that the kite would fly. Given the course and the conditions we really had no choice but to try and fly the kite just to keep up. 1261 tried to emulate us on the first reach and filled up whilst well clear of the fleet. Not that the rest of the fleet felt much sympathy as they sailed past fighting the gusts and getting frustrated in the lulls. We were hit by one particular gust along, with Tim and Paul in 555, which we managed to control but they lost and went swimming. Which was just as well because I thought they were going to sail into the back of our boat at high speed. Anyway, after a great deal of shuffling and a further change of wind, which turned the course even more into a fetching procession, the finish approached with 1317 well ahead and 1261 and 1276 comfortably second and third. On any normal lake competitors would have sailed home in that order without any fuss but Coniston had one last card to play that day. We first became alarmed when 854, half a mile behind with Paddy and Tom aboard sailing their best race of the series in fourth, picked up a gust. We could actually hear them coming and, when the distance had shrunk to a few hundred yards, we started to worry and put the kite up. Wrong! Although it was obvious that their gust was freeing our first sign was a vicious header that knocked us down the hole. 854 took full advantage of this and cruised over the top to claim water among much cheering. As it happened we need not have worried. 854 tacked for home just as a really naughty gust hit and capsized them - cheers turned to curses - and 1276, having been forced wide, tacked in a gentle force 2 before heading into the gust. In front 1317 and 1261 were struggling to survive in a further gust of almost biblical nature. 1317 failed and we could see Anthony heading for another swim. Despite our encouragement (to the wind) 1261 escaped and sailed straight through the line to win. By this time 1317 had recovered and started to cover 1276 but it was pretty obvious that she was still full of water so we sailed round her to finish second and watch an unusual sight as they limped over the line followed by 854, also limping but still full of enthusiasm about their performance and result.

So after what was, even for Coniston, an eventful day we all went home and warmed our new house. Nick joined the party despite having threatened heart failure earlier in the day and we even let Willie and his hat through the door! Wish they'd been there in the winter when we were watching TV in full mountain gear!

Last day and all to sail for, with three teams - 1317, 1261 and 1276 - in a position to win. The fleet, apart from us, got away in a light and fitful breeze from the north. As we went back to the line and then did our circles 1317 took the lead and sailed away from the fleet. 1114 took a good second with 1261 finally nailing 1276 on the beat.

Surprisingly the outcome of the meeting was still unsettled at the start of the last race. 1276 needed to win with 1317 third or worse. Although 1261 had lost the opportunity to take overall honours a win would give her second place. Three minutes from the start 1163 obviously decided that *Jennifer*, despite her advancing years, was still worth mounting and the two boats became locked together. We reckon that Don had fallen asleep or been promised lots of goodies by Mr. Shaw! (Don was probably more upset by this incident than we were but we reckoned that copious amounts of free beer for the crew of 1276 would help to salve his conscience over the ensuing years!) Needless to say this was not good preparation for the perfect start and we started at the wrong end to round the windward mark next to last with 1317 and 1261 filling the top two slots. A storming close reach in a patch of decent breeze brought 1276 back to third and into contention but as the wind once again moderated it became apparent that 1317 was going to take the meeting. 1261 and 1276 tied for second with 1276 getting the nod on count back. All in all an exciting finish to a long weekend of extremely varied racing in wildly fluctuating conditions.

Next day there was an Osprey class assault on the "Old Man". As we sauntered down the South ridge well removed from the tourist hordes we could see Coniston Water spread out before us. Even at that distance we could see the gusts fanning out across the Lake and we guessed that next year would be just as unpredictable. We followed the stream home for a nice cool beer

The Truth

12 ospreys enjoyed close racing in a variety of conditions. After a hard fought contest Rob and Anthony came out on top once again but this was the closest Coniston Open for years with keen racing throughout the fleet. It was good to see the Mk.4's racing with the fleet especially as they did not get it all their own way. It was even better at the end of the weekend when we found out the Mark 4 project was on again.

Results

1	**1317**	**Rob & Anthony Shaw**
2	**1276**	**Alec Mamwell & Ian Little**
3	**1261**	**Viola & Mike Scott**
4	**1114**	**Russell & Daniel Gardiner**
5	**1292**	**Paul Heather & Jon Osgood**

IV And Against



Phil Angrave *has been at the front of the Opsrey fleet nationally for well over twenty years. He sails a Mike Mooney-built Mark III, but has been happy to witness the birth of the Mark IV. Here he gives his views for and against.*

2006 HAS BEEN an interesting period for the Osprey fleet, particularly with regard to the development and introduction of the FRP Mark IV.

As we all know, there have been obstacles and issues along the way which delayed production of the new boats, and also questioned the legality of the boats, due to changes that had been introduced without prior ratification by the class.

Based on the outcome of the 2006 AGM, held at Parkstone YC in August, I think it is fair to say that the Association membership has debated and accepted the changes that have been introduced as part of the Mark IV design, and has decided to embrace and support the new boat.

A change as significant as the intrduction of the Mark IV Osprey was guaranteed to result in a full range of emotions being experienced across the fleet, and this has certainly been the case.

There are those who see the Mark IV as the bright new future of the class, believing that history is history, and that previous Marks are not of significant importance going forward.

On the other hand, some members believe strongly that the Osprey class continues to thrive due to the longevity and competitiveness of older boats. For them, there is a great deal of concern about the introduction of the new boats, and the impact it may have on the character of the fleet. The priority consideration for them is that the Mark IV must not make obsolete the wooden and GRP boats that members have loved and invested in over the years.

And, of course, there is the middle ground, where probably the majority of the fleet sit, hoping that the Mark IV can integrate alongside previous Marks, to provide great racing on a level playing field.

So, with a full season of racing now behind us, we can talk factually about the impact of the Mark IV, and how it matches up against the older boats, so far.

Looking at the results from 2006 Opens and the National Championship, it would be fair to say that the Mark IVs have enjoyed a good level of success, without showing total domination. Wooden Mark IIIs took 1st and 2nd at both the Nationals and the Panmorra Cup, while Mark IVs dominated at Blithfield, Poole, and at the Inlands.

Closer scrutiny of the results suggests to me that, on the whole, those sailing Mark IVs are achieving results far better than those experienced previously. This is particularly evident when looking at some of the mid-fleet sailors, who would previously have been much further down the results sheet.

On the water, my view is that the Mark IVs are very fast in the lighter wind range. This was demonstrated by Will Odling easily winning at Blithfield and Poole, and also during the final race at this year's Nationals, where wooden boats led in the early stages, but could not hold back the charge of the Mark IVs over a large course in a force 2.

As the wind increases, it is possible for the good Mark III sailors to compete well against the Mark IVs. However, I suspect this is more to do with the quality of the sailors, rather than the inherent speed of the boats. Certainly Richard and Mark Hartley, who are one of the only teams who truly drive their Mark IV hard when the breeze increases, are fast in the medium wind range.

Over the Autumn and Winter, I have sailed a few times in a small fleet of Ospreys at Poole against Jeff Wear, who has had his Mark IV since July. In light winds, Jeff is showing impressive speed upwind. Certainly much, much faster than he ever was in 1270. As the wind increases, he tends to drop away, but I think Jeff would admit to being more comfortable in the lighter wind range.

In conclusion, while it's great to see that the top quality sailors came out on top at the Championship (Barker and Cooney were different class to the rest of the fleet), both sailing Mark IIIs, I believe that if you put one of the likely winners in a Mark IV, it would give them a performance edge.

It therefore follows that in order to be seriously competitive in years to come, you will probably need to sail a Mark IV. I'm not writing off the Mark III, or saying that a Mark III will never win another Championship, I'm just saying it's going to get more and more difficult.

The potential speed of the Mark IV is still evolving, and will continue to do so over the next 2 seasons at least. As sailors spend more time in the boats, they will learn what makes them buzz. Also, as owners start to experiment with quality wooden foils and proven fast sail designs, it is likely that advantages will be found.

From my perspective, the jury is still considering whether the Mark IV is what our fleet needs in order to succeed in the 21st Century. I'm positive the new product will attract new blood into the class, which we desperately need. But, if the result is that previous Marks cannot compete on a level playing field, then we risk losing many of our loyal members, which would obviously be too high a price to pay.

My personal stance is that I intend to race my Mark III in 2007, both at club level and on the circuit. I have a few tweaks and changes that will be applied to 1281 over the winter, in an attempt to find a speed edge. However, with regard to entering the 2007 Nationals, I am a 'maybe', and will make a decision based on the relative performance of the Mark IVs against the older boats at the early season opens. Basically, as long as I feel we are all competing on a level playing field, I will be there.

So You Thought I Was Being Rude?

Here's a little piece from the elder statesman of our class - **Don Pipes**.

IN THE HEYDAY of sailing ships they all had to carry at least one cannon for protection. The iron balls needed to be stored close to each cannon ready for instant use, but were not to roll around the deck because of the damage they could cause, so they stacked them in a pyramid. On top of the stack was one ball. The next level down had four, the next nine, then sixteen, and so on.

The problem was how to keep the bottom layer from sliding out from under the weight of the layers above. The solution was to make a plate, which they called a 'monkey', to sit under the bottom layer. This plate had an indentation for every cannonball in the layer.

At first the plates were made of iron, and quite quickly would rust, along with the balls, and they would stick together. The solution to this problem was to make the monkeys of brass – hence 'brass monkey'.

When the temperature falls, brass contracts quicker than iron, and so in very cold weather the indentations in the brass would get smaller. If the weather got cold enough the bottom layer of balls would pop out of the indentations and spill across the deck.

Thus it was quite literally 'cold enough to freeze the balls off a brass monkey'.

But then, being a seafarer yourself, you knew that already – didn't you?



Classic Cornish Yachting Trophy Goes Nationwide

The Panmorra Cup weekend is eagerly anticipated by many of the southern Osprey sailors, particularly those from Cornwall. **Peter Greig** *tells the story of this year's event, and reports on some surprising news for the future of the trophy.*

THE PANMORRA CUP is one of those trophies that conjures happy memories of competitive racing in fresh south westerlies and rolling seas. For many it could have been regarded as a Mount's Bay Sailing Club trophy and event, but in fact the original criteria allowed the winner to nominate any venue within Cornwall at which Ospreys are sailed. Whilst in more recent years the options have been limited, during the 60's, when the event was conceived, there were a number of fleets around the county, including Rock, Newquay and of course, at Mount's Bay. In an attempt to revive the event to its previous standing, it has been agreed with the trophy sponsors that it now becomes a nationwide trophy, so that the winning helm can now nominate any club where a recognised fleet of Ospreys sails to hold the event.

The 2005 winner, Des Menear, nominated Mount's Bay Sailing Club to hold the 2006 Panmorra Cup alongside their Open Meeting on 15/16 July. The resurgent local fleet was joined by 7 visitors, including Mike Taylor, (sailing with George Odling) – runner up in the 2005 Nationals, and Will & Simon Odling, who had already won both the Blithfield and Poole open meetings in 2006.





Saturday dawned with a moderate easterly that was forecast to increase. The first race got underway in a satisfying force 3. The proximity of the course to Mount's Bay's most famous landmark, St Michael's Mount, resulted in rather more shifty and gusty conditions than are usually recorded. The result of these conditions was a wide-open race with many place changes within the top 6 or 7. The first casualties were Richard and Mark Hartley in their brand new Mk IV. The twin pole spiro launching system that they are developing sheared off the mast, resulting in a retirement from Race 1 and insufficient time or tools to effect a suitable repair. The remaining fleet battled on with the front 3 boats making a small break on the last lap, to finish within 3 boat lengths after one and a half hours of racing. It was the scratch pairing of Mike Taylor and George Odling (1297) who took the win, with Richard Marshal/Nick Willis (1195) second and Andy Barker/Pete Greig (1280) third.

The second race got away in a slightly fresher force 4, which was now starting to create a nasty short, steep chop. Barker and Greig were first around and were largely untroubled to take a comfortable win. The next group of boats had a good battle, until the Odlings, Colin Stephens/Mike Greig (1116), and Marshall/Willis all retired, allowing Alex Morcumb/Roger Curnow (1296), Jon Batt/Nick Broomhall (1311) and Phil Angrave/Pete Smith (1281) to battle it out for the remainder of the race, with Batt/Broomhall finishing second ahead of Angrave/Smith.



That evening, in Mount's Bay fashion, the crews and volunteers were provided with a fantastic BBQ, washed down with several pints of the famous sludge.

Sunday brought fantastic heat, but the gradient light northerly was competing with the slowly developing sea breeze, and resulted in a postponement of 2 hours. Eventually the sea breeze established itself enough for race officer, Paula Morcumb, to set a smaller course and get the fleet, which was joined for the day by Enterprises and Lasers, through a further two races.

It was a case of follow the pressure upwind, with the first beat seeing Angrave/Smith rounding just ahead of Barker/Greig, with Nick Jones/Rob Shaw (1310) closing. Barker/Greig managed to take the lead coming into the leeward mark at the end of lap one, whilst the Odlings were also picking their way through the bunch. A fine battle developed and lasted through the remainder of the race, which ended with Barker/Greig taking the win, the Odlings in second and Angrave/Smith in third.

After a quick re-shuffle of the course, the final race was underway. Once again it was Barker/Greig who got the early advantage, rounding first, with a large group behind. The Odlings were caught out trying to barge in at the wing mark, but despite the light conditions seemed unable, or unwilling, to take their 720 penalty until their spinnaker was stowed at the leeward mark! The penalty resulted in them falling off the tail of the mid-fleet bunch, and allowed Adam Ellery/Chris Ryan (1299) to make a move into second, which they held for the remainder of the race. Despite their best efforts, Angrave & Smith were unable to break through and settled for third. With the afternoon drawing on, a number of other boats retired, including Stephens/Greig, Marshall/Willis and Taylor/Odling.

The win was enough to secure the Panmorra Cup and the MBSC Open Bowl for Barker/Greig. Now, where will the event will be held next year?

Results

1	1280	Andy Barker and Peter Greig	Rock/MBSC	3pts
2	1281	Phil Angrave and Pete Smith	Poole	9pts
3	1311	Jon Batt and Nick Broomhall	Blithfield	11pts
4	1316	Will Odling and Simon Odling	Maylandsea Bay	13pts
5	1296	Alex Morcumb and Roger Curnow	MBSC	13pts
6	1299	Adam Ellery and Chris Ryan	MBSC	16pts

Love Story



Mike and **Viola Scott** *placed their order for new a Mark IV before the first one had been produced, hoping it would be everything Richard and Mark promised. But when they took delivery Viola wasn't prepared for how much better it seemed to be than even she was hoping for.*

HAVING PLACED OUR order for a Mark IV at the Nationals last year it was quite a wait for the delivery. We finally travelled to the Hartleys' workshops in Derby on June 9th and proudly brought 1314 back to Kielder to be launched with due ceremony. Following Rob and Helen's example with 1317 we did it properly, with champagne and cherries in chocolate and a crowd of friends. We named her 'Think Again' to the sound of bagpipes playing 'Flower of Scotland'. She instantly proved her worth by winning three races in the afternoon.

Our first thoughts were that she feels like thistledown – so light on the helm, instantly responsive, pure joy to sail. The centreboard moves like silk and everything comes easily to hand. Being a light combination (a rare husband and wife team) we had ordered carbon spars and are delighted to find they make a definite difference in the gusts. We are also firm believers in adjustable shrouds which we had in 1261. She is a well thought out boat that we have settled into with ease. The trouble that the Hartleys had taken with the setting-up was immediately evident and much appreciated.

For the next few weeks we had some excellent club racing against good boats, including 1317 – another Mk IV, and some mid-week sessions to tweak the settings. The results were good. We were looking forward to the Nationals. But then disaster struck in mid-July. Bad back trouble! All I could do was walk around as sitting or lying down were excruciating. The physio told me he could get me back in a boat for the Nationals - but not before. Getting into a boat was forbidden. Not hard to obey because travelling in a car was so uncomfortable. All our hopes for doing well at Parkstone were fading away.





We made it down to Poole but the forecast for Sunday was depressing for us – strong winds - to say the least. We got out onto the water but I was having trouble getting under the boom so we were very sensible, turned round after a few minutes and came ashore, hoping that the entire series could be sailed and that we could take the two Sunday races as our discards.

Monday, and we did get out to the starting line. All going well, the boat was pointing high and we had decent speed, but I was still being a bit cautious moving about. We got a 19th and a 13th, which we were pleased with. Best of all, sailing appeared to be very good for my back, which felt better (but that might have been the anti-inflammatories).

Tuesday we were glad to find ourselves back towards the front half of the fleet. In the afternoon race the wind got up a bit so we raked back at the end of the first run and really began to shoot along, even when taking it easy on my back. This was noticed by others who came to discuss the merits of adjustable shrouds. Two more 13ths felt good.

Wednesday we tried to go for the same settings and had what felt like a good start. It was - 2nd at the windward mark! We didn't expect to stay there long, but it was a whole lap before 1316 overtook. This is not a position we generally expect to be in in the Nationals and it was hard to take it in, but no-one else seemed to be getting close. Then the wind died down a little and we contemplated adjusting the rake again – but what if we got it wrong and slowed down? So we wimped out and the Hartleys in 1312 swept past on the final beat. Finishing the event with a 4th was beyond our wildest dreams. What an amazing euphoric! It took me all the way back to Scotland that evening with only one pain killer.

For the rest of the year we have been getting faster and faster up North. Dave Metcalfe asked if we still get goosebumps every time we take the cover off – and we do! Every outing is a delight, in strong winds or light, and those club members who have crewed me agree that 1314 is absolutely gorgeous.

This year Osprey sailing at Kielder has hotted up, and there is obvious renewed interest in the class. We now have active, good quality boats sailing regularly, as seen at Parkstone. My back is now 100% again and we are starting to believe we should be at the front of our fleet, even when Rob is there. (Dangerous thoughts – pride comes before a fall!) We can't wait for next summer and Porthpean, to be part of the whole fleet again.



A Short History Of Mount's Bay Sailing Club

Mount's Bay Sailing Club, at Marazion in Cornwall, has been a major force in the Osprey world for almost 50 years. Here's a brief history of this period from their fleet rep **Peter Greig**, *with thanks to MBSC archivist* **Harvey Richards** *for his invaluable help.*

THE CLUB WAS formed on 14th September 1938, when the owners of the 18 foot West of England Conference Dinghies, locally known as Mount Jolly boats, met in the Working Men's Club on Marazion car park. After just one season, the Second World War began and it was not until April 1946 that the Club re-formed at the end of the hostilities.

Prior to 1938, competitive sailing had been confined to the annual Marazion and St Michael's Mount Regattas. This event comprised a full programme of up to ten classes of sailing boats including Cornish Luggers, Brixham Yawls, French Crabbers, local Jolly boats and occasionally the huge 'J' Class yachts, *Britannia, Velsheda, Shamrock* and the America's Cup winner *Endeavour*, sailing over courses of between twenty and seventy miles.

Two of MBSC's most prized trophies were won by Capt. Mitchell of Castle Gayer, at the Mount's Bay Regatta of 1853, which was attended by the then Prince of Wales. These cups, still awarded annually,are now known as the Mitchell Cup and the Castle Gayer Cup.

In the early 1950's Uffa Fox, the Olympic sailor and designer, based at Cowes on the Isle of Wight, designed and built the 18 ft Jollity for Mount's Bay and sailed it in the bay in May 1954. This was a beautifully finished varnished planing dinghy of moulded plywood and soon a class of five boats was sailing at the club.

At the same time, Ian Proctor of Lymington designed another very successful 18 ft boat, the Osprey, and many members of MBSC felt that this boat was more suitable to the varied and often extreme weather conditions experienced in Mount's Bay. Initially ten boats were ordered and in the season of 1960, 15 boats were sailing regularly at the Club. In 1959 the second Osprey National Championships were hosted by MBSC, with our own Peter Gartrell finishing runner-up. He went one better in 1960 at Stone Sailing Club to become National Champion. The 60's and early 70's were the golden age for the MBSC Osprey Fleet. During these years there were over 40 Ospreys in the club – the largest fleet in the world. The highlight was possibly in 1970. The national championships were held at Saundersfoot, with an entry of 99 boats. MBSC helms took the first five places: Ken Robertson, James Curnow, John Mathews, Ian Roxburgh and Neville Noye. In that year there were also no less than six Osprey Open Meetings held at MBSC.

MBSC has hosted the Osprey National Championships on 8 occasions and holds the record for highest turnout when 123 boats competed in 1976. Despite not hosting the event since 1994, it still stands as the most popular venue for this prestigious event. 1994 marked a fantastic period for the fleet local fleet. James Curnow, John Mathews and Raymond Jebbett were still regularly competing whilst a new Osprey generation was emerging who continue to strive to emulate their predecessors.

From the late 90's through to 2004, the fleet was split with a newly-formed Penzance fleet. Whilst racing in Mount's Bay did suffer over this period the class maintained its presence. The combined fleets have now returned to Mount's Bay providing an overall fleet in the region of 20 Ospreys and increasing participation in the domestic calendar, with a regular 7-8 boats competing in the 2005 season, and up to 10 boats already recorded in 2006. With the merging of the two fleets has come an increased standard of competition identified at both local and national levels.

Since 1965 the most sought after domestic prize for the fleet has been the Batchelor Carmody Bowl, which is presented to the yachtsman with the highest number of points in club races for the year (with the low points scoring systems, the criteria were reconsidered appropriately). James Curnow received this award on 10 occasions between 1965 and 1977, with Des Menear also being a regular recipient taking the title on 6 occasions between 1992 and 1998.

2006 has seen the development and production of the Mark IV Osprey, through the investment and passion of Richard & Mark Hartley. With the new product has come undoubtedly a renewed interest in the class. I am sure that this investment has secured the existence of the class for the foreseeable future. For 2007 we are able to celebrate the Golden Anniversary of Ian Proctor, with an event being arranged in Falmouth. Also, we have our own 50th National Championships being held at Porthpean SC. We look forward to seeing you all 'on our patch' in the near future.



MBSC Members Osprey National Championship Roll of Honour

Peter Gartrell, National Champion - 1960
Runner up – 1959, 3rd – 1962
Ken Robertson, National Champion 1964, 1966, 1969, 1971
Runner up – 1970, 1974
John Mathews, National Champion 1968, 1970, 1972
Runner up – 1965, 3rd – 1969
Neville Noye, Runner up – 1966, 1967, 3rd – 1965
James Curnow, Runner up – 1969, 3rd – 1974, 1976
Derek Cattran, Runner up – 1978,3rd – 1979
Andy Postle, Runner up – 1991
Raymond Jebbett, Champion Crew 1968, 1970, 1971, 1972



Meanwhile, Back In The North

Alec Mamwell *believes in putting it about - his Osprey, that is. Every year he manages to sail in an event where few Ospreys have gone before, giving our boat some much needed exposure. Here's his story for this year.*

Jill, Ian, Angela and Alec went back to Lochaber Yacht Club again this year to take part in their annual Regatta. We can confirm that some things never change. This includes sea level clag, tides that go up when they should be going down and down when they should be going up, midges, good beer in the Grog and Gruel and Wayfarers, that you hardly see, thrashing you on handicap aided and abetted this year by an RS600. Alec and Ian did slightly better this time only missing out on the top spot after count back. Meanwhile Jill helped a Soling into 3rd place and Angela helped a 24' called *Hot Toddy* win the Sunday race for cruisers.

Some things, however, do change. There was no piper in the Grog and Gruel so getting a seat was more difficult, no *Tangle of the Isles* which had lost its mast in the Scottish Series and, perhaps most importantly, there was another Osprey to sail against. Unbeknown to us the chap who had shown some interest in *Jennifer* the previous year had nipped out to Reading to purchase 1268. Encouragingly since it arrived at Lochaber others have shown an interest in joining him which would be good because Loch Linnhe is not a bad place to sail Ospreys.

With all due respect to the previous owner 1268, now renamed *Bird O'spray*, must be one of the most over engineered dinghies that we had ever seen. Amazingly everything worked but there was so much string all over the boat that it would have proved hard for even seasoned Osprey sailors to pick the right bit at the right time. *Jennifer* is a simple boat for simple people so on the Sunday morning we rigged the two boats and placed them together on the hard. Even though we are no experts in boat tuning and fitting out it was easy to demonstrate that our single pole system was much more efficient than the twin pole system on 1268. Our humble advice was to convert to single pole and, once all that cordage and elastic was out of the way, we could then look at ways to simplify even further. Unfortunately the owner will not be able to join us further afield this year but hoped that he might be able to attend some northern meetings in 2007. We look forward to seeing him.

This year the sailing was mainly light wind stuff but, on the Saturday afternoon the sun got out , the clouds lifted and Ian, finally, got his view of Ben Nevis which, you may remember, had been a promised inducement the previous year. It certainly was a splendid view, made much more dramatic by the way the clouds cleared in front of us, which was well worth the wait. Even missionary work has some compensations!



Ogston Open , 29th & 30th April

It's nearly twenty years since the Class held an Open at Ogston, in Derbyshire. There were only four boats there, but everyone enjoyed some competitive racing. **Nick Jones** *sent this report.*

The Ospreys returned to Ogston Sailing Club for an open meeting for the first time in many years. Sadly only four boats entered but this was primarily due to the late entry of the event in the calendar.

The first race started in relatively light airs with Nick Jones making an early break, however on his first tack he forgot his crew needed to know so *Brave New World* went for its first swim. This allowed Jon Batt to take the lead followed by Willy Crichton and Chris Dickinson with Nick tailed off by 200 yards. Through the race 1310 gradually gained on 1181 and 1159 and although a long way behind at the finish had gained second place.

The second race took place in a real drifter Nick tried a port end start, which ended up by being a Port End stop. Once he got going he slowly pegged the others back and ended up once more in second place with Jon again taking first place.

Third race was very much a procession with Willy Crichton winning Nick in second and Chris third. Jon and Nick had gone home.



Sunday morning started with no wind, Chris Dickinson took *Brave New World* for a spin while Arthur and I watched on. As we were not aware of the starting signal we ended up swapping boats back within a minute of the gun - perhaps the most exciting bit of the weekend. The race that followed was an orderly affair with Jon Batt and Nick Broomhall, 1311, winning,

The fifth race was somewhat more exciting. With 3 legs to go Nick led with Jon in second and Chris in third. Over the next 300 metres this order was reversed and Chris won with Jon second and Nick third.

The last two races showed no notable events with Jon Batt and Nick Broomhall winning both

It was great to return to Ogston once more and the club was an excellent host. Chris and Brian please see if they will do it again next year, and hopefully we can give you a better turnout.

Results

1	Jon Batt & Nick Broomhall	1311
2	Nick Jones & Arthur Butler	1310
3	Chris Dickinson & Brian Kelly	1158
4	Willy Crichton & Mark Jefferies	1181

Jon and Nick also won the Handicap prize

Nick and Arthur were fifth in the Handicap

Bala Weekend, 1st & 2nd June

Only one Osprey turned up to fly the flag at Lake Bala in Wales, but with sixth place , **Nick Jones** *and Arthur Butler did us proud.*

IT IS SOME 12 years since I took part in the Bala Weekend. In those days you would see a high Osprey entry and about 120 boats competing. Arthur and I felt it would be good to go along and see how we could do in general handicap racing.

We arrived at 9:00 on the Saturday morning The water was like glass with not a ripple to be seen, and we feared that there would be no racing, but by the time the briefing took place there was more than enough wind for a reasonable race to be held.

With 15 seconds to the start there was an almighty wind shift and you could not cross the line on starboard. We eventually had enough room to tack and the race was underway. The first leg was a long beat / fetch to a mark about halfway up the leg and we rounded with a Fireball and several FDs in front but we seemed to be making good ground. When we reached the end of the lake there were 5 FDs, the same Fireball and an RS400 ahead. The next leg was a run and as we gybed to head off we got a good gust, which took us past the Fireball, a position we held for the remainder of the lap.

Then things started to go wrong. By the time we reached the bottom end of the lake Gareth Caldwell had passed us in his International Canoe. Starting back up the beat we had a Coniston moment when you almost follow the wind in a circle. The boats around us did not suffer this fate and we were passed by 4 Fireballs, a Hornet and one more FD. By the time we were sorted out we were almost 5 minutes behind the part of the fleet that we had been sparring with earlier. The next lap was spent catching up and the gap had been significantly closed by the time we reached the windward mark on the third lap. We had by now passed the Merlin and two of the four Fireballs that had passed us earlier. Still in front of us were a Hornet and Fireball that were catchable. Down the run we passed both the Hornet and the Fireball, and surprisingly we had caught the RS400. The final leg was a close three-sail reach where we expected the 400 to take us, but pleasingly we managed to beat the RS to the line. A satisfactory race and result, and in all probability, the best day's sailing that Arthur and I have had in *Brave New World*.

In total 31 boats competed in the fast handicap of which 18 completed the course and we were pleased to find we'd come sixth overall.

The following day was a pursuit race which was originally intended for a three hour duration, but again the lake was like glass and there was barely a puff of wind, but by 12:30 it had filled slightly and it felt reasonable to attempt a race, but for only two hours. The Osprey was scheduled to start 22.5 minutes after the first starters but we ended up rolling about the start line and eventually crossed it 2 minutes after our gun. The first beat was hard work but by picking our route through we were lying in 6th place at the windward mark.This took us onto a tight starboard reach, and on reaching the mark we were in second place with just the Merlin ahead. Down the two legs, which were both broad 3-sail reaches, we were passed by two of the Dutchmen and down the beat we succumbed to another 3 FDs. Also the Merlin, which had been but a few feet ahead for the majority of the race, had got clear ahead. When we reached the windward mark I felt we could still catch the Merlin and two of the FDs

This situation was also being assisted by two of them having a luffing match, and Arthur and I ended up being the beneficiaries, taking two of the Fireballs. But the Merlin was still there to be caught. The next leg was a run and in the earlier laps the Merlin had gone in a straight line, which he did again with just minutes to go. Arthur and I set off on a broad starboard reach and the Merlin was coming back to us as was P Doran in the Dutchman. When the gun finally went we had passed both to take 6th place.





The **Pursuit Results** to 8th Place as shown below. In total 21boats competed.

1 G Caldwell International Canoe
2 R Pye & N Pye FD
3 L Lingard and J Whitaker FD
4 J Bridges and P Hadfield FD 5
6 N Jones and A Butler Osprey
7 T Dale and D Barnsley Merlin Rocket
8 P Doran and R Phillips FD



Nationals Results

Sail No	Helm	Crew	Club	R1	R2	R3	R4	R5	R6	R7	Total	Nett	Rank
1280	A Barker	P.Greig	Rock&MBSC	4	5	1	6	1	2	11	30	13	1st
1290	M Cooney	P Frith	Poole	1	2	6	9	10	1	14	43	19	2nd
1312	R Hartley	M Hartley	Blithfield	6	22	10	5	3	11	2	59	26	3rd
1207	M Lewis	S Maunder	Poole	5	7	9	1	22	6	20	70	28	4th
1272	A Laing	S Brown	Poole	7	4	4	11	16	7	8	57	30	5th
1195	R Marshall	N Willis	Poole	2	3	10	15	7	16	9	62	31	6th
1194	G Rose	S Birch	Poole	11	11	5	10	8	5	3	53	31	7th
1316	W Odling	S Odling	Marconi	32	13	7	12	5	8	1	78	33	8th
1085	O Chess	D Charles	Mumbles	3	5	15	17	9	9	10	68	36	9th
1281	P Angrave	P Smith	Poole	13	6	8	8	2	34	18	89	37	10th
1297	M Taylor	J Willey	Marconi	14	14	13	4	4	10	6	65	37	11th
1199	G Odling	A Smith	ASA	32	9	11	2	17	4	13	88	39	12th
1311	J Batt	N Broomhall	Blithfield	12	10	22	7	19	3	7	80	39	13th
1317	R Shaw	H Lewis T Holland	Kielder	8	8	18	3	11	34	15	97	45	14th
1116	C Stephens	M Greig	MBSC	32	36	2	14	14	14	5	117	49	15th
1114	R Gardiner	C Rawlinson	Coniston	15	15	16	18	6	12	12	94	60	16th
1314	Viola Scott	Mike Scott	Kielder	32	32	19	13	13	13	4	130	62	17th
1299	Adam Ellery	Chris Ryan	MBSC	10	16	17	16	12	15	19	105	69	18th
1276	A Mamwell	Ian Little	Kielder	9	12	20	20	27	17	24	129	78	19th
1318	R Hobson	O Hobson	Shoreham	17	22	2	25	21	18	2	158	103	20th
1292	P Heather	J Osgood	Wilsonian	36	36	21	22	23	22	16	172	104	21st
1181	W Crichton	N Eggett	Kielder	32	36	24	24	15	20	22	173	105	22nd
1319	J Wear	C Playfair	Poole	32	36	14	2	24	19	21	174	106	23rd
1310	N Jones	A Butler	RYA	32	36	28	21	20	24	17	178	110	24th
1261	F Holland	F Scott	Kielder	32	18	23	26	28	23	25	175	115	25th
854	P Lewis	S Gibbons	Kielder	18	17	34	34	30	21	30	184	116	26th
1203	M Richardson	D Bourne	Poole	16	22	29	29	29	25	36	186	121	27th
1205	K Gibbons	J Gibbons	Blithfield	36	36	12	23	18	34	36	195	123	28th
1004	P Cormie	J Ryan	MBSC	32	36	26	19	26	34	23	196	126	29th
1295	P Reeves	A Ford	Poole	32	36	25	27	25	29	27	201	133	30th
521	Don Pipes	Dave Shaw	Blithfield	32	36	30	30	31	26	26	211	143	31st
936	R Pointon	N Pointon	Poole	32	36	33	31	32	27	31	222	153	32nd
1246	C Herbert	S Herbert	Kielder	36	22	31	32	36	34	36	227	155	33rd
1265	J Bowden	T Bowden	Weymouth	36	36	32	36	33	28	29	228	156	34th
1298	M Atkinson	Dave Solly	Poole	32	36	36	36	36	36	36	248	176	35th
1273	R Thomas	C Skinner	Netley	36	36	36	36	36	36	36	252	180	36th

Prize	Winners
Creeksea MkII Trophy	**Don Pipes & David Shaw - *Geronimo***
U21 Helm Trophy	**Fergus Holland & Francis Scott - *Lady in Red***
U21 Crew Trophy	**Robert Shaw & Hannah Lewis & Tom Holland - *Bird of Prey***
Filey Novice Trophy	**Jon Batt & Nick Broomhall - *Oh-Spray***
Masters Trophy	**Andy Barker & Peter Greig - *Obsession***
Over 40 Helm - Tubbs Trophy	**Will Odling & Simon Odling**
Over 40 Crew - Tenby Tankard	**Martin Lewis & Stuart Maunder - *Schiaffino***
Lady Helm Trophy	**Viola Scott & Mike Scott - *Think Again***
Stubley Trophy	**Paddy Lewis and Stephen Gibbon - *Flying Machine***
Forsyth Lang 100 Up Trophy	**Richard Marshall & Nick Willis - *Another One Bites The Dust***
Lady Crew Trophy	**Robert Shaw & Hannah Lewis & Tom Holland - *Bird of Prey***
Stubbs Trophy	**Nick Jones & Arthur Butler - *Brave New World***
Endeavour	**Alec Mamwell & Ian Little - *Jennifer***
Team Prize	**Poole A Team - Peter Frith, Richard Marshall & Gavin Rose**
Special Trophy	**John Bowden**
Chairman's Tankard	**Francis Scott**
Wilkinson Sword	**1st Robert Shaw and Various Crew** **2nd Alex Mamwell & Ian Little** **3rd Viola & Mike Scott**

The Nationals Gallery

Here are just some of the photographs from **David Harding** *of SailingScenes.com . They can all be ordered from him via his website.*















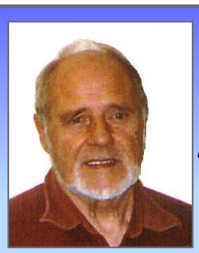

1195




1312







Southern Area Championship, Netley, 23 & 24 September

Since the Netley event was put on the calendar turnouts have always been high and the competition very fierce. This year the turnout was the lowest it has been, but the competition was still fierce. **Bob Thomas** *tells the story.*

WITH ONLY EIGHT boats at the meeting it was a big reduction on the numbers in previous years. The weather was just right with no shortage of wind, nor too much. A smart south-easterly for most of the time blowing straight up Southampton water lasted over both days, with plenty of sunshine.

Saturday's racing was conducted with a fairly strong ebb running by the second race with the wind creating a fair 'Chop'. Conditions in which the Osprey excels and tidal tactics were of use, even so there was little in it for the first race, a choice of staying inshore or out into the start of favourable tide.

Martin Cooney and Peter Frith made a cracking start and held first place for the duration. George and Melissa Odling followed them for the first lap but were passed by the other branch of the family, Will and Simon, who took second place at the finish



Will and Simon started the second race in a stronger tide by taking the lead for the first lap, but Martin and Peter managed to finish ahead.

A rather good supper was served that evening together with a reasonable supply of ale making the end of the day pretty pleasant, watching one of 'Those Sunsets'!

On Sunday there was a bit less wind for the first race and tidal conditions opposite to those of the previous day.

There appeared to be differing opinions among the fleet on which route to take, but it seemed to be a case of 'Take your pick', Will and Simon led for the duration, Martin and Peter in hot pursuit with Rob Shaw finishing third

A fairly sharp increase in wind strength for the fourth race made it very quick. Martin and Peter led the way from start to finish and Robert finished second after hotly pursuing for the duration

The last race was also conducted in pretty fresh conditions, a patch of cloud moving over bringing some squalls with it.



Again, Martin and Peter led the way, Will and Simon following, closely all the way.

Some very smart spinnaker work at the weather mark was observed to pay real dividends.

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RESULTS

1st	1290	*Swiftwun*	Martin Clooney Peter Frith
2nd	1316	*Odeline*	Will Odling Simon Odling
3rd	1317	*Bird of Prey*	Robert Shaw Anthony Shaw
4th	1199	*Merlyn*	George Odling Mellisa Odling
5th	1310	*Brave New World*	Nick Jones, Arthur Butler
6th	512	*Geronimo*	Don Piper, D Shaw
7th	1273	*Frustration*	Bob Thomas, Cliff Skinner
8th	332	*Windhover*	John Searle, J Butle





The new Hartley Mark IV Osprey modelled by Phil Morrison



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Sailing that ticks all the boxes:

- PY 940
- Manageable - superb on waves
- Wide weight range - 20-34 stone
- Race two or three up
- Ready to race - **£7,995.00** incl. VAT (complete boat including sails)



Rob Shaw

(age 49 & 70kg) has been sailing Ospreys for over 20 years. Bird of Prey is his fourth. He believes this to be the best one yet - all the performance and stiffness of wood, with all the ease of FRP ownership. He has total confidence in the boat's ability to be sailed in all conditions, whether sailing with his son Anthony (age 21 & 65kg), wife Helen (statistics withheld) or three up as he did at the nationals this year, finishing in the top third. His crew on this occasion were two youth sailors from his home club, Keilder Water, Tom Holland (age 16 & 65kg) and Hannah Lewis (age 14 & 55kg) - for their first taste of performance symmetrical sailing. Both have been brought up on the traditional sailing route of Toppers (which Hannah still sails) and Tom sailed(s) skiffs. Nothing however had prepared them for the Osprey nor its capabilities but their grins and enthusiasm from their adventure told its own story. They will, given the opportunity, be back for the 50th Nationals, taking place in Porthpean in July 2007.

The Mark IV Osprey is the jewel in the crown of the stable of boats being competitively built by Hartley Laminates in Derby. We also make the Wayfarer, Kestrel, Wanderer, Gull and Supernova. All built to the same rules, excellent quality, complete package, unbelievable value for money. If you would like a trial sail, demonstration boats are located at over the country, please contact Mark Hartley on 01332 369751 or mark@hartleylaminates.co.uk

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For general information about the Osprey - visit the Osprey association website
www.ospreysailing.org.uk
or talk to Dave Metcalfe on 01964 535829
The Osprey Association will be on the FastSail stand at the Dinghy Exhibition in March.

OSPREY

The Season In Surrey, BC



The Surrey, British Columbia fleet is almost as large as any Osprey fleet in the UK, yet it is the only one in North America. Although they sail in splendid isolation, they dominate the club's fleets, and competition is very fierce. Last year three much newer boats were imported . How did they fare against the established boats? **Paul Jenkins**, *new owner of 1251, tells us.*

AS I GAZE out of the window looking for inspiration to begin writing this article, summer seems such a long time ago even though we barely finished racing six weeks ago. It's a chilling minus 6°C outside where yesterday's 16" snowfall glistens under a clear blue sky. To those who haven't travelled to this part of the world that might sound typical of Canada. "The Great Frozen North" as our neighbours to the south like to think but here in the most southwestern corner of mainland British Columbia nothing could be further from the truth. Barely once or twice a year we rejoice in a few inches of snow, it looks pretty, the kids love it and the media thrive on it. We willingly shovel our driveways safe in the knowledge it will soon be gone.

Besides, given the right location snow can be a marvellous thing. Four years from now world attention will be focused on Vancouver for the 2010 Olympic Winter Games, the Alpine events taking place a couple of hours drive north of here at one of our local ski hills, Whistler.

Looking back though it was a glorious, sun-drenched summer beginning late spring and continuing through September, covering most of our mid-April to mid-October season. The wind and tide were typical, that is to say light to medium from the South and generally flooding along the channel before covering the sandbanks. Yes, sailing in Mud Bay isn't without its challenges until you've figured out the best way up and back and hey, did I mention the weed which typically sweeps in after a stiff breeze out in the Georgia and Juan de Fuca Straits. Like all boats here that are serious about racing, each of the new boats had to adapt their fixed rudder systems to incorporate a positive uphaul and downhaul to flush away the debris that seriously damages your performance. On the upside we beach-launch mere yards away from the clubhouse, the water's relatively warm, plus we have dedicated tower and rescue boat crew, meaning there's no need to lose a single day's sailing. In addition, most of us living locally arrive in t-shirt and shorts, sail that way and go back home that way. It's all very efficient and there's no better way to spend an afternoon or morning if you ask me.





After the long winter break it's always the "keeners" that arrive back first, none more so than Rob Hall. 1300 was sitting pretty, sandwiched between a new Sitech dolly and boom-over cover fully two weeks before opening day. Our annual Clean Up, Pay Up day was a great success, as usual followed by racing the very next week where 1300 streaked to victory in the Starting Gun. Rob's wife Candy loves the new boat, especially the spinnaker or "rocket", as she likes to call it, which just powers along in lively air much to everyone's chagrin.

Interestingly there are quite a few husband and wife teams at the club, which in the context of club racing Saturday and Sunday for the vast majority of a six month season, has to be a wise move. How else can you get away for so much time and remain blissfully wedlocked, let alone condone the ongoing expense of boat ownership. There are some cunning guys out here I tell you.

Oh but it's tough to get ahead of Huggett, Colin that is of 1277, and even tougher to stay ahead. If we only had a "loonie" (affectionate name given to the Canadian Dollar due to the "Loon" duck sitting flip side to the Queens head on every one dollar coin) for every time we've been ahead at the windward mark only to be trailing at the finishing line we'd all have new sails by now. Savvy, skilled and vastly experienced (Colin does things like the Worlds and Nationals in his Fireball), he's tough to beat. We all have our day now and then, but over the course of a year it's Colin who needs the shopping cart on presentation evening.

Come to think of it one of my most memorable days this year came after I'd turned up without a crew hoping to coerce some poor unsuspecting soul out on the wire only to find Colin loitering around. He wasn't planning on racing that day because he was shortly heading downtown for a "Who" concert. Clearly intrigued with the idea of crewing on 1251 to evaluate her strengths and weaknesses, he slipped on the harness just as the wind began to build. Today we were in for a real race, fast and furious planing and all. I can't quite remember if it was 3 out of 3 or 4 out of 4 but Rob subsequently banned us from racing together ever again, suffice to say it wasn't even close! For any relative newcomer to the sport to have such experience on board is a wonderful thing with more lessons learned that day than you would expect over half a season.

After their first full season the "new" boats; 1251, 1277 and 1300 have now generally been accepted as being faster, not only by their relevant performance on a Portsmouth handicap basis but, more accurately, by comparison to the existing Osprey fleet and in particular "The Red Boat" 1014, a fastidiously maintained Mk3 Westerly sailed by David Clift, son of our club's late founder Dick. He's been a perennial winner in 1014 longer than anyone can care to remember, even just turning up once a year to take home the family silverware the "Clift Trophy". Alas, no more, Rob's quest to land the big one finally materialised this year when he successfully steered 1300 to victory. Our new Commodore this year, Al Oliver, a seasoned Osprey sailor and previous multiple trophy winner in his fibreglass mark two 945, has endorsed this sentiment several times back on the beach between races saying, "I just can't keep up with you guys, I just try to stay close and hope for a big mistake".

Challenged at last however, David rose

above his disappointment to subsequently win the The Founders Trophy aided by his visiting brother Rick. After some very tight results they skillfully edged out 1277 on the second day at the final leeward mark to take the victory gun. The Clift Boys were back.

Whether this leads to people investing in new sails and equipment for the existing fleet remains to be seen but there's certainly terrific interest in the class and I doubt these boats will be the last to make their way over here. The newer boats have fired people's imagination for sure, although that's somewhat tempered by our landed costs here which seem ridiculous from a UK perspective, meaning you practicaly double the purchase price.

For myself and 1251, taking 2nds and 3rds away from either 1277 or 1300 seemed destined to be the order of the day, never quite achieving that all-important first place on the podium. But as the leaves began to fall, so did the victories, with creditable wins in our annual fun event The Rum Race - guess what that entailed between races - and the last race of the year, The Freeze Up Trophy, aided valiantly, it must be said, by back-up crew Mary Ponsford on a cold, wet, blustery day. On the basis that you're only as good as your last race this was the perfect season finale.

2006 also saw the racing rules garnering more attention at SSC than I believe they ever have, where typically the laid-back west coast atmosphere of our club reigns supreme. Racers at the cutting edge of the fleet discovered a taste for the finer points of rules and tactics, asserting their rights forcefully. In fact at the start of the season there was quite a bit of bumping and barging going on around the marks, but thankfully as the season wore on this happened less and less. I can only think it's because everyone smartened up. I'm not aware of any formal protest ever having taken place here yet, although we do have that provision in place. Invariably, issues are resolved between races on the beach with one of our resident sages, who deciphers who should have done what and when before we head back out for the next race. It's a sign of the times that the racing is getting tighter, and in my opinion can only be a good thing for everyone's long term improvement, so long as we all continue to maintain our gentleman's code of ethics.

In summary, 2006 turned out to be an overwhelming year of Osprey domination in our Portsmouth based handicap racing. With a season average turnout of a dozen boats the Osprey fleet dominates the numbers, closely followed by Lasers and Albacores with a smattering of everything else thrown in. Couple this with the tendency of the more able sailors to be sitting in an Osprey it's no wonder perhaps. However, this years dominance and in particular the "advantage" of the newer boats has opened up the hot button topic of handicapping and how and why the current situation might not be working that well for us. It's generated thoughtful presentations and response from all classes. No doubt our esteemed Fleet Captain Huggett, along with our executive will be working hard to find an equitable solution for what promises to be an interesting season ahead.

Wishing you a Merry Christmas and Fair Breezes in 2007 from everyone at Surrey Sailing Club.





Ribble Scribbles

The last few years have been tough for Ribble members. Their jetty problems have been well chronicled in this magazine. This year they have struggled to get their fleet back on track. **Don Flannery** *explains.*

THE 2006 SAILING season at the club has been somewhat mixed to say the least. It was expected that the return of the new jetty would result in a resurgence of dinghy sailing back on tidal water.

We had hoped that most of the juniors from last year having been trained on Fairhaven Lake (the local pond) would now be ready to progress to the river but this has not materialized.

Although some of the younger members are still quite young for river sailing, four of the more experienced juniors have moved to Royal Windermere Yacht Club and have now been selected to represent the UK at the Mirror Worlds in South Africa next year.

This speaks volumes for the standard of training at the club but does little to promote future junior sailing on the river which is what the training programme was set up to do.

We still have 7 Ospreys but only 4 have been out sailing regularly this year.

One of the older Ospreys 946 (a Westerly MK2) which was looking a bit tired is now under a new owner who has decided to completely re-deck the boat which he hopes will be ready for the start of next season.

The owners of Legal Eagle 1256 have shown little interest this year stating having other "commitments" and making the need for a new set of sails an excuse for not sailing (what can you say!).

Although we have gained a new member with an old Mk2 Osprey from Blackpool Light Craft Sailing Club, we have lost 1150



which I think has gone north of the border.

Its owner Rick Hoad has decided after 20 years of Osprey sailing that he is getting too old for this high performance dinghy and is now looking for a 420 (how sad can you get).

On the positive side I have loaned the owners of 946 (two 20 year olds) 1138 Tickled Pink which I think is one of Alfie Hawksworth's old boats which they are sailing quite well.

Willy Crichton remains our most active member on the circuit and this year represented the club at the Osprey Nationals, the Bloody Mary at Queen's and the Inlands at Rutland. He is not getting any younger but seems to get better with age.

A number of us have always tried to support the Kielder Open but were unable this year as the event clashed with our September regatta.

After a call to Mike Scott (commodore at Kielder) we have made sure that this does not happen in 2007.

Although things at Ribble could be better, the highlight for me in 2006 was the decision of Richard and Mark Hartley of Hartley Laminates to continue the manufacture of the new Mk4 Osprey.

The boat looks and performs like a real thoroughbred which I am sure will now promote the class for many years after my sailing days are over.



A Year In An Osprey

Paddy Lewis *hadn't done any really competitive sailing for years, until he bought his first Osprey from Ken Carroll after last year's Inland Champs. So how has he got on? Read on. Photo by* **David Harding.**

THIS YEAR AT the Inland Championships at Rutland Water, I fell in with a bunch of Osprey rogues and found myself being dragged kicking and screaming to the pub on the Saturday night, where I was made to drink far more real ale than my slender frame can take, after which I agreed to write an article about my first year sailing an Osprey. So here we go.

I decided to buy an Osprey in 2005 having watched the Open at Kielder from the committee boat, whilst hindering race officer Roger Edwardson, eating his sandwiches and peeing over the side after drinking his flask of special coffee.

To cut a long story short, I became the very proud owner of 854 after the Inlands at Rutland Water in October 2005. The boat probably doesn't need describing as the conversion from a Mark II to a Mark III has been well documented, other than to say that Dave Rose and Ken Carroll made a great job of it.

You'll be wondering how a country bumpkin from Norfolk ended up sailing at Kielder. Well that's a long story for another time, but the short story is that the car broke down in Northumberland in 1992 and we stayed. If you haven't been to Northumberland before, then I suggest you make an effort to come and if you have an Osprey, come and sail in our Open. I know its uphill from the south, but once you've been you'll want to come back.

I've been sailing on and off, mostly off, since I was a kid, most recently in a Laser 2, which was far too small for me, even with my very light children. I must have got bigger since I was 18! I pondered for about 10 minutes the idea of a Laser 4000 or an RS 800 but soon realised, having sailed an 800 on holiday in Turkey, I need to think again!

After buying 854 I was itching to start the 2006 season. Other than the children and my slightly reluctant wife, I hadn't got a crew and hoped someone heavy would turn up. As the season progressed different people risked life and limb with me. The early part of the season was largely spent swimming as a result of numerous schoolboy errors. I was on a learning curve, a very steep but enjoyable and good humoured one. We finished behind every boat in the fleet including the odd Topper!

The season progressed and things started to improve. We edged ahead of the Toppers sailed by 13 year olds. I hadn't planned to do any opens due to the worry of holding the start of the next race up, having not finished the first in time. Nevertheless I was convinced by Ian Little to give Coniston a go. Super crew Tom Holland agreed to come with me, and a plan was put in place to go over to Cumbria armed with a big tent, a Laser Radial for Hannah and Charlie to sail (The Topper had finally lost its appeal), and a bike and walking boots for Nicola.

The Kielder contingent was there *en masse* and the beer flowed constantly all weekend (a little too constantly on the Saturday night for young Tom!). Day 1 was windy and exciting. Up the first beat for about 500 yards, we were looking good in about 3rd or 4th and then bang! The fitting that the jib attaches to had sheered off flush with the deck and the jib was flailing around behind the main, with a Harken furler attached to it. We were towed in and it looked like my first Osprey open was over before it had started.



As a non-Osprey sailor until the beginning of the season I didn't know the class had the equivalent of the RAC in the form of Wally Gardiner and Mike and Viola Scott's son, Malcolm, who had defaulted to climbing for the weekend (I wonder why?). All hands to the pump they cried, we'll get this fixed.

Ken Carroll was at the event sailing his Supernova and I consulted him as to how this fixing was attached under the deck. It quickly became clear that it had been installed on the assumption that it wouldn't sheer off. Off came the hatch and Malcolm Scott climbed inside. I would have done the job myself, but as I'm larger than the hatch and suffer from claustrophobia in anything smaller than a large family car, I was happy Malcolm offered to help. Three hours later he emerged with the offending part. It transpired it was bolted through the bow and the nut on the inside turned the entire bolt which meant I had to drill out the bow of my beautiful boat to get a socket on the other end, whilst Malcolm grappled with the nut inside the front tank under the intoxicating influence of WD40 and the odd pint of lager. By now a large crowd had gathered, out of which stepped Wally the Saviour, who took the broken part home and said he would return in the morning with a new one, which he would make out of a bit metal he had in his workshop. That evening as I looked around the rest of the boat park I came across Wally's boat, *Just Pogo*, which is immaculate. It was then I realised we were in good hands.

Wally returned as promised, Malcolm went back in the tank, fitted the new part, the drill holes in the bow were filled, hatch back on, sails up, crew seriously hung-over, and off we went! Fantastic. Thank you Wally and Malcolm.

The racing continued - more swimming and a bit of water skiing behind the boat on the end of the mainsheet from me having missed the toe straps. Twice we tipped in and filled with water, which left us sailing around at the back, full of water and no bucket! Hopeless.

The last race on Sunday brought a glimmer of hope. We sailed into 3rd place thanks largely to the peculiar wind at Coniston, only to be hit by a huge gust just after the last mark and in we went again. We limped home to finish 5th. Monday came with renewed confidence in our ability to sail in the top half of the fleet. We managed another 5th, with three Kielder boats (Rob Shaw, Viola Scott and Alec Mamwell) in front of us as well as *Just Pogo*.

Back at Kielder I had lots of different crews until Steve Gibbon, an RS200 sailor, stepped in. Steve had somehow managed to convince his employer to give him a nine-month sabbatical, which would give him time to sail with me in the evenings during the week and on Saturdays and the odd Sunday when his RS200 crew and wife, Julie, was sailing her Comet in the single-handed series. At this stage it was suggested by the other Osprey veterans that we should go to the Nationals, an event I was in awe of. With Team

Kielder encouragement I sent my entry off. Steve and I spent as much time on the water as we could, which really made a difference. We managed to win one or two club races, mainly when Rob and Viola weren't sailing, although we did pip Viola (pre-Mark IV) once or twice when not sailing with Mike. Every spare moment we had we sailed. As Alec the Sage says, "there is no substitute for time on the water".

The Nationals loomed. With them came the added excitement of my 14 year old daughter, Hannah, managing to blag a ride with Rob Shaw in his new Mark IV, together with Tom Holland. Three Men In A Boat - Jerome K. Jerome would have been proud - well, one smallish man, a tall but light lad and a punchy lass.

Team Kielder arrived at Parkstone on the 12th August with seven boats, 15 sailors and a shore team of nearly a dozen and a Scotty dog. We were all resplendent in our light blue Team Kielder t-shirts, designed by the punchy lass!

Another great surprise at Parkstone was running into Jon Willey, whom I hadn't seen for 22 years. Jon and I were at school together at Greshams in Holt, Norfolk. He will be pleased to know he hadn't changed a bit, still bloody tall. He must be colouring his hair though, as he didn't seem to have a grey hair on his head.

The 12th August is famous in our part of the world for the beginning of the grouse-shooting season, but more importantly it is my son Charlie's birthday, which needed to be celebrated in the traditional manner, with pizza and beer. In Poole we found the perfect spot for the celebration, with a waiter with a photographic memory and, we assumed, a chef with only one arm as it took about an hour and a half for the memorised food to arrive. Full of beer and in good spirit we returned to our 5-star digs, kindly lent to us by an old friend and fellow escapee from Norfolk, Kate Watkins and her Osprey-sailing husband Alasdair.

Morning dawned and Wind Guru was consulted - we were on for an exciting day of force 5 winds. The briefing over and my knees knocking, Steve and I took to the water after the first boat to launch had already returned to the shore having capsized 20 yards from the slipway. It was windy! We roared out to the race track past the chain ferry and two miles out to sea, which I discovered after the race was no mean feat - of the 36-strong fleet only 20 boats started. About half-way through Race 1 there were only 10 boats in front of us. Then came the gybe mark, kite up going like hell, and *splash!* As proof of our improvement during the year, here you can see us, momentarily, sailing flat up the beat. This picture was in Dinghy Magazine in October, not in an article about us, sadly, but in an article about the Tack Tick compass.

At the end of the first, exhausting day, we were lying 16th. By the end of the week we found our spot at about 20th, but thanks to my inability to sail in light air, on the sea, against the tide, we came nearly last in one race and very last in another. Our final position was 26th which, given my lack of experience, I was very happy with. I even won a cup for being the highest placed boat that is older than the hills or something, and which I still haven't got! Maybe it was a cruel joke.

More sailing at Kielder followed the Nationals, more people crewing for me - the final tally was 18.

I mentioned that I picked 854 up from Rutland at the end of the 2005 Inlands. I arrived at Rutland at 1.00pm to find everyone packed up and ready to roll. There was no wind. This year, in the final race of the meeting, which finished within half an hour of 1.00pm, we came 3rd! It must have been luck or, as Dave Metcalfe suggested, I must have missed a mark out. (If you are the race officer and reading this, just to be clear, I didn't.)

It has been a great year, which I have enjoyed more than I can say. I'm getting a little better at sailing my Osprey and I have all those who have offered such good advice to thank.

I'm already excited about next year. I'm coming to more Opens, drinking less beer and I'm hoping to find a regular crew.





Two's Company, Three's A Crowd?

Originally designed to be sailed with an all-up crew of two or three, rarely have we seen a successful 3-up racing team. However, at this year's Nationals **Tom Holland** *tried it out, with some success.*

THE 2006 NATIONAL Championships at Parkstone SC in Poole harbour saw the return of 3-up sailing in the Osprey class with great success. For the first time in recent years the mixed team of lightweights consisting of the fantastic helm Rob Shaw, Hannah Lewis (middle woman) and Tom Holland (front end crew) took the daring step to compete in the biggest event of the year. There were many curious eyes on the boat, no one knowing what to expect. As the week went on we had a mixed bag of results, mostly fantastic considering the very limited amount of practice prior to the event, showing how easy it is to adapt to the new concept.

It might be thought that the Osprey is a little small to sail competitively with three but the new MK4 creates the perfect platform. The new internal layout provides ample room and is very well suited for 2 or 3 crew. All of the control lines seem to be routed to the right place to allow the helm or middleman to play with surprising ease. Having an extra pair of hands on board is very useful. It means responsibilities and jobs within the boat can be shared out making life a lot easier for every one. A classic example of this is during the gybe, probably the most hectic part of any race but with another person it is made a lot more manageable and efficient. The middleman can gybe the pole while the crew sets the jib and barbers, then can fill the kite immediately on the new side, minimising the loss of power and time taken by a gybe. Speed is never lost during any manoeuvre when sailing with 3. Ordinarily the crew may often need to move into the boat to perform tasks, during hoists and drops for example. However, I could stay on the wire playing the main sheet, keeping the boat on the plane and leaving the helm's hands free for the halyard and the middleman sorting the pole, a technique that can gain a couple of boat-lengths on the rest of the fleet. You might think that having less weight on the wire would be a disadvantage but in reality there is very little compromise in righting moment when all the crew are hiking hard. Lightweights can sail very competitively in a wide range of conditions with no noticeable disadvantage. The evidence is in our results We managed a 3rd place in one race when a lot of the fleet were beginning to become overpowered. Another set of eyes on the racecourse is always an asset and with good communication between us there isn't much chance of us not noticing a tactical opportunity.

Personally I really enjoyed sailing 3-up at the nationals, it was a completely different experience. There was a fantastic sense of team spirit, the phrase "the more the merrier" comes to mind. Not only that but it was great how the class welcomed experimentation so openly. If the chance arises I will definitely be sailing in the Nationals again next year and hopefully we will see some more 3-up teams.

"Two's company, three's a crowd?" - not a chance.





Baptism Of Water

If you were 19 years old and your parents offered you their ageing but perfectly good spare Osprey to do the Nationals, what would you say?
Francis Scott *said, "Yes please!"*

BAPTISM OF WATER- a first Osprey Nationals. For many, the first race of the 2006 Osprey Nationals did not go entirely to plan, as the trail of debris from Parkstone Marina to the harbour mouth illustrated very well indeed! For Fergus Holland, *Lady in Red* (1261) and myself this was no exception. Having made it to within ten boat lengths of the first windward mark, there was a loud crack and the main ripped cleanly along the top batten pocket. Still, with the better part of an hour and a half to go, we thought we might as well attempt to keep one discard! The journey in certainly gave me a chance to reflect on the Osprey's seaworthiness. In how many dinghies can you plane upwind on the jib alone? A quick turnaround with a whole pitstop team of incredibly helpful sailors (thanks to all!) was almost spoiled by a moment of idiocy on my part which Nick Jones will happily tell you about... But in the end we made it out and got round the course in race 2- what an awesome day!

Fergus and I have campaigned Lasers together, so we are certainly no strangers to hard work, but after a windy day at sea, boy does the Osprey let you know about it! Perhaps fortunately, the weather calmed for the rest of the event and we were treated to some top-quality racing. Those huge Olympic courses provide an awesome experience, even with a relatively small Osprey fleet, especially since PYC managed to get the reaches bang on every time.

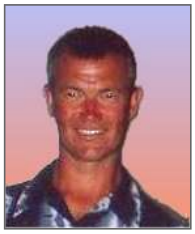
With the weather eased we only had one more minor disaster that week (with a 20 year old Porter, gear failure becomes rather more routine than ruination) with the main bolt on the forestay giving up on day 2- for *Lady in Red*'s second consecutive Poole Nationals! This resulted in an evening spent in the bow tank, which is always good for recreational value. Somehow the mast survived the rest of the race on the bent metal plate - I am not quite sure how she does it.



The social aspect was another of the high points, with the bar constantly full and plenty of people willing to help/laugh at our predicaments. Somehow we seem to have discovered a class which doesn't take itself too seriously, and yet provides incredibly high quality racing - a rare combination.

In the end team Kielder went home very happy indeed, with plenty of silverware including the top three in the Wilkinson's Sword and the Chairman's Tankard. I wonder how that happened? I have attempted as best I can to explain the allure of the Osprey. Fergus and I have both somewhat given in to the modern trend of asymmetric skiff sailing, with its emphasis on agility and quick reactions as opposed to the technical and strength side of the sport. But those who see the plastic age as the end of the traditional class need to try an Osprey! Our first nationals campaign was an amazing experience and I can't wait for Porthpean. Rumour has it that the true challenge starts when you get the boat ashore....

High Wire Act



Both as a helm and a crew, ***Phil Angrav****e has always been one of the most technically savvy of the fleet. Here are his thoughts on an experiment he started two years ago when crewing for Andy Barker.*

THOSE OF YOU who are avid readers of the Osprey Newsletter will remember the excellent technical article that Oscar Chess wrote for the December 2004 edition, focusing in on methods of controlling mast bend.

One of the options discussed by Oscar was the theory that side-bend of the top section could be reduced significantly by raising the take-off points of the trapeze wires.

As with the majority of racing dinghies, Osprey sailors are seeking to squeeze every available ounce of power out of the rig, until conditions are such that we have too much power – the trick then is to throw power away by bending the mast, both fore-aft and sideways, and applying the available sail controls, until the boat can be comfortably and easily driven in the given wind strength, without the sails flogging. As Adam Bowers would say, we are continually looking to generate a hypothetical '20 units' of power. If we have less then we are under-powered. Any more than '20 units' will result in an increased drag element in the rig, which will negatively impact on boat speed.

Throughout the 2004 season, Andy Barker and myself were sailing with a mast which had high trapeze take-offs. We also had a choke type device that could pull the wires into the mast, allowing us to reduce the additional top-mast support, thereby letting it bend to leeward more freely.

When Andy and I sailed with the set-up described above, we were looking to generate more power in the lower wind range, so did not choke the trapezes in these conditions. As the wind increased and we became over powered, then the wires could be choked just above the hounds, thus allowing the mast to bend sideways more effectively.

When I bought 1281 last winter, I was keen to experiment further with high trapeze wires, initially on a Proctor Gamma, and more recently on a SuperSpar M2. We swapped masts a couple of weeks before the Nationals (not great timing, but we felt it was the right thing to do), because Pete and I found that the Gamma was too stiff for our all-up weight, making heavy-airs sailing a real struggle for us. Our set-up had the trapeze take-off points 550mm above the standard Proctor and SuperSpar positions.

From the view we had from the boat, we were always comfortable that we were achieving what we were looking for with the high wires. The top of the mainsail leech appeared to stand up well, and we felt the mast was being held straight sideways.

Early in the autumn this year, we were fortunate enough to have a local marine photographer on the water during a couple of our Sunday morning races. Having been a keen racing enthusiast himself, he has always shown an interest in any rig experiments that we have tried. I wanted to see what our rig looked like from behind with the trapeze wires in their highest position, so he agreed to get some shots of us sailing upwind.

The photographic evidence was a huge surprise! The effect of the high wires was working far too well, and the top of our mast was being pulled to windward, creating a noticeable S-bend along the length of the spar, with the middle of the mast being forced in to leeward, closing the slot, just when we really wanted the opposite. As a result, we have decided to abandon the experiment, and accept that mast manufacturers have good reason to locate trapeze take-off points close to the hounds. I am sure that, with further experimentation, there must be an optimum take-off point somewhere above the hounds, that achieves the aim of reducing side-bend in the top section, without creating the S bend that I have experienced. For the time being, however, I'll be sticking to the standard take-off points.



Poole Open Meeting, 2nd & 3rd June

Simon and Will Odling 1316 demonstration weekend!

Report by **Richard Marshall**

DESPITE A SCORCHINGLY stressful floater event with 20 to 30 degree shifts (sometimes 180), no wind to force 2 max with shallow water and weed to add flavour, Will and Simon not only won 3 races they were also 1st on every lap! As for the rest of us, who bought the most lottery tickets?

Race 1 - Gavin Rose and Steve Birch 1194 were the early leaders. Richard Marshall and Nick Willis in 1195 briefly took the lead. At the first leeward mark the wind stopped, then filled in from behind promoting Will and Simon into the lead with Nick Jones 1310 in second place. Phil Angrave and Pete Smith, 1281 and Martin Cooney and Peter Frith, 1290 kept in touch - finally 1316,1290,1218.

Race 2 - 1290 and 1194 were premature starters. Will and Simon got clear away. By the first mark 1290 was up to 2nd, Mike Taylor and Jon Willey, 1297 third. There was some shuffling around, and on the final 200yd beat Richard and Nick had taken 'lucky pills' when all the lead boats went left (apart from Will, who went right), 1195 also went right and moved from 6th to 2nd, with 1297 3rd.

Race 3 - This was an Odling team-race start. George Odling, 1199, started too early and in gybing back to re-start left a nice big hole for brother Will to slide through into another unchallenged lead, followed by Gavin and Steve 1194, Richard and Nick, 1195 with Peter Greig 1280 fourth.

Race 4 - Will and Simon were now in bar (probably not open again it's Poole after all!) On the race course it was even more horribly light and very shifty. 1199 was over the line again! 1195 thought wrongly they were too and went back, Phil Angrave and Pete Smith 1281 led away with 1194 and 1280 in pursuit, Richard and Nick, after a difficult start, got lucky again on the final sausage, when the leading boats went right into foul tide and no wind, 1195 went left. The breeze filled in with a 180 degree shift and pulled them through to 2nd; Martin and Peter, in 1290 won with Mike Taylor and Jon Willey, 1297, in 3rd.

Overall Top 3

1316 Will and Simon 3 points
1195 Richard and Nick 7 points
1290 Martin and Peter 9 points











Return Of The Mutant Osprey

In the snowy wastes of wild Manitoba in Canada, **Tom Saunders** *went looking for, and found, this strange species of Osprey. His initial quest is over, but the hard work is just about to begin.*

PART ONE: THE AWAKENING

THE FADED GLARE of what was once an orange tarp, contrasting dully with the grey and pink hues of the granite outcrop and the deep green of the surrounding pines, told me I had reached my goal. Lying upside down in the undergrowth, the Osprey looked more like a beached whale than its namesake.

In an odd way, it was almost as though it was sleeping, the tattered tarp pulled halfway up like a blanket against the elements. It had been quite a nap though -- almost a quarter century.

I stood in the quiet of the forest contemplating the moment. The last time I had seen this boat I was a teenager and the Osprey was a big, powerful machine that dominated our club dinghy fleet. In the mid 1970's, I left the yacht club behind. At some point, the Osprey was sold and also left the club.

I had returned two years ago and heard a rumour that the Osprey was still around. As a now boatless former 505 sailor, my interest had been piqued.

The Osprey's wake, though, proved elusive to follow. The last confirmation of its existence was the story of two friends who, in the 1980's, had taken the boat out in a gale, turtled it and spent several desperate hours clinging to the side before being rescued.

The summer of 2005 passed without conclusion to my quest. Finally, in late August, 2006, I found myself where I was now -- looking at a beached whale, napping in the middle of the boreal forest.

I moved forward, almost gingerly lest I wake it. On first inspection, the hull appeared filthy, but intact. I allowed myself a cautious smile. I lay down, wriggled under the side and peered up at the cockpit. In the half darkness, breathing the musty air, I was met with a cockpit in surprisingly good condition. Even the varnish on the woodwork looked fresh. My smile turned into a grin.

I wriggled back out. So much for the hull, what about the spars? My eye caught a reflection of light off something metallic on the ground - the mast. It was submerged beneath several inches of dirt; small trees sprouted down its length. I excavated the tip and heaved upward. The mast erupted from its grave and lay on the ground like the backbone of some decomposed corpse.



The standing rigging had decayed to such a state of brittleness that I could crumble the shrouds between my fingers. All the lines had rotted away. I sighted down the mainsail track and a growing sense of sadness overtook me: at the spreaders, the mast took an abrupt turn to port. Fixable, but the incremental costs of repair were starting to creep up. New lines, new halyards, new standing rigging - and the boom remained unaccounted for. New boom. At least the sails (located later) were in almost new condition.

Yet I wasn't about to give up. I rallied some friends, rousted the beached whale from its bed beneath the pines and onto a trailer and delivered it to my front yard, much to the chagrin of my dear wife.

"What is it?" she asked.

"It's a boat," I replied.

"I know that," she said. "What *kind* of boat is it?"

"It's an Osprey!" I exclaimed proudly.

"A what?" she asked, looking at me askance. And it was then that the genuine difficulty of the task ahead dawned on me. In reality, I didn't know what an Osprey was either. I hadn't seen one in over 30 years; I'd never rigged one; I hadn't even ever sailed in one.

Now I had undertaken to reconstruct this boat basically from the bare hull up. An Osprey. A what, indeed.

I turned to the Internet. I found the U.K. Class Association and emailed a plea for help. Huw Pearce replied almost immediately, providing contact information for the Surrey Sailing Club, in British Colombia, the last rookery of the Osprey on this continent. The club in turn provided a contact to one of its members who had restored a boat similar to the one I had.

Information came pouring in during those first few days. By far the most interesting was the history of the manufacture of this particular boat by a company called Small Craft of Canada.

From the mid 60's to early 70's, Small Craft was a prolific manufacturer of all manner of dinghies, every last one of which came with a powder blue deck. The Ospreys built by Small Craft were actually called the "SC18", reportedly because Ian Proctor would not licence the boats, given their narrower side buoyancy tanks (later adopted in the Mk 3s) and the addition of what look like park benches running parallel to the centreboard trunk.

(Historical footnote: *Small Craft* went bankrupt in 1972 and another company, *Glenmore Boats*, bought the remaining SC18 hulls for re-sale. Glenmore later purchased an Osprey mould and tried to manufacture "real" Ospreys. But the mould was flawed and couldn't be used. Thirty-five years later Glenmore still has the unused Proctor spars for the Ospreys it never built).





What was sitting in my front yard was actually a "mutant Osprey". Or, at least so it seemed until I contacted the original owner of the boat. He recalled that, shortly after buying the boat, he got a letter from Ian Proctor seeking a registration fee. He paid the fee and the boat was assigned the number 832. So, the boat may be a mutant, but it was a pedigree mutant. Hull number 832 would mean this boat was produced about 1971.

To be continued….

Fastsail JGP

Queen Mary Sailing Club, 7 & 8 October

Richard and Mark Hartley win Symmetric Grand Prix - first time an Osprey has won this event overall! Numbers well down on previous years, but this is still a great event. Fastsail Chairman **Stephen Parry** *tells us all about it. Photos by* **Boris Novoderezhkin** *and* **Leslie Everitt.**

THE WEATHER WAS very kind providing sunshine and superb sailing conditions.

As has become tradition the event opened with a Pursuit Race, run for 60 minutes over a course that covered the two parts of the reservoir. Charlie Walters with Dougal Cram in a 505 made an excellent start, in the wrong fleet!!, as there was a little confusion about the Gold/Silver split. Richard and Mark Hartley in their new Osprey led the way at the finish closely followed by Nigel Skudder and Keith Hills in a Laser 2 with Peter Bennett and John Skelton in a Hornet third and the FD of Peter Doran and Richard Phillips fourth.

Then followed two races around a trapezoid course with a beat around the outer loop. In the first the lead boats missed the "loop" first time round so they were playing catchup! Sailing very consistently Nigel and Keith won both these races with Nick Jones and Arthur Butler in an Osprey second in the first race and Charlie Walters and Dougal Cram second in the second race. With the wind blowing around 16 to 18 knots there were some spills around the course.



Sunday, again bright and sunny, with about 7-8 knots of a rather shifty wind from the west, started with two triangular courses. The front runners on the water were Toby Dale and Jamie Whittaker, Peter Doran and Richard Phillips in Flying Dutchman with the 505s of Ross Short and Charlie Walters and the Hartleys Osprey close behind, however when the handicaps were worked out whilst the Hartleys were first Nick Jones and Arthur Butler were second, also in an Osprey with Ross Short third in the first race. In the second Charlie Walters got the bullet and first on handicap with the Ospreys of Nick Jones and the Hartleys second and third.

The last race, round a 'P' course, in



Overall Results:

1st Osprey 1312, Richard Hartley & Mark Hartley (Blithfield) 16pts

2nd Laser II 10588, Nigel Skudder & Keith Hills (Starcross) 17pts

3rd Hornet 2179, Peter Bennett & John Shelton (Shoreham) 26pts

4th 505 8834, Russ Short & Andy Short (Rotherham) 28pts

5th 505 8835, Charlie Walters & Dougal Cram (Datchet Water) 28pts

6th Osprey 1310, Nick Jones & Arthur Bulter (RYA) 31pts

about 12 to 15 knots, provided some superb fast reaching for all the classes. Again the bigger boats had the lion's share of the honours, although the Laser 2 of Michael Clapp and Mark Bond scored an excellent fifth.

There were lots of prizes thanks to our very generous sponsors. Superspar, Craft Insure, Marlow Ropes, Harken, P&B, Sailing Shirts, + a bit of wine from Fastsail.

Queen Mary SC were excellent hosts making everyone very welcome and running a brilliant regatta.

The event now in its 4th year unfortunately had a low turn out of just over 30 boats. Notable absentees were the Fireballs who had just one representative on each day. Those who were not there missed a fantastic weekend's sailing, lets hope the numbers return for next year's SGP.



Hartley Laminates On The Move !

New staff and premises are being acquired by Hartley Laminates so that they can give the level of quality and service their customers are used to. **Richard Hartley** *gives us the lowdown. Photo by* **David Harding.**

With the decision taken to build, in 2007, the Wayfarer, Wanderer, Gull and Oppy it was apparent that Hartley Laminates would need not only extra staffing but also larger premises to build all their boats.

The good news is that both these tasks will be achieved in 2007.

Firstly, in January 2007 three new management trainees will join our team. Their challenge in their new chosen careers will be to start at the very bottom and work their way up.

They will first work in the trailer department, where they will learn how to weld, construct and assemble trailers to our required standards. Then they will move to our boat-building section. Here they will learn how to laminate, and learn how our boats are built to our very high standards. Assembly, fitting out, roping and tuning the boats will be basics essential to their training programme.



They will then move to the most important area of our business – customer service, followed by training within our accounts department, and eventually they will be involved in the up-dating of our web site.

They will also be asked to represent Hartley Laminates in various fleets, undertake demonstrations and be in attendance at our Boat Shows. We wish them every success in their new career.

Moving to our new Premises – we have acquired a 47,000 sq.ft. building which is ideal for Hartley Laminates future growth and which will allow us to plan, organise and ensure our standards are second to none in the industry.

We look forward to meeting you on the water in 2007 and from all of our team we would like to wish you all a very Merry Christmas and a very Happy Sailing New Year.

Inland Championship, Rutland Water, 28th &29th October

Fourteen boats turned up for the Inlands this year, the same as last year. Of the 6 Mark 4's present, four were virtually untouchable. **Will Odling** *was there to tell us all about it.*

Fourteen Ospreys made the trip to Rutland this year, down on past years, with some well known faces unable to attend this time. In two cases we were pairing up 'odd couples' because of 'other halves' being otherwise committed. We were sharing the event with 8 Flying Dutchmans, 13 Javelins and a rash of 39 Contenders. Despite the numbers I didn't feel hassled by other classes except on a couple of occasions when I forgot that at the end of the first beat I would be meeting another class starting on their first reach!

Of the fourteen Ospreys, six were Mk 4 including the very new 1326 of Mike Stale and Deanna Morton from Tenby. I understand that two more new boats are destined for Tenby over the winter, the dawn of a renewed club fleet there. Looking at the results, of a possible 14 entrants x 5 races = 70 finishes, there were 65 actual finishes, with everyone finishing both races on Sunday, so no early baths for anyone.

The weather was mixed, breezy (westerly) and overcast (no rain) on Saturday, and sunny with dropping winds (north-westerly) on Sunday, so something for all tastes. 5 races were scheduled, three on Saturday and two on Sunday. Shifts were frequent and sometimes quite large, typical of inland sailing. The race officer did a sound job throughout, although we would have liked much tighter reaches (maybe the Javelins like very broad reaches, but I prefer something to fight with).

Races 1 to 4 were all started with a noticeable pin-end bias and race 5 with a committee boat end bias. We generally behaved well on the start line, with over the line miscreants limited to the final start (Metcalfe and Berger).

On to the actual racing – Race 1 was force 3-4 with the odd sustained gust somewhat stronger. By the end of the first triangle Richard and Mark Hartley (1312) were leading chased by Will Odling and Peter Frith (1316) having a sail together for the first time, and Jon Batt/Nick Broomhall (1311). Rob Shaw with Antony Shaw and Hannah Lewis (1317) were chasing hard. Richard then decided on the third beat to re-cleat his genoa on the wrong side on a tack, fill the boat up and go a bit slowly, allowing 1316 and 1311 space to pass him. Thus it continued to the end of the 4 lap (two triangle two sausage) race, won by Odling/Frith, followed by Batt/ Broomhall, Hartleys and Shaws/ Lewis, with Dave Metcalfe/Dave Berger (1286) in hot pursuit.

Race two saw the Hartleys clean away and never challenged, with Odling/Frith second, Batt/Broomhall third and Shaws/ Lewis fourth. Oliver and Robin Hobson found their best form of the weekend in the gusty and fluky conditions with a 6th place in this race.

Race three was again pretty gusty. Up the first beat Odling/Frith found a long heavy gust and scorched over the Hartleys to be well clear at the first mark. Will Odling is used to a more bantamweight crew, so found the extra muscle/ weight quite handy in these conditions. They then found that the spinnaker had mysteriously tied itself up since the previous race. Much yelling did little to resolve the cause and by the time it was sorted, the Hartleys and Batt/Broomhall had chortled past with very little sympathy shown. Odling/Frith reclaimed 2nd place (again) with Batt/Broomhall 3rd (again) and Shaws/Lews 4th (again). So ended the Saturday racing, and with three one hour races in decent wind completed we were definitely getting our money's worth.

Sunday dawned bright and less windy, having veered from west to north-west, and with the breeze forecast to drop progressively (which it did).

Once again the races were clean away. Odling/Frith enjoyed a brief lead up the first beat before burying themselves in a host of FDs and Javelins on their reach, giving the Hartleys a clear lead for the first reach, followed by a surprised Chris Dickinson and Brian Kelley (1158) who almost led at the first mark. The wind tended to split the fleet rather than group the boats together. Twice Odling/Frith closed the gap approaching the windward mark on a long starboard tack while the Hartleys became enmeshed in boats taking the middle approach, but the end result was still Hartley 1st (again) Odling/ Frith 2nd, Batt/Broomhall 3rd and a canny Willy Crichton with Mike Scott (Viola had other commitments so Mike teamed up with Willy) taking 4th place, their best result for the meeting (but see below on what nearly happened in race 5).

Starting the final race, unusually the first four places overall for the meeting were already decided on previous form, but everyone stayed out for the last start. We were now on 'flatten the rig, bend the mast and keep the sails flowing' light wind settings and by the end of the race we had experienced drifting moments. Odling/ Frith made a complete pig's ear of the first beat and at one stage looked set to round last as the wind filled in from the starboard side (where they weren't). The Hartleys had no such problems with Alac Mamwell/Ian Little (1276) chasing them and Crichton/ Scott contenders for 1st to the windward mark. Crichton/Scott looked secure in second for the next lap, with Batt/Broomhall also clear away from the fleet in fourth. Come the run and Odling/Frith went right when the leaders had gone left, which proved a good idea. They then went right up the next beat, also a good idea, and revelled in the drifty reaches to the last (shortened course) finish, almost catching the Hartleys to secure yet another (yawn) second. Paddy Lewis and Sarah Herbert (854) followed Odling and Frith's every move on these last legs to secure a 3rd and became very vocal at the finish as this was their best result for the weekend. Mamwell/ Little were 4th and Metcalfe/Berger 5th.

A very sound performance from Richard and Mark Hartley gave them a well-deserved win and their first open meeting victory in Ospreys. Will Odling and Peter Frith were second, Jon Batt and Nick Broomhall were third and the Shaw/Lewis trio were fourth. The other results are as tabled, and I am sure that although I can't recount every event in the weekend, everyone has their own story to tell.

And so we sailed back in not much wind, but hey! it was still sunny and warm despite being the end of October. All in all a good weekend's racing with good folk to race against. Now can we get some Ospreys out to Grafham for their event in early January?

Results

1	1312 Richard and Mark Hartley	4pts
2	1316 Will Odling and Peter Frith	7pts
3	1311 Jon Batt and Nick Broomhall	11pts
4	1317 R Shaw A Shaw H Lewis	17pts
5	1276 Alec Mamwell and Ian Little	21pts
6	1286 D Metcalfe and Dave Berger	22pts
7	1181 W Crichton and Mike Scott	24pts
8	1318 Oliver and Robin Hobson	32pts
9	1158 C Dickinson & Brian Kelly	33pts
10	854 Paddy Lewis & Sarah Herbert	36pts
11	1273 R Thomas & C Skinner	41pts
12	1326 Mike Stale & Deanna Morton	41pts
13	1205 Keith & Jon Gibbons	48pts
14	1263 John Rayner and Les Green	52pts

WHAT'S ON & WHERE

There's something here for everyone. At least one event every month from the Dinghy Exhibition in March, to the Inland Championship the last weekend in October. Turnouts have been down this year, but there's no reason why they shouldn't be up again in 2007. Try to travel to at least one Open and the Nationals - go on, you deserve it.

3rd & 4th March **Dinghy Show, Alexander Palace**	*The first event of the year that brings many of the class together. If you could volunteer some time on the stand, it would be gratefully accepted.* **Contact: Janet Shenton 01634 363312**
28th & 29th April **Blithfield Open Meeting**	*The first sailing event on our calendar. Usually well attended, with a good sized and good quality home fleet, it also attracts its share of visitors.* **Contact: Jon Batt 01298 79389**
12th & 13th May **Hornsea Open Meeting**	*Hornsea has had a fleet of Ospreys since 1968, so this event is one of the oldest in our calendar. Give it a go, you'll enjoy it.* **Contact: Dave Metcalfe 01964 535829**
26 - 28 May **Coniston Open Meeting**	*This nis the only 3-day event we run, but it's in a fantastically beautiful part of the country and presents technically difficult sailing.* **Contact: Alec Mamwell 01539 441922**
9th & 10th June **Poole Open Meeting**	*Home of the class's largest fleet, and some of our top sailors. Win this one and you can win the Nationals.* **Contact: Peter Frith 01202 694845**
23rd & 24th June **Mounts Bay Open Meeting**	*Mount's Bay has been back on our calendar for a couple of years now. Still not an official event, but it's a great weekend.* **Contact: Peter Greig 07813 1553124**
30 June & 1 July (provisional) **Isle of Sheppey Open Meeting**	*This is a new one. It is an official Osprey Open, but will be run with other Fastsail classes, such as 505's and Javelins.* **Contact: John Shenton 01634 363312**
7th & 8th July **Lord Birkett Trophy, Ullswater YC**	*This is one of the great events of the northern Sailing calendar. There may be 250 boats on the start line, very exciting, or frustrating. Give it a try.*
21st - 27th July **National Championship** **Porthpean, Cornwall**	*Back to the full week for this, our 50th National Championship. We've never been to Porthpean before, but it's a lovely part of the country with excellent sailing water. If you never sail another Nationals, sail in this one, just to say you did.* **Contact: Ian Madeley 01142 366873**
8th & 9th September **Kielder Open Meeting**	*Kielder Water boasts the fastest growing fleet in the country. I know it's the frozen North, but it's a wonderful sailing water and the club puts on an excellent event.* **Contact: Mike Scott 01835 870238**
22nd & 23rd September **Fastsail SGP - Rutland SC**	*This is one our class should have won overall this year, but we didn't have sufficient boats there. We need a bigger presence in 2007.* **Contact: Ian Madeley 01142 366873**
29th & 30th September **Netley Open Meeting**	*Down in numbers this year, but should be back up again next. A sea venue, but sheltered. Camping on-site if required.* **Contact: Bob Thomas 023 8045 4187**
27th & 28th October **Inland Championship - Rutland Water**	*The second most important event in the calendar. It's a good meeting, very well managed. Triangle/sausage courses. Good food in the pub at night. Camping facilities and bunk rooms.* **Contact: Nick Jones 01525 751712**



Kielder Open, September 9th & 10th

There were no visiting boats at September's Open at Kielder, but six home boats still enjoyed cracking racing. ***Mike Scott*** *reports.*

SUNSHINE WELCOMED THE Ospreys at Kielder, together with a very shifty southerly wind, varying from force 2 to 4. Rob and Anthony Shaw in 1317 showed an early tendency to dominate the proceedings, pulling out some big leads. Viola and Mike Scott (1314) found some useful speed to claim a pair of second places. Alec Mamwell and Ian Little (1276) would have preferred a bit more wind but were solid in third place. Paddy Lewis and Francis Scott (854) held Brian and Margaret Hayward (1287) at bay for the first two races and had a spell in the lead in the second race.

On Sunday thick fog delayed the start. When this lifted, the fleet got away in a fitful breeze which quickly turned into a drifter. As soon as race officer Steve Gibbon shortened course the breeze inevitably arrived causing most of the Ospreys to finish within a few seconds of each other, the only change to the previous day's order being the Haywards who took third.

In race 4 the Scotts defended a narrow lead over the Shaws from start to finish. Mamwell and Little were back in third but fourth was taken by fleet newcomer Chris Herbert in 1246 crewed on Saturday by his wife Sarah and on Sunday by Phil Armstrong. With time running short due to the delayed start, the last race was abandoned, but several Ospreys returned to the water for jollies and demo sails.

An excellent weekend with well managed racing, very good food, plenty to drink and sponsorship of the event by UBS, whom Kielder Water Sailing Club greatly appreciate for their continued involvement with club events.

1st	Rob & Anthony Shaw	1317	3pts
2nd	Viola & Mike Scott	1314	5pts
3rd	Alec Mamwell & Ian Little	1276	9pts
4th	Brian & Margaret Hayward	1287	13pts
5th	Paddy Lewis & Francis Scott	854	13pts
6th	Chris & Sarah Herbert/Phil Armstrong	1246	16pts


1297