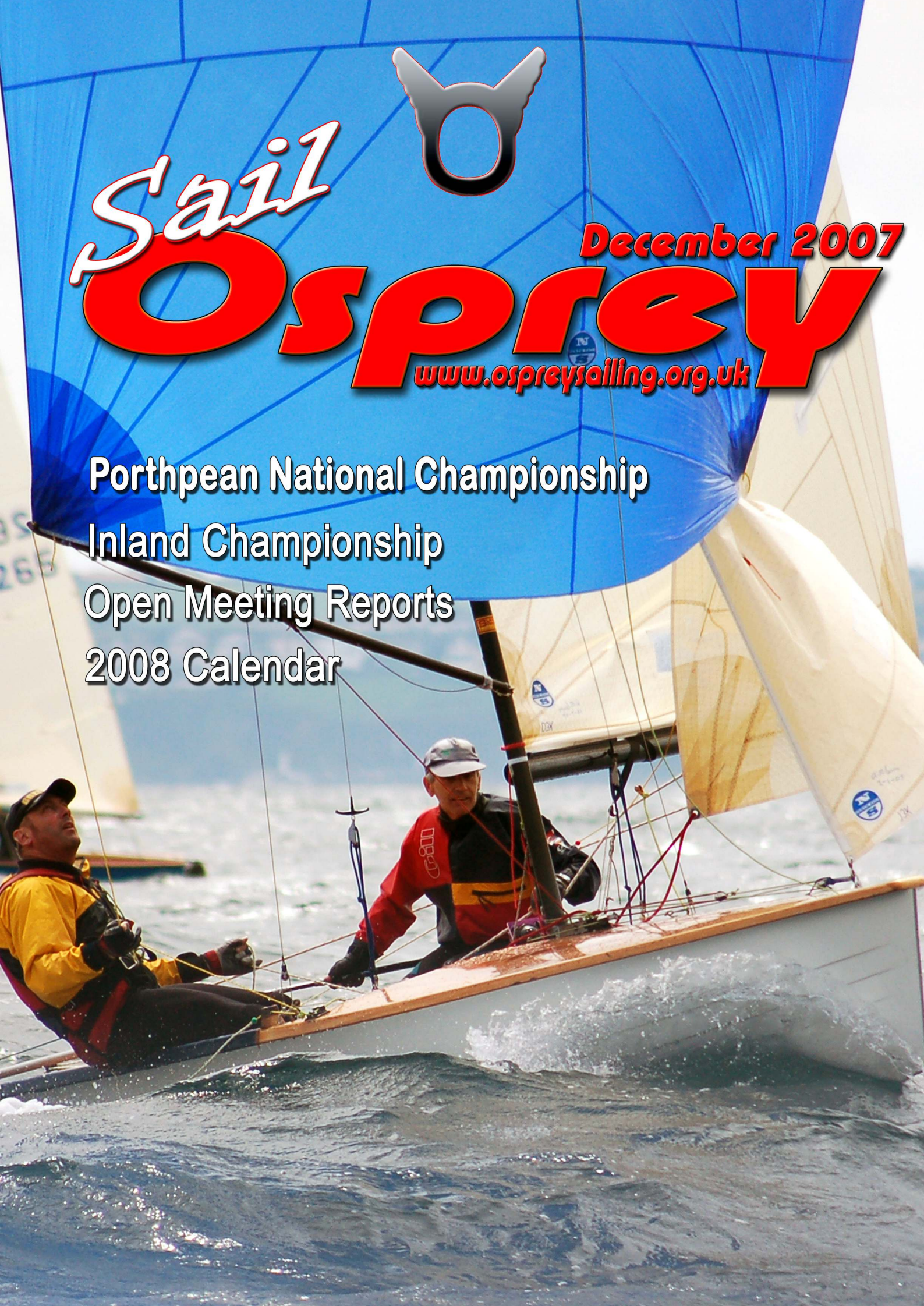
Sail Osprey

December 2007

www.ospreysailing.org.uk



Porthpean National Championship

Inland Championship

Open Meeting Reports

2008 Calendar

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Jonathan Osgood (Chairman)
020 8387 0398
jonathan.osgood@signallingsolutions.com

Janet Shenton (Secretary)
01634 363312
janetcshenton@blueyonder.co.uk

Nick Jones (Treasurer)
01525 751712
Nicholas.Jones@serco.com

Peter Frith
01202 694845
peter@shrinkwrap.co.uk

Robin Hobson (Publicity)
01903 531122
07754 787 362
hobson.robin@ntlworld.com

Ian Madeley (Technical Officer)
0114 236 6873
ianmadeley@fastsail.org

Dave Metcalfe (Editor)
01964 535829
davemetcalfe@bigfoot.com

Huw Pearce (Webmaster)
0797 128 6773
huw.pearce@bcs.org.uk

Nick Broomhall (Blithfield)
nick.broomhall@btopenworld.com

John Rayner (Hornsea)
01937 842860

Mike Greig (Mount's Bay)
mikey425@btinternet.com

Bill Crichton (NW England Rep)
01254 774359
Billcrichton0001@aol.com

Mike Stace (Tenby)
01834 844484
mikestace195@hotmail.com

Paddy Lewis (Kielder and NE England Rep)
0191 2814421
paddy.lewis@ubs.com

John Shenton (SE England Rep)
01634 363312

Website
www.ospreysailing.org.uk



Chairman

GREETINGS OSPREY SAILORS: my first report as Chairman and only the 2nd article I have had published in the Osprey Magazine.

Standing from the floor at the AGM meant that I started the role of chair cold, with no idea of what I wanted to achieve, let alone a plan of how to achieve it. In the end, after a few beers and train journey I settled on a period of steady, although I will take spectacular, growth in the class. Financially the class is sound, though the small losses of the last few years cannot be allowed to continue indefinitely. To help with the finances, please take steps to ensure all ospreys at your club join the association, and the fun.

I was lucky to take over with the class in good spirits after the excellent Nationals held at Porthpean. To capitalise on our strong situation the committee intends to present a "business plan" at the AGM. It will be no more than 2 pages, some written guidance on what we want to achieve and how, to focus the mind and allow concentration of effort. No plans are ever entirely successful, but it should provide some impetus and written targets.

One criticism of past committees, and no doubt the first 4 months of this committee, has been a lack of communication. To try and address this issue we are collecting e-mail addresses to facilitate the improvement of communications between the committee and the class. Don't worry we won't fill your inbox, but we'll aim to provide news of what is going on in the fleet, such as reminders for our open circuit to allow you to plan your travelling, and general points of interest to keep you informed. We recognise that not all people have access to e-mail, but electronic communication is the only affordable frequent mass communication method available as frequent mail shots are too expensive.

The first 4 months of my role of chairmanship have gone well in that we have a National Championship venue for 2008. The venue is Poole Yacht Club on 19th to 22nd of July. Thanks to those who helped to look for a Nationals venue and Poole themselves who solved the problem.

Following the success of the sponsorship at the Nationals (our thanks to Selden, Harken, Ronstan, Gul International and Hyde Sails) our Marketing Representative, Robin, is working on organising sponsorship for the association. As you are probably aware, we already have sponsorship from Gul International in the form of the Gul Grand Prix run over 5 selected open meetings. See the calendar for details of the selected open meetings. This event will supplement and not replace the travellers' trophy, the Wilkinson Sword.

Your committee is also planning some changes to the website. There is an article detailing these later in the magazine.

I hope to see you on the open circuit.

Jonathan.

Retiring Chairman

JUST A FEW WORDS to say goodbye. When I returned to the Chair in 2004 at Penzance I set myself a number of objectives, some of which I achieved and some I failed to achieve. The real achievement was the arrival of the MK4 Osprey. Little did I know what trials and tribulations were to surround that effort. I do, however, feel that the Class now has an effective platform from which to launch itself into the future. Sales of the new boat are going well and we have seen the arrival of a new, already quite substantial and possibly still-growing fleet down in Tenby. Also we are seeing a growth in the fleet at Kielder Water, so the geographic spread of the Osprey is growing.

My biggest disappointment was not seeing the Nationals entry grow. Your committee can only provide the venue and the events within the Championships, and then it is up to you. I am sure the new committee wants to see the return of a fifty-boat Nationals, so if you feel there is something they can do please let your fleet reps and committee members know. Without numbers at this level we are not attractive to the prestige venues that we all like to see.

Rremember your committee does its best! But you need to give feedback to that committee for it to achieve well. Each of you has a fleet representative whose job it is to bring suggestions to the meetings so the committee as a group can work on what you want. Feedback is critical to any class.

Also we should consider how we use the Web Site. Over the past two years we have not optimised its potential. It is our main advertising tool and is far better than those of many other classes. However, it is frequently very quiet and lacking in enthusiastic postings. New photographs, fleet news, should be an objective of all subscribers over the next 12 months.

Finally, may I take this opportunity to put on record my thanks to all the committee members who have worked with me over the past 3 years and also to the membership for the support they have given me as Chairman. I would like to wish Jonathan Osgood all the best for his tenure as Osprey Chairman.

Nick

Editor

WELL, THIS IS IT, my eighth and final Osprey magazine, perhaps not what you've all been waiting for, but certainly what I have.

It's a job which has allowed me to get to know a lot of you much better than I would have done had I not been the editor, and I'm grateful for that as I've made some very good friends from the front to the back of the fleet. I may be the only editor who will leave the job quite sad not to be involved any more, but I firmly believe that everything has its time and place, and I know that my time for involvement with the Osprey Class has come and gone, and I have truly enjoyed most of it, and the company of the sailors I've met along the way.

I have also sold my beautiful *Kindred Spirit*, so I'm afraid that I will no longer see any of you on the circuit. Still, I check my e-mail quite frequently, and my phone is in working order, so you can all keep in touch if you want to.

I'd like to wish the incoming editor, whoever he or she may be, all the very best. Don't hesitate to ring if you need any help or guidance.

I'd like to thank Nick Jones and Ian Madeley for their friendship and support over the years, and Alec Mamwell for always providing me with high-grade copy. Alec is a Class Magazine editor's dream. The copy is always there, always on time, and requires an absolute minimum of editing. Thanks again, Alec.

Robin Hobson deserves a special thank you this time as he has been unfailingly supportive and helpful to me. And to all the rest of you, the winners and the losers, the superstars and the tyros, the old sea-dogs and the complete beginners, goodbye and good luck, and may all your winds be warm, southwesterly force 4s.

Dave

Welsh and Midlands Championship
Blithfield Sailing Club, April 28th & 29th

Blithfield SC in the Midlands has always held well-attended, well-run events for the Osprey fleet, and this year was no exception. **Nick Broomhall**, *Blithfield's Fleet Rep, tells the story of this year's event, which, as usual, was the Welsh and Midlands Championship.*



BLITHFIELD SAILING CLUB welcomed 15 boats for the Osprey Welsh and Midlands Championship on the weekend of 28th and 29th April. The wind on Saturday was north-easterly force 5 with gusts of 7, and although sunny, the wind had a cold edge to it.

Racing started at 14.00 hrs with a beat towards the clubhouse, giving the spectators a good view of the fleet rounding mark 1, with Nick Jones and Arthur Butler (RYA) leading from John Batt and Nick Broomhall (Blithfield SC), with Viola and Mike Scott (Kielder SC) chasing. Batt/Broomhall and Scott/Scott took over first and second places respectively and held on to these positions until the finish, with Mamwell/Little (Kielder/Coniston SC) finishing third.

After a suitable interval for tea and cake the second race started in similar blustery conditions that tried the righting skills of a number of the competitors. Batt/Broomhall had an unfortunate incident at the first windward mark, causing them to have to take penalty turns, but undaunted they settled down to some excellent sailing to put their boat into the lead once again, and there they stayed to the finish with Scott/Scott again in second place and Ellery/Spencer-Swift in third.

A four-course dinner was provided on the Saturday evening, and a barrel of Black Country ale consumed. An early start on the Sunday at 10.00am almost caught out some late night revellers, but all reached the start line in time for the gun. The breeze was still north-easterly, and only slightly lighter than the previous day, with strong gusts to catch the unwary. After a short delay due to a fickle wind shift the third race got under way with Batt/Broomhall taking over the lead from the initial leader who decided to inspect the bottom of his boat due to a rather vicious gust, and this is the way the third race finished with Batt/Broomhall again being triumphant, Scott/Scott being a consistent second and Lewis/Holland finishing in third place.

The fourth and last race continued in the same vein with Batt/Broomhall finishing first to make it a clean sweep, Scott/Scott in second once again, with Ellery/Spencer-Swift in third.









Results

Pos	Sail No	Helm	Crew	Club	Net
1	1311	Jon Batt	Nick Broomhall	Blithfield	3
2	1314	Viola Scott	Mike Scott	Kielder	6
3	1324	Adam Ellery	A Spencer-Swift	Mount's Bay	10
4	1276	Alec Mamwell	Ian Little	Coniston/Kielder	12



I'm Not Good Enough To Sail At The Nationals



Paddy Lewis *has only just finished his second full season in Ospreys, but his regular attendance at Open Meetings and Championships has seen him improve more rapidly than many other Osprey newbies. He is a great example to anyone just starting out in the class.*

IN THIS PUBLICATION last year I wrote about my first season sailing an Osprey. What I'm not going to do is write about my second other than to say it has been as much fun as the first.

This year the 50th Osprey Nationals took place at Porthpean in Cornwall, which we didn't do very well in but had great fun. The turnout was disappointing for various reasons, but there was one reason given for not attending that didn't ring true: "I'm not good enough to sail at the Nationals".

If you are in this category, then I would like to put your mind at rest. If you have an Osprey and can take the time off to come to the Nationals or an Open Meeting, then you *are* good enough!

Having felt like this myself at the beginning of 2006, I was encouraged to have a go and it's the best advice I could have been given. As a result, with various crews, we have worked hard to improve boat speed and each time we go to another open we have moved slowly up the fleet culminating in two 2nds on the Sunday of the Inlands and 5th overall. My first Open meeting at Coniston in 2006 we finished last!

I'm lucky enough to sail at Kielder with this year's Inland Champions, Viola and Michael Scott to chase around every Sunday, along with Rob Shaw and Alec Mamwell, when he's over from Coniston.



All these guys have been in Ospreys for years and the wealth of knowledge and advice they have given me has been invaluable. If you aren't as lucky, coming to the Nationals or an open meeting gives you the chance to meet and sail with the better Osprey sailors.

Don't let your pride stop you coming along and having a go as there is always someone to race against wherever you are in the fleet. Back on the beach you'll get to know other sailors who are always happy to offer help and advice on the black art of sailing an Osprey fast. Boat tuning is hard when sailing in mixed fleets at your home club because you have very little to compare your boat speed with unless there are other Ospreys.

If you feel the Nationals might be beyond you then you should certainly try an open meeting. If you are unsure of the form there's always someone there to scoop you up and point you in the right direction. The excitement I felt on the start line at my first open was fantastic. There is a real sense of achievement just getting your boat there and crossing the start line even if you don't finish.

Irrespective of the sailing, the social side of the Osprey fleet is a lot of fun. You will find yourself in the company of a group of people with the same obsession for Ospreys and a healthy appetite for beer. Lasting friendships come from common interests. Expand your world, come and have a go!

Bob Thomas, Netley Sailing Club by Nick Jones



I HAVE KNOWN Bob for many years and he was not only a fellow Osprey Sailor but also a great friend. When I look back over the last 20 years there are many memories that come to mind of the man famous for the "Netley Happening".

No one could have put more effort into arranging an Open than Bob. He was always fully committed to anything that he did, there were no half measures. Sure he liked to grumble, but he would not have been Bob if he didn't.

In the 80's after an Open at Kielder Water, Hilary and I decided to spend the following week in that area and we teamed up with Bob and Teresa. I had taken my fly-fishing gear, and Bob was keen to give it a try. I'll never forget his initial efforts. Fly casting is about timing, not power, and it took me several efforts to get Bob to cast a fly. From the moment he caught his first fish he was hooked. Teresa also got involved and they both spent many years fishing together, in Wales, England and even in the USA

Bob was a passionate wooden boatman and he was also highly skilled. Since I knew him he had three boats. The first being *The Heavy* which he campaigned through the 80's. He then bought a Clarridge Hull, which he decked himself. He called the boat *Dardanella* and this boat looked beautiful. She is now representing the class out in Canada. He the built his last boat from scratch and called it *Frustration*, somewhat apt from the chats we had during the build.



In the 90's Bob started the Netley Happening. I will not forget arriving at his house the day before the first event. He was flying about all over the place and appeared to be nowhere near ready, but he still had time for 3 quick pints in *The Prince Consor*t - in fact he always had time for a pint no matter where he was.

Bob attended most of the championships in the past 25 years even if he did not compete his dedication to the class was undeniable and his support for things that we did was unerring. I, as I am sure many others will, will miss Bob at are Opens and Championships but I'm sure he will be looking down on us and wishing us a great "Happening".

RIP Bob

Hornsea Open Meeting 12th and 13th May



Hornsea Open is renowned for its friendly, easygoing atmosphere, its quaint facilities and the Race Committee rowing out to the start line. The local fleet is somewhat depleted these days, but three quarters of them made it to the line. Local fleet rep **Dave Metcalfe** *reports. Pictures by* **Helen** *and* **Ray Brooks**.

FIVE VISITORS JOINED the three home boats on Hornsea Mere for the two-day event. As usual, most of the visiting boats came from The Frozen North, (Kielder Water), but Ogston's sole Osprey, accompanied by its owners Brian Kelly and Chris Dickinson, also made the journey. For new Osprey 'keeno' Paddy Lewis, this was his first visit to Lakeland By The Sea, and his boat, resprayed over the winter in Beverley, looked great.

The wind, a westerly for the first day, built steadily through the morning, then dropped slightly for the start of the first race, to the top end of a force four. This suited the heavyweight pairing of Alec Mamwell and Ian Little, (Kielder Water SC), as they held a substantial lead for most of the race. However, Rob Shaw and Alaistair Smith, (Kielder/Filey SC), in their Mark IV boat, pushed hard on every lap, finally breaking through on the last one to take the win. Viola and Mike Scott, also from Kielder, took third place after a tussle with Dave Metcalfe and Malcolm Clack, (Hornsea SC) and Paddy Lewis and Francis Scott (Kielder).

Race 2 proved to be a walkover for Shaw/Smith as they led from start to finish. Mamwell/Little looked good for second, but on the second lap local sailors Metcalfe/Clack came from fifth to second, only to drop back again to fourth as Scott/Scott came through to take second place on the line, followed by Mamwell/Little.

With the owners of Luigi's Restaurant having retired at the end of 2006, Saturday night's meal needed a new venue, and the Med Italian Restaurant in the town centre proved an excellent alternative, providing a tasty meal in a good humoured, noisy atmosphere..

Sunday's wind dropped to a force 2 and moved round to become a shifty and unsettled south-easterly. Metcalfe/Clack led the first two laps of Race 3, but on the third beat, which had broadened to a fetch, a lift behind them allowed Shaw/Smith to climb higher and then free off and nudge inside them at the mark. Once round it the new leaders showed the fleet a clean pair of heels and were never troubled for the rest of the race. On the last beat home Metcalfe/Clack had to apply close cover to the rapidly gaining Scotts to take second.

In Race 4, Shaw/Smith once again led from the start, followed closely by Metcalfe/Clack, the Scotts and Lewis/Scott. By the finish the Scotts had moved into second, pushing Metcalfe down to third, and Chris Dickinson/Brian Kelly (Ogston SC) came from sixth up to fourth.

Shaw/Smith had now won the meeting and did not sail the final race. Viola Scott, in keeping with the 'have a sail' ethic of the new Mark IV Ospreys, swapped boats with Dave Metcalfe and Malcolm Clack, a dangerous move in view of their respective second and third placings overall at that point. In the unfamiliar boat Metcalfe and Clack narrowly won the race from Mamwell/Little and Dickinson/Kelly, with the Scotts crossing the line in fourth, thus ceding second overall to Metcalfe/Clack on the grounds of the race win. Was Viola bovvered? Not one bit, she was just pleased to give somebody else a go in her wonderful Mark IV.







"Where the hell did I leave my pipe?"



"Splish Splash, I Was Takin' A Bath















Happy Winners



Rudolph Nureyev comes to Hornsea

Result

1st	1317	Rob Shaw and Alaistair Smith	Kielder/Filey	4pts
2nd	1286	Dave Metcalfe and Malcolm Clack	Hornsea	10 pts
3rd	1314	Viola and Mike Scott	Kielder Water	10 pts
4th	1276	Alec Mamwell and Ian Little	Kielder Water	12 pts
5th	1158	Chris Dickinson and Brian Kelly	Ogston	17 pts



Scroats In Boats - Coniston, 2007

A weekend trip to the Lake District is a long way for most of the Osprey fleet, but those who make the trip every year always enjoy the testing conditions and friendly atmosphere of this 3-day, Bank Holiday event. **Alec Mamwell**, *the fleet's principal pipe smoker, now a Coniston resident, tells us about this year's meeting.*

CONISTON THE NOVEL indeed!! This year we all turned up, sailed round seven times - some faster than others dished out the prizes and went home. Now then Mr. Editor is that short enough for you?

No! You know what it is - some people are never ever satisfied.

OK - you want the results and some description and some anecdotes and some mountains. But no perversion or annoying anybody or banjos. What do you mean? No banjos.

You paid how much?!!!

Well I suppose at that price you probably deserve to have a monopoly on writing about them but it strikes me that it's a very expensive smile that comes with it.

Rumour had it that the Kent boys were turning up on the Thursday night with the intention of going up the Old Man the next day. As a consequence I decided to have the Friday off with the intention of joining them and, if possible, see if I could persuade them to try something a little bit different. My problem was that, being allergic to work, I'd also taken the Thursday and gone for a long hard walk in the wild west. With over 15 miles and numerous summits behind me I couldn't be arsed to go down to the pub and establish contact that evening.

No matter. Next morning a quick roll down to the Club unearthed a large white van blocking the entrance and the lads wombling around trying, but failing dismally, to look like 59er sailors rather than the displaced Osprey fodder that they obviously were. A quick plan emerged and it was agreed that I should meet the lads in the village. ("I haven't hac my breakfast yet!" JS)

Once I'd managed to find them ("I'm still shopping!" JS) we eventually se off to go a roundabout way to the top of Wetherlam. Climbing the initial slopes behind the village we came across a scree slope. ("Is this scree? Can we walk up it?" JS) The path, wisely, zig-zagged up the slope at the side but our men of Kent decided that they wanted to play on it. Despite telling them that nobody with half a brain walked up scree when there was an easy option available they were not to be dissuaded. Thus Paul and I followed the path whilst messrs Shenton ("Well I want to walk up it" JS) and Kift sweated and cursed their way up the scree. Once above the gully we could also watch their progress up the ball-bearing like surface.



Sheppey's Explorers, (J S with red codpiece)



The World's First Confirmed Sighting Of The Yeti

There was some consensus by the time they arrived (I'm knackered!" JS) that scree and up were not compatible. So after a short rest we plodded on via bog, bracken and some mild ("I don't like this" JS) scrambling along Steel Edge on to the ("Are we nearly there yet?" JS) top of Wetherlam with the whole of the Lake District spread out before us. We carried on to the top of Black Sail and down the South ridge heading straight for the villag and the Sun Inn. Our only stop was unscheduled ("I'm not going to make it to the Pub!" JS) and, as Tim stood guard, John disappeared into the boulders and gave a good impression of giving berth to triplets.

Saturday dawned bright and sunny and with a variable force 2-3 from roughly South West. On the water Rob Shaw and Anthony proved to be top Osprey dogs in these conditions recording 2 impressive wins in 1317 'Bird of Prey'. Behind Paul and John in 1292 'Light n bitter', Russell and David in 1114 'Just Pogo' and Viola and Mike in 1314 (Not a good vintage for us English) 'Think Again' fought for the scraps. 1292 and 1114 shared the spoils with a 2 and a 3 each whilst 1314 missed out on both occasions. Although racing was tight in the Osprey fleet all day the most notable incident was provided by our erstwhile colleagues Messrs Kift and Shenton who managed to capsize their 59er on top of some poor unsuspecting soul right in front of the Osprey start. Very sporting of the lads to think of our entertainment even though they were sailing in a different fleet! Much appreciated boys!

Sunday was a grey day with a cold Northerly blowing down the lake. Starting as a 3 this built to a force 5 with possibly a bit more at the end of the racing. With conditions a bit less like the normal Coniston experience (ie. reasonably steady) John Batt and Nick Broomhall stepped up a few gears to record two firsts and a second. Indeed they were the only team to show any real consistence throughout the day although 1114 scored 2 and 3. Viola won race 4 and was leading by a considerable margin in the 5th before another subaquatic adventure. 1292 and 1317 could only manage a 3rd apiece from the three races. Alec and Ian had an eventful race 5. In second place they gybed the kite, rolled Russsell and David to take the lead and promptly sailed for the wrong mark - a mooring buoy! - and ended up in the reeds with the kite still up. Russell followed and

in trying to make the real mark tipped it in Viola, much more sensibly had binned her kite and sailed to the proper mark to establish a commanding lead subsequently squandered as described above. Alec and Ian rounded the real mark eventually in a significantly last place but then worked their way through the fleet to place second - their best result of the series. Nick Jones and Arthur Butler also had a good day with two fourth places sailing 1330 - one of the fastest Ospreys ever built (and subsequently given back because it was not the right colour! Nick will love me for that bending of the truth).

Sunday night is Osprey night at Coniston and a jolly crowd were more than entertained by Paddys' commentary on the Blithfield Video. Particularly well received were the comments with respect to a well known Osprey medic bouncing his way from buoy to buoy. Those who stayed later were given an entertaining exhibition of teen wrestling by Hannah and Tom. Incidentally Hannah had looked a million dollars on the water despite a very uncool set of "Panda eyes". (Rumour has it that she has now invested in some waterproof mascara - we wait with baited breath.)

Sunday morning dawned even greyer and colder than the previous day without the benefit of a really decent breeze (force 3 Northerly). Four boats were still in with a chance of taking the meeting and with two first places Viola and Mike gave it their best effort. Unfortunately this was not, by a whisker, good enough and Jon and Nick with a 2 and 4 sneaked home to take the trophy. Similarly Rob and Tim (Messrs Kift and Shenton having thrown their 59er back on the trailer in disgust kindly stepped in to help out Rob and Willy respectively) recorded a 3 and 4 which was again only just good enough to keep Russell and David with a 2 and a 3 out of the top three places. Indeed all four final places were only decided on the last few yards of the last beat of the last race - one of the closest open meeting finishes for a long time.

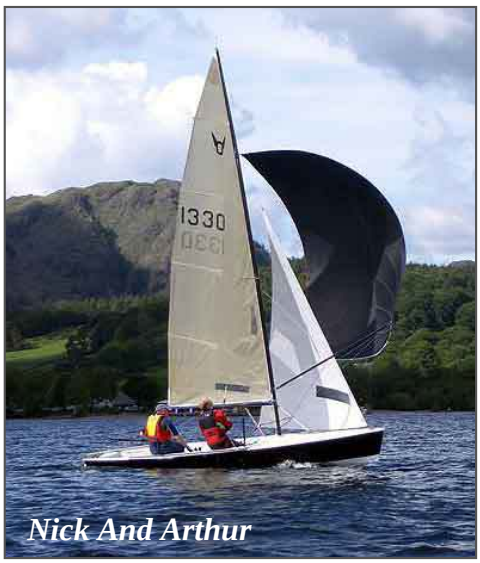
Many thanks to all for coming and making it such a great meeting.



Russell And David Going Well



Jon And Nick - The Winners



Nick And Arthur


Crossing The Start Line

RESULTS

1.	1311	**Jon and Nick**
2.	1314	**Viola and Mike**
3.	1317	**Rob and Anthony**
4.	1114	**Russell and David**
5.	1292	**Paul and Jon**
6.	1276	**Alec and Ian**
7.	1330	**Nick and Arthur**
8.	1144	**Tony and Garry**
9.	854	**Paddy and Hannah**
10.	1181	**Willy and Don**

50th National Championship

Porthpean Yacht Club, Cornwall, 21st - 27th July, Sponsored BY Selden Masts

Report by several different people, compiled and added to by **Dave Metcalfe**, *who wasn't even there. Photographs by* **Anon.**

THE 50TH OSPREY NATIONAL Championships, supported and sponsored by Selden Masts, took place in the idyllic setting of Porthpean Bay, on the Channel coast of eastern Cornwall. With much of the rest of the country being underwater from the summer's downpours, many of the sailors had tall tales of horror and mayhem on the roads to tell, with journeys from the Frozen North sailors taking close to 24 hours in some cases.

However, twenty-nine boats, all with helms and crews, some with wives, girlfriends, children, parents and dogs in tow, managed to complete the trek. And everyone who attended said what a superb, welcoming club Porthpean Sailing Club is, and what great racing everyone had.

After the Practice Race, won by Martin Cooney and Peter Frith in 1290 the first points race, the Mounts Bay Trophy, had up to 20 knots of wind, and was sailed at full tilt. 1290 again led from the start and each leg of the race increased their lead, which was one minute by the end. They were followed by Jeremy Williams and Peter Greig in 1296. Third place was fought out between Phil Angrave and Peter Smith in 1281 and Lee Harvey and Mike Greig in 1116, nip and tuck to the finish, in that order. Behind these, the Hobsons, Ellery & Spencer-Smith, the Scotts, Shaw & Batt and home club helm, Nick Eggett & Jonathan Gibbons, finished in close succession.

The following morning the PRO, and Commodore of Porthpean SC, Ken Fobbester, decided that the surf would make it impossible to launch the patrol boats, so racing was abandoned for the day, much to the delight of Paddy Lewis, whose crew, Francis Scott, had hurt his leg the day before. Paddy rang Dave Metcalfe, who wasn't at the Nationals, at around 8.30 that morning, at Dave's home in East Yorkshire, to ask if he had a mobile phone number for Malcolm Clack, Dave's crew, who *had* gone down to the Nationals, but without a boat or helm. Nothing doing. But, race abandoned and Paddy had a result. Francis was OK by Tuesday.

On the Tuesday morning racing was back on with 6-8 knots of westerly wind and calm seas, ideal for the first race in a two-race day.

Viola and Mike Scott (1314), led out the fleet, followed by Williams/Greig (1296), and Shaw/Batt (1317), with Oscar Chess and his son Sam close behind.

The wind had increased to around 12knots by the end of this 3-lap race, with the Scotts still in front, making Viola the first female helm ever to win a race at the Nationals. Well done Viola!

Second placed boat 1296 received no gun as they were OCS at the start, so Rob Shaw and Jon Batt were moved up a place, with 1290 third.

Lunch was taken *al fresco* and *en bateaux* and provided in the form of pasties, by Porthpean SC.

By the start of Race 3 the wind speed had increased slightly and moved round to 280°, giving shifty conditions for the first part of the race. Getting these shifts right would to a great extent dictate the course of the race.

Rob and Jon, from a poor start, tacked on to port behind much of the fleet and headed to the right hand lay line. They reached the windward mark first, followed by 1296 and 1290, both of whom had taken a different route up the beat. The three fought it out right to the end, with places changing from leg to leg, the race eventually being won by Rob and Jon, with 1296 second and 1290 third. The Scotts got into the mix again in this race, but in the end dropped back to fourth.

The consenus from front to back of the fleet was that this had been a perfect day's racing.

The following day , with the wind at 220º and gusting over 20 knots, it was wet and misty out at sea and there was a significant swell.

The start was delayed until 12.20, waiting for the weather to be a bit more clement. Two boats were over the line; one went back and one didn't. This was proper Osprey weather, good big seas with surf and spray - big boys'stuff! At the first mark 1296 popped out in front followed by 1281, 1116 and 1331 – unfortunately the Hobsons rounding in 1318 chose this moment to break their rudder and retired. 1116, after their premature start, made good and proved the point that a bad start is never the end result – unless you let it be. The race, over a slightly shortened course, was frantic, with 1290 (Cooney and Frith) first, then 1296 (Williams and P Greig) followed by 1281, Phil Angrave abd Pete Smith.

At the end of Race 4 the sun came out and the wind slowed from 26 to 15 knots. Certain over-extended individuals from the first race decided that, as the sun was shining, they could go out to play again. The extended interval of 1¾ hours due to a shifty wind dulled the senses a bit but, eventually, a start at 3.45pm saw the fleet beating out to sea with wind from 225º. The race proceeded at a pace stretching the fleet out yet again. The battle for supremacy became another long dogfight between 1290, 1296 , 1281 and 1116, ending in that order at 4.50pm.At this point the top two finishers were very closely poised to give a very exciting finish as both could win over the next two races.





On day 5 there was even more wind and the conditions made it impossible for the committee boat to come out of Fowey harbour, so the stage was set for a two race shoot out on the final day. This brought sun and much less wind, but with the remains of a swell making it a challenge to keep the power on. Cooney / Frith did the necessary to take the championship by taking 2nd in the first race, with Williams / Peter Greig winning the race to secure 2nd place overall. Nick Eggett and Jon gibbons had their best result of the week, coming in third. A win in the final race was the icing on the cake for the new champions, but Harvey / Mike Greig took 2nd to give them 3rd overall with Angrave / Smith coming in 4th.

This was an excellent championship in a cosy and very friendly club, in an idyllic setting. Close, well managed racing, plenty to eat and drink and a full range of conditions to test crews right through the fleet. The Osprey again proved its wonderful versatility, providing fantastic racing for an amazing range of ages and both sexes.

The prize-giving was well attended and enjoyed by all, with a wonderful array of prizes from main sponsors Selden, Gul, and Harken. One highlight of the evening was rousing pipe music, performed in kilts by father and son Mike and Francis Scott.

Extracts From John Bowden's Diary
(Aged 13 and two weeks)

Race 2 - Our first race wasn't of high standard. Making a hash of the start wasn't helpful. We thought we were over the line but weren't so we went through the line again not knowing we weren't over! This put us to the back of the fleet.

Race 3 - This time we had a good start rounding the windward mark 16th. We again went well off the wind, picking up a few places. We had a good rounding of the leeward mark which left us in the middle of the fleet. We made a tack 100 yards into the second beat in which the tiller got caught in the spinnaker pole cradle, causing us to capsize. We slowly moved towards the back of the fleet finishing up 25th. We now stand 24th overall

Race 4 - There was a big sea with wind of about Force 4 gusting 5, dropping off. Throughout the race there was also low cloud and it was overcast. One minute before the gun we weren't fully awake and a big gust capsized us. This meant we had half a boat full of water going over the line. The boat was extremely good fun in the big waves, we were 19th around the windward mark. We didn't fly the kite down either of the reaches but it was still awesome surfing down the waves with two sails.

Race 5 - After the fourth race our centreboard housing came away which meant that we couldn't compete in the fifth race but hopefully will be able to compete tomorrow. Our overall result is 25th

Race 6 - We had a great start, coming in on port, tacking onto starboard and over the line at the front of the fleet. Our first beat was relatively good, rounding the windward mark about 17th. We then lost places down the first reach. A good gybe helped us gain 2 places.

Race 7 - After rounding the windward mark we stayed high while hoisting so it was a fast blast straight to the wing. On the next reach we had a luffing match with 1004 because they were trying to roll us. We defended well to stay in front until the last beat where they overtook on the very last tack.

After racing we were given the opportunity to try one of the new mark IV boats. I was really impressed with the set up of the boat especially the mainsail and kicker. My crew (Dad!) appreciated the extra room the mark IV has. It was quick and the helm felt very light and responsive.

Exhausted and stiff I am looking forward to finishing the week with the prize giving dinner tonight. I hope the food is as fantastic as it was at the club house.



The Nationals Gallery

The Class had no official photographer at the national Championship this year, but luckily local photographer **Andy Tregaskes** *was around to take a batch of photographs. The full series can be viewed on his website,* **www.globalsportsphotos.com** *and individual pictures can be ordered from him.*









































PRIZE-GIVING PICTURES

























National Championship - Results

Pos	Sail No	Helm	Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total	Net
1	1290	M Cooney	P Frith	Poole	1	3	3	1	1	2	1	12	6
2	1296	J Williams	P Greig	Mount's Bay	2	OCS	2	2	2	1	3	42	12
3	1116	L Harvey	M Greig	Mount's Bay	4	7	6	3	4	5	2	31	18
4	1281	P Angrave	P Smith	Poole	3	6	5	4	3	4	4	29	18
5	1317	R Shaw	J Batt	Kielder Water	8	2	1	5	9	6	6	37	20
6	1314	V Scott	M Scott	Kielder Water	7	1	4	DNF	8	10	5	65	25
7	1205	N Eggett	J Gibbons	Blithfield	9	10	9	6	5	3	9	51	32
8	1324	A Ellery	A Spencer-Smith	Mount's Bay	6	OCS	11	10	6	7	8	78	37
9	1114	R Gardiner	D Slater	Coniston	12	4	10	8	10	8	12	64	40
10	1331	G Odling	S piers	Burfield/ASA	11	OCS	12	7	7	9	11	87	45
11	1292	P Heather	J Odling	Wilsonian	13	5	8	17	21	17	7	88	50
12	1276	A Mamwell	I Little	Kielder	10	8	16	9	12	13	13	81	52
13	1085	O Chess	S Chess	Mumbles	19	11	7	11	19	15	10	92	54
14	1318	O Hobson	R Hobson	Shoreham	5	12	15	DNF	11	12	17	102	55
15	1333	N Jones	A Butler	RYA	22	9	13	12	20	16	21	113	70
16	1326	M Stace	D Morton	Tenby	17	14	14	DNF	16	18	14	123	75
17	1004	P Cormie	J Ryan	Mount's Bay	15	16	17	13	17	22	15	115	76
18	1295	P Reeves	S Oldale	Poole	14	DSQ	20.5	OCS	13	11	19	137.5	77.5
19	1291	N Willis	J Willis	Hayling	DNC	15	18	14	15	26	18	136	80
20	1181	W Crichton	T Holland	Kielder Water	20	13	20.5	16	18	14	20	121.5	81
21	854	P Lewis	F Scott	Kielder Water	16	18	19	15	14	19	23	124	82
22	521	D Pipes	D Shaw	Blithfield SC	18	19	26	21	23	20	22	149	100
23	1088	J Bowden	T Bowden	Weymouth SC	23	22	25	19	DNF	21	16	156	101
24	1335	J Shenton	M Mawhinney	Wilsonian SC	DNF	21	23	18	22	23	24	161	107
25	1325	R George	N George	Great Moor	21	17	24	DNF	24	24	25	165	110
26	1322	S Cockeram	D Clayson	Lymington	DNF	20	22	DNS	DNS	27	DNC	189	129
27	1260	C Woodward	A Humberston	Broxbourne	24	DSQ	27	DNF	DNF	25	26	192	132
28	1329	M Hill	B Robinson	Rutland SC	DNF		DNC	20	25		DNC	195	135
29	936	R Pointon	N Pointon	Poole YC	DNC		DNC	DNC	DNC		DNC	210	150

A Few More Nationals Pictures
(just for a bit of atmosphere)











New Owner - Why We Bought An Osprey

It's always nice to hear from newcomers to the class. David Springett, better known to most of you as Dux Deluxe, came to our fleet this summer from the Wayfarer class.

DINGHY SAILING FOR ME started in 1969, crewing on a variety of boats mostly on the end of a wire. For the last ten years I have sailed other classes, with a reasonable amount of success. For 2007 with a young, keen crew, we decided that things were simply going nowhere and even flat out reaches were getting …. Well, boring. Even a frantic fla out kite reach hit 11 knots on the GPS.

More excitement was required – the solution was either buy a motorcycle or get something faster. The bike was quickly vetoed by Mrs Deluxe on the grounds that I kept falling off the last one, so a new, or at least fresh, boat was called for. What to buy? The choice is huge and getting bigger all the time.

First round elimination was anything that resembled a washing-up bowl with a stick. Reasons?

1. They may be cheaper to buy but that plastic actually creases and dents quite badly as the foam underneath is compressed. A few dings and the boat looks awful. Come to think of it, even new, the boat looks awful.
2. Cheap basic fit-out.
3. Too old to buy one at a tupperware party.
4. Difficult to choose a class that will last more than 3 seasons before dying
5. I wouldn't been seen dead in one.

Second round elimination was asymmetric boats. Reasons?

1. Traditional boats appeal more and are more of a challenge to sail well.
2. The Tupperware factor as above.
3. I f you buy an RS400 or similar, no-one wants it when you sell as most seem to be worn out fairly quickly. Buy one, race it for 2 seasons and throw it away seems to be the order of the day
4. Everything is pretty well won or lost on the downwind angles – skill, yes, but not my cup of tea.
5. The only one I *really* like is an SB3, which is pretty expensive to run and beyond the Deluxe budget imposed by SWMBO

So the choice was for a traditional symmetric boat with a good turn of speed. This left us to choose from the heart from the following:

1. 505
2. Furball
3. Osprey

There are others of course, but the 505 is chequebook sailing to be anywhere near competitive and the Furball was eliminated on the grounds that there was nowhere to store the duck that we tow around – oh, and the helm is about 4 stone too heavy,





though the crew is eyeing one up.

Decision made in principle, the next challenge was to find a good boat. Since this was new territory the budget was set to allow for the fact that we might not get on with the boat/class and so a new or nearly new boat was out of the question. Luckily a couple of good prospects were available. Missed out on one and then was emailed some pictures of "Dodger". Oh dear – as soon as the red hull was seen then I knew that this was the boat. John, the seller assured me that the boat was a wee bit scruffy in parts but basically sound and so off we went. Returned 4 hours later with boat in tow and very privileged to be the owner of yet another (red) super wooden boat.

The following Sunday I discovered that my crew had never trapezed before – should have asked him first I suppose, but he did sail a Buzz once, so that was OK. Rigged the boat, threw away spare bits of string that didn't seem to have a purpose, retrieved same bits of string when I realised they held the rig up, put tape over everything, including the crew when he wouldn't shut up and went for a sail.

Five minutes later the grins on both our faces was bigger than a Cherie Blair smile – the overwhelming initial impression was a boat that is smooth, balanced and easy to sail – and faaast. Crummy start for the first race – we seemed to take up half the start line, but simply blasted through the fleet upwind and showed the RS400 which way round to go.

Sailing an Osprey on a small reservoir was never going to work, so we switched to Brightlingsea, where it seems that everyone had heard we were coming. Plenty of interest in the boat – everyone likes Ospreys. The mission is to extract the fatter Furball sailors from their boats into something more gentlemanly and a bit faster. Mind you, they murder us downwind in a breeze until it gets too much for them, but it's a lovely feeling taking 100 metres out of them upwind each beat.

Nick Jones was kind enough to let me "crew" for him in his boat over the bank holiday weekend as my crew was elsewhere engaged in winning the OK junior champs. Most of the weekend was spent holding the tiller rather than hooking on, because the writer is nowhere near as capable on the wire as first thought – couldn't kick off on to the wire and the knees just swelled up like balloons.

This meeting was the first taste of the

hospitality from other class members and convinced me more than anything that this was a good class to be in.

Next steps:

The obvious thing to do is to learn how to sail an Osprey properly – i.e. quickly. This year is a bit of a wipe out due to work commitments and it has been a fairly steep learning curve trying to get the best out of the boat. Next year we'll try out against some competition and see how we can improve.

The big decision is what to do with the boat. Spend some serious cash on a carbon rig and brown sails or sell her on and buy a new one? The jury is still out on that one. The choice is boy's shiny toys on the one hand (carbon, milanes, carbon, kevlar and more carbon) and a not much slower boat on the other hand. The "shiny toy" thirst has already been slaked a little by buying a carbon pole from Chipstow which is a real work of art – crew's life will be very short if he breaks it. Either that or I will tighten his trapeze harness crutch straps beyond belief. We could use it on the new boat if I got one anyway.

Do I have any regrets about buying an Osprey? Absolutely not. My only regrets are that I didn't do so before, and due to work commitments we couldn't make any meetings in 2007. Checklist for the boat:

1. This is such an easy boat to sail, smooth, viceless, and beautifully balanced.
2. But it is a very difficult one to sail *really* fast, which is just the challenge any decent dinghy sailor needs.
3. I even took out a complete novice in a force 4. Couldn't get him out on the wire, though. Near mutiny…
4. Astonishingly good value. A decent old boat really is competitive and the biggest bang for your buck in the country.
5. Older boats' depreciation = zero. I suspect even some appreciation in value.
6. The bonus is that they look beautiful on the water – "purposeful, a proper boat", someone said. Can't argue with that. Now where is my 2008 calendar??

Postscript:

Be warned any prospective owners - you might budget a couple of grand for a decent S/H boat – a bit more for a nice newer one, but the unbudgeted costs may well include 25 grand for a motorhome, as this seems to be a rather nice way of doing a meeting. Might even get Mrs Deluxe and the dogs at a few opens. That should be no.5 on the list above. In a strange way, a more family friendly boat than a Wayfarer!

See you around… We'll be the ones in the red boat, propping up the back end of the fleet but with the biggest set of really stupid grins that you have ever seen.

Post-postscript:

Things have moved on a little since originally penning this article. The plan was always to consider a Mk4 when settled into the class, for the reason that having two wooden boats (my other one is a 50 year old Wayfarer, no.33) would take too much time in the workshop, not that either could be classed as high maintenance. One woodie, yes. Two? Not really. A nice and almost unused Mk4 came along with exactly the spec (lots of carbon) that I wanted, so we are now the owners of TWO Ospreys. Dodger will be refurbished before selling on - she is lovely and deserves to be well-looked-after before going to a good home. There is at least another 10 years of competitive racing in her. Need another good reason for buying one? Well, it's true what they say - Ospreys never become obsolete.



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The Crew's View

It's not very often that **Sail Osprey** *has articles from those strange, bulky beings from the pointy end of the universe, but with this article,* **Ian Little**, *the philosopher's apprentice, shows that he deserves to achieve full philosopher status in his own right. This article has been a long time coming, but it's no worse for that.*

ALTHOUGH NOW FIRMLY established at our own level of incompetence it should be remembered that Alec and I are still fairly recent members of the Osprey fleet. At one time we were really incompetent.

The idea of sailing had never really crossed my mind before 1995. Sailing was done either by little thin blokes in little thin dinghies, or by very rich blokes in huge yachts. However, during a Fat Boys' climbing trip to Cornwall late in that year an opportunity arose to correct this. Now Fat Boys' climbing trips to that magic part of the world are a legend in their own drinking-up time. A typical day might go something like this. An early rise at the crack of 9.00am, full cholesterol breakfast, cooked in lard of course, then off to climb on superb Cornish granite, only stopping off at the local Spar or VG shop to stock up on Mrs Miggins' Cornish pasties (hairs and fingernails a speciality). Sunset would see us off the rock and on to the nearest hostelry for a few rounds of Dr Murphy's marvellous medicine, back to chez caravan at six o'clock to ingest the entire food supply of a small third world nation, then back to the pub to rot away a few more brain cells, before impecunity and an aversion to verticality prompted a stagger back to base for a brew, a chocolate hob-nob and perhaps one of those artistic French films on Channel 4 where the heroine's clothes often end up on the floor.

These details may digress from the story in hand, but it does help to build up a picture of the sordid, debauched lifestyle we had before we were put back on the straight and narrow by the clean living and honourable lifestyles of the Osprey community.

Anyway, back to the story. On one such morning after the night before, I found myself standing on a small stance some 200 foot above a surging sea on the Chair Ladder, one of Cornwall's bigger and wilder cliffs. (Just out of interest, the Chair Ladder was allegedly the scene of skulduggery in the 18th century when Maggie Figgen, a famous Cornish witch, lured sailors to their deaths by swinging a lantern from the cliff top. Ask Des, he will have been a young lad at the time.) His Lordship had already departed for the top while I squeezed tight against the rock, watching the ropes run slowly through the seagull guano on the ledge above. As I was mentally making a note not to carry the blue rope back in my rucksack (it had more poop still attached), out of the corner of my eye I spied a small yacht battling through the tide races just off Land's End.

A tug at my waist prompted me into clearing the belay and starting the short pitch that would lead to warmth, safety and cheese butties. As I climbed I could still see the boat, now caught in the vice-like grip of the Atlantic's intricacies, bobbing and weaving through the huge standing waves that wind against tide produces. I thought to myself "Bloody Hell! That looks awful".

"Bloody Hell! That looks brilliant" said Alec, now sitting comfortably among the sea-pinks and samphires, a good head of steam rising from the pipe. "Fancy a go at that then youth? We could do that when the weather's no good for climbing."

Overcome by a sudden upward breakout of last night's beer and meat pie supper, and two lungfuls of St. Bruno's best, I struggled to give a negative reply and the rest, as they say, is history.

January of '96 saw us sitting in the cold at Kielder waiting for the delivery of "Stress Relief", the most inappropriately named boat since the Titanic was nearly called the SS Unsinkable. (Apparently "Stress" is still around, bought from us by a surfer dude. She now has splendid mammary implants where we injected too much expanding foam into the foredeck. She does however have incredible rigidity in the side tanks where we epoxied several beer cans in place, after emptying the contents of course.)

"Stress" duly arrived and April of that year saw us sail her for the first time. Now bear in mind that this was the first time that I had ever been in a dinghy, and when it comes to control lines the Osprey is not the easiest to understand. Couple this with the fact that one of the previous owners had been Rob Shaw, a man whose undoubted expertise and strive for perfection, meant that there was no need to use one rope when four would do instead, and you begin to see that "Stress Relief" had become a daunting prospect to this uninitiate. Using a borrowed wet-suit several sizes too small (Alec reckoned it used to fit him – he must have been about twelve at the time), and a life jacket that looked like a piece of gorgonzola cheese, we ventured forth on a cold, foggy Saturday. Some time later, and none the wiser, having floated round in our own little fog bank, we arrived back at shore, only slowing down to hail Starboard on several brass monkeys looking for a welder.

Using our now vast knowledge bank of Osprey experience we decided it would be a bit of a jape to enter the Inland Championships, to be held at Kielder in May.



The cream of the Osprey fleet were there, several boats having travelled from the South coast. I can vaguely remember one of them having a foiling rudder – you know who you are! The day was wild, huge line squalls screaming in from the North West. We thought it might be a good idea to go out for a practice. Casting off athletically and confidently from the shore we thrust off into the unknown ready to take on all that could be thrown at us. Four yards later we were in irons and going backwards. Another few seconds and a sickening crunch suggested we had more to worry about than direction. Closer inspection showed our rudder had multiplied, we now had two, each half the size of the original. We trudged dejectedly up the slipway, our Inlands was over before we had even crossed the start line. Then something happened that has been the underlying feature of Osprey sailing ever since. A bloke whom we'd never met before came across and asked what the problem was. Showing him our rudder he replied that he had a spare and we could borrow it until we managed to fix ours. I have never forgotten that kindness shown to two numpties who obviously didn't have a clue. Thanks to Nick Jones we were back on the water within 5 minutes.

Hailstones were now adding drama to the pre-start jostling. It suddenly dawned on me that I had never trapezed before. The Yorkshireman was having an epic with the pipe, damn thing just wouldn't light.

"What about the countdown?" he screamed through the gale.

"I don't watch it," I replied, "but that Carol Vordermann's alright".

"No you idiot, how long left to the gun?"



At that point a gun went off. "Bloody dangerous," I thought, "shooting grouse this close to people's boats."

We had made a marvellous start, not a boat in front of us and clear air ahead.

"We're pointing the wrong way," said Alec dejectedly. He was beginning to remember why he had given up sailing in the first place.

"We'll have to gybe," he shouted.

"What's that then?" I said. Now an Osprey boom is not a particularly heavy object, but with the momentum created by a mainsail being filled with a Force 6 it becomes a weapon of war.

Fortunately it hit me on the head, where it could do little damage, twenty years of playing lower division rugby having seen to that.

Two fat blokes scrabbling round on an upturned dinghy must have been an hilarious sight to those lucky enough to spectate but the instant sex change caused by the water temperature was no laughing matter. My only thought was to get back into the relative comfort of the boat as quickly as possible. By chance we were now pointing in the same direction as the other boats, who were about half a mile ahead.

"We can still win this," Alec exclaimed. I now started to doubt his sanity, though thought it best to humour him.

"Wait" he shouted. I duly waited.

"Wait!" he shouted louder. Again I waited.

"Wait!! For God's sake, wait!!" Now he was getting frantic.

"I'm waiting, I'm waiting," I replied.

"No!!! Weight, weight. Get your weight out over the side of the boat."

I clipped the trapeze hook and pushed out over the side. Everything fell into perspective. Three foot waves forced the bows into the air but the boat powered through them and surfed down the other side. Gusts could be met by adjusting body weight to get the required heeling moment for maximum speed and all the time spray was flying past at what seemed like incredible speed. This was FUN.

We survived that race and even beat a few people who had capsized or retired. The rest of the weekend was just as good, great racing, great drinking and telling tall tales, windspeeds and waves getting larger as the Guinness went down. It didn't matter about the fact that we had finished at the back, it didn't matter about the lump on my head or the watch I had lost over the side. It didn't even matter about falling for all the old tricks because we were the new boys. The bug had bit and I haven't really looked back since.



Next time you have a bad day and despair, remember that tale. Don't think about who should be in the lead or who you've beaten in the past. Just think about the first day you went sailing and really had fun. Keep that in mind and you can't go far wrong.



Return Of The Mutant Osprey - Part 2: The Restoration

In the summer of 2006, **Tom Saunders***, of Winnipeg, Manitoba, Canada, rescued what he thought was an Osprey from deep in the forest where it had been for over 25 years. Although the boat was of unlicensed manufacture, it had been registered as No. 832 and so was dubbed the "Mutant Osprey".*

Fall, 2006: The Mutant Osprey sat awkwardly on the trailer in my front yard. The good news was that the boat was in surprising shape. The hull was sound, other than a split that ran the entire width of the transom where it met the aft deck. The sails and foils were as new. The bad news was that the mast was bent, the standing and running rigging rotted completely and the boom was missing.



The spars became my immediate focus over the winter, for if they could not be economically replaced, the project was over. After a search for used parts, I went to the Selden website. Selden offers a "Spar Search" service: type in your country and class of boat and instantly "See who has your spar in stock, contact them and place your order".

What could be easier! I typed in "Canada" and "Osprey". Despite the advance billing, a message popped up that, regrettably, "There are no Osprey stocklists in Canada". I was invited, instead, to contact one of Selden's three Canadian dealers. Links were provided.



I tried all three. Silence. I returned to the Spar Search service and this time selected "U.K." This led to a contact with someone who would, in the end, save the project: Andy Postle at Allspars. Andy immediately responded. A new mast and boom would be about £700.

A very reasonable price, I thought. But: this was a 30 year old boat. £700 was about what I had been figuring for the entire restoration. And: the price was £700 *in the U.K.* The parts would still have to get from over there to over here. After telling the perky customer service representative at Air Canada that I wanted to ship a 30 foot metal tube across an international border, I felt an icy chill descend. Then the line went dead. I had visions of heavily armed men in ninja suits bursting through the door momentarily, their entrance announced by a volley of flash grenades.

Stumped about what to do next, I called one of the Canadian dealers, Abbott Boatworks. Abbott had no clue what an Osprey was, but they had a shipment coming from Selden and could easily add one more spar. That advice solved the transport issue, but left the problem of the magnitude of the expense relative to the overall project budget.

Enter here our second hero, Norm Cooper of the Surrey (British Columbia) Sailing Club. I had latched onto Norm early on for he also has a mutant Osprey (No. 701). I mentioned to him in passing the spar dilemma to which he mused, in reply, "I was actually thinking of getting a new mast myself.



Trying to plant the seed without being pushy, I offered, "Why don't you buy a new mast and boom and I'll buy your old ones?" "Hmm," said Norm. I linked Norm up with Abbott.

Norm was far from committed. Would a new mast even fit his boat? Abbott had no clue. But I knew who would: Andy Postle at Allspars. Norm sent Andy a set of interrogatories and Andy dutifully answered every last one, right down to describing the shims Norm would need for his mast step.

Satisfied, Norm agreed to buy a new mast and boom. I immediately bought his old pieces. Price: about £200. And so, the major issue was solved – but for one ironic postscript.

Glenmore Boats of Calgary holds the assets of the company that had made the mutants and I was in intermittant contact with them. After all my travails over acquiring new spars from the UK, after the deal between Norm and Abbott was in place and after my undertaking to Norm given, my contact at Glenmore noted offhandedly that they still had "several masts and booms in new condition" for which they had no use. Calgary is about a 10 hour drive away. New spars had been just that close all along!

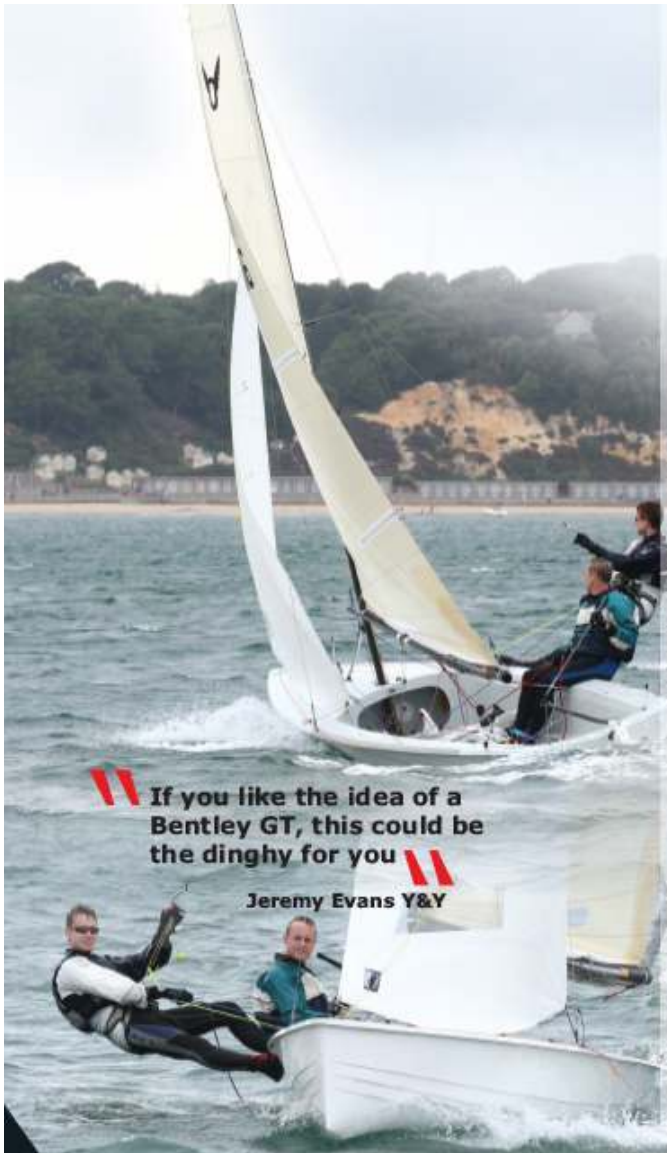
Spring, 2007: With the spar issue solved, I looked forward to finishing the project by mid June. It was not to be.

First, it started to rain. And it rained and rained and rained. It never stopped raining. And every day of rain was a day that prevented work on the boat. Second, as with all projects, there were surprises. In my case, I went to reinstall the mast step, only to discover there was nothing but air underneath the fibreglass covering of the step base. More delay. And third, there was the utter agony of the unexpected. When I turned the boat over to install the floor bailers, long, deep gashes in the hull glared up at me, the clearly self-inflicted result of trailing the boat the previous fall.

The injuries to the bottom were defeating. I had no longer any inclination to spend the summer working on the boat. So, on a beautiful, sunny Friday in early July, I rigged the boat in my driveway. I needed to raise the sails if only to raise my own flagging spirits. It worked. I stood there looking at the mutant, reflecting on how far the project had actually come. A gentle breeze filled out the sails. I watched the boat heeling over slightly in response, then the puff passed, and with it, the moment.

I took the sails down, lowered the mast and went to get my neighbour to help me put the Mutant Osprey back into storage until the fall.

To be continued…



"If you like the idea of a Bentley GT, this could be the dinghy for you"

Jeremy Evans Y&Y

Will Odling started sailing dinghies 42 years ago, when he was ten years old. He followed the traditional family, club route and ended up in Fireballs which he campaigned for many years with his wife Gill. A natural break from sailing then followed whilst the children were young.

Gills father had an old Osprey, a Mark II number 425, that Will decided would be a good project to restore and bring up to date. In 1996 he started sailing again with his younger brother George. 425 was replaced with 1199 (Merlin) and then 1295 (Big Girls Blouse) before Will decided in October 2005 to invest in a new Hartley Mark IV.

By this stage Simon his son was crewing, George had taken over 425 then 1199 (which he still has), sailing with Simons wife Melissa. In 2006 Simon and Melissa had a son, Oliver – will he be the fourth generation Odling (Gills father being Odling by proxy) to sail Ospreys?

Will has always gone well in light weather and has won open meetings in recent years as all of his boats have been fast. With the Mark IV, in 2006 Will won two open meetings, finished second at the Inlands and for the first time ever, won a race at the Nationals finishing eighth overall.

His view of the Mark IV – "it is at least as fast as the faster wooden Ospreys, where it differs is that it comes ready to go out of the box, everything works really well, there is virtually no maintenance and it comes at a much lower price. The rig set up is so flexible that it allows controllable sailing in all conditions even when there is only 11st on the wire. In terms of why Osprey – Jeremy Evans summed it well when he described it as the Bentley GT of dinghies but the difference is that this boat is very affordable."

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from the pen of Phil Morrison

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OSPREY



Isle Of Sheppey Open June 30th & July 1st

This was a new event on the calendar. Only six boats sailed, but a great time was had by all. **John Shenton** *sent the report.*

THREE OSPREYS FLEW in from across Kent and Essex (Wilsonian and Marconi SCs) to join three home birds at the Isle of Sheppey Sailing Club (although one of the IOSSC boats (1197) was helmed by John Shenton who had stepped over from the River Medway to join Mark Mawhinney). The waters in this part of the Thames estuary have been described as the 'south east's best small boat sailing waters' and, while there weren't too many competitors, they all enjoyed the wide expanse of open water available in this part of the world.

Saturday's weather brought a nice 3-4 but very wet conditions. Race 1 saw Will and Simon Odling (1331) take first place, followed by Paul Heather and Jonathan Osgood (1292) in front of 824 helmed by IOSSC Commodore, James Bell, with Scott Atkinson, which left Michael Greenland and Lee Marriott in 555 to take 4th. John and Mark in 1197 DNF.

Race 2 was again won by Will and Simon Odling (1331) with Paul and Jonathan (1192) taking second. Third place went to Michael and Lee. Racing was quite close but, sadly, James and Scott broke their main halyard and were forced to retire. 1197 finished fourth.

Sunday arrived with clearer skies but a lot more wind! (with a forecast of 5-6 southerly ie off-shore). We were joined by Mike Taylor and Jon Willey in 1297 as they were only able to sail one day.

Race 3 got under way with 5 boats (not six as 1197 had a touch of gear failure). The two Marconi boats rounded the windward mark first, followed by the men from Kent. Unfortunately, on the reach, Will Odling broke the end of his spinnaker pole and was forced to retire, leaving Mike Taylor in the lead, chased by Michael Greenland in 555, Paul Heather in 1292 and James Bell in 824. Paul was also forced to retire later having capsized four times. All these incidences took place on the first triangle leaving only three boats left in the race. The winds picked up as they raced down to the 'sausage' with Mike Taylor and Jon Willey being the only ones flying their spinnaker. Local sailors, Michael Greenland and Lee Marriott, chose not to fly their's. Mike had quite a good lead but, when dropping the spinnaker at the leeward mark, it went under the boat and allowed Michael to nip inside up the final beat to the finish. At this point Race Officer, Ken Brown, registered 31-32 mph winds and shortened the course and finished the remaining boats half way up the beat. This left Michael and Lee in 555 in first place, followed by Mike and Jon (1297) and James and Scott in 824 in third place.

Finally, I would like to thank everyone from IOSSC for providing a brilliant weekend which was enjoyed by all competitors. Particular thanks to former Osprey sailor, Race Officer Ken Brown, and his team.(If you have a close look at the photographs on IOSSC's website you may notice that Ken was unable to resist the temptation to go 'out for a blast' in 824.

PS. I hope that we will see a lot more Ospreys at this event next year - I've already asked IOSSC to look at dates so that we can get it booked into the 2008 calendar as soon as possible.

Overall Results

1st. 555 M Greenland and L Marriott
2nd. 1331 W Odling and S Odling
3rd. 1292 P Heather and J Osgood
4th. 824 J Bell and S Atkinson
5th 1297 M Tayor and John Willey
6th 1197 J Shenton and M Mawhinney











Burnham Regatta, August Bank Holiday Weekend

In the 1970s and 80s Burnham Week was a major event in the Osprey sailor's calendar. This year saw a tentative, but welcome return. **Malcolm Clack** *tells us about it.*

It was August Bank Holiday 1982 when Mike Mooney and I made our first visit to Burnham on Crouch for the annual Burnham Week Regatta. Encouraged by Rob Shaw, over 30 Ospreys came to the line for the weekend racing and 17 stayed to complete the rest of the week.

We had a wonderful time, winning both the weekend series and also the week long series. Racing was held on the River Crouch, either upstream or downstream depending on the wind direction, and with occasional sorties into the River Roach. Courses were round fixed racing marks, all individually named, and chosen on the day to give the best course for the prevailing conditions. Good navigation and tidal considerations were key factors in doing well. After years of triangles and sausages this type of racing made a welcome and refreshing change but was in no way any less demanding.

Ashore, we camped at a site, literally two hundred yards from the dinghy park and with four yacht clubs and all the town's pubs and restaurants within staggering distance, a fantastic time was had on the social side too.

In fact we enjoyed it so much that we returned to Burnham for several more years, until Rob Shaw moved up north.

Rob had started an Osprey fleet in Sunderland and their regatta was over the same Bank Holiday weekend. Suddenly we had a clash of fixtures, and with Sunderland being a hundred miles closer to home we were to go there instead for several more years.

So what's all that to do with now? Well, fast forward 25 years and it's 09:00 on the Saturday of August Bank Holiday weekend and I'm driving into Burnham-on-Crouch to crew for Rob Shaw in the hastily arranged 'Osprey Open'. Rob had arranged with the Royal Corinthian Yacht Club for the Ospreys to return, and being short of a crew he rang me a fortnight before to see if I was available. I didn't need to think twice.

So what was it like in 2007?

With scorching temperatures and a gentle breeze, summer had finally arrived and the one hour postponement before the first race was appreciated by those who had travelled early on Saturday morning. Three MkIV Ospreys rigging at the Royal Corinthian attracted a great deal of attention and the many admiring looks and comments were great to see and hear.

The fleet shared committee boat starts with the cruiser and keelboat classes with courses covering the lower parts of the River Crouch and the River Roach.

Rob and I were the early leaders of Race 1. With the tide on the ebb, hugging the shore was essential as the fleet headed up the Roach. Will Odling, crewed by Simon, spotted an opportunity to pass, and with centreboard and rudder raised and the boat heeled at 45 degrees managed to squeeze to windward of a Royal Burnham One Design, with Rob struggling to get through its lee. The rest, as they say, is history. Will took the win by loose covering Rob until the finish. Nick Jones, crewed by David Springett, (who is new to the fleet and has just bought 1167), came in third.



The day was rounded off perfectly with Pimms on the balcony at the RCYC, and then a barbeque at 'motorhome city' in the field adjacent to the dinghy park.

Sunday dawned a little cooler and with a bit more breeze. With two races and a 10:25 start it's a good job no one was nursing any serious hangovers.

The first race of the day was won (and lost) on the start line. With a running start, Rob hoisted his spinnaker with 20 seconds to go and arrived at the start line 3 seconds early. While Rob was restarting, Will made a more conventional start and took a lead which he was never to relinquish. Nick came home third again.

The fleet came ashore for a leisurely lunch before the afternoon race.

The breeze was a little more inconsistent. Nick made the best start, but while Nick and Rob headed right, Will went left. When Will tacked he picked up a lift that took him into a patch of new breeze filling in from the sea. Nick and Rob were left motionless as Will powered away towards the windward mark. Will took the win, with Rob second and Nick third.

Yesterday's Pimms was replaced by Mount Gay rum for the après race refreshments on the balcony of the RCYC. Then it was back to motorhome city, where Rob and Helen once again demonstrated their culinary skills with another excellent barbeque.

Last race of the series was on Monday, slightly cooler and with a bit more breeze. Mike Taylor turned up to play for the day, but with a rookie crew, and unfortunately didn't make the start in time.

Will made the best start and led downstream until a navigational error allowed Rob to take the lead at the first mark. The lead changed hands several more times with Will finally getting the upper hand in 'traffic' and again applying a close cover until the finish. In the best sail of the weekend only fifty seconds separated the first two boats after two and three quarter hours of racing. Nick brought up the rear again.

I'm pleased to say that Burnham has lost none of its appeal; it's still the same old mix of tricky sailing and unconventional courses. Yes there are fewer entries and some of the marks now have different names and the launching's a bit unusual but you still have to sail really well to win. If you fancy a weekend with a difference and some really fun socialising thrown in too, why not give it a go. You might just get hooked, like Rob and me already have!

PS - Another interesting point, is this the first 'Open' with an all MkIV entry?

1st	**1331**	**Will Odling & Simon Odling**
2nd	**1317**	**Rob Shaw & Malcolm Clack**
3rd	**1333**	**Nick Jones & David Springett**

Update On The Website

OUR WEB SITE exists to perform two important roles. It is our main window to the world to allow people to see what the osprey class is all about, and an important communication tool within the class.

Unfortunately the roles can conflict. Clearly the unrestricted access to internal communications can reflect badly on the class from the outside as a visitor would not know the full background for some of the comments. To address this concern we are looking at updating the website to allow some communications to limited to the membership.

From a marketing perspective the web site is going well. We have approximately 14,000 hits per month so the website is well visited. I do however feel that the news section of the website is under utilized. If you have any Osprey News stories that can be published on the web site please send them in. The following email addresses can add news to the website:

chairman@ospreysailing.org.uk
marketing@ospreysailing.org.uk
treasurer@ospreysailing.org.uk
webmaster@ospreysailing.org.uk

Also available via our website is an Osprey specific e-mail redirection service. A number of email addresses have been set-up to allow interested parties to contact the relevant person. These include all the committee posts and some fleet representatives. If you want to add a contact for your club please let the Webmaster know at webmaster@ospreysailing.org.uk.

In order to provide a private forum for internal communications we are planning at add a member's only version of the gossip forum. This will supplement the existing forum to all to allow our dirty washing to be done in private. Everyone has gripes about the committee now and then (I just hope they are rare) and this will give association members chance to suggest changes and provide constructive criticism.

It is hoped that the same login will work for both so please be careful which forum your posting appears on. The idea is that dirty washing is kept private but the normal forum chat on things like hints and tips or events is kept in the open. Moderation has been added to the public forum and will be maintained. The Members forum will be un-moderated with a set of published rules to be ratified at the next committee meeting.

Bob Thomas Trophy

AS YOU ARE all aware, Bob passed away in the summer. He had not been in the best of health for a number of years and we were all very sad to read of his death. At the last committee meeting it was agreed that we should try to buy a trophy in his memory.

We appear to have lost the Inlands Nationals Trophy and it was felt appropriate that it should be replaced in his memory. Clearly the class does not have the funds to buy a trophy that would be of the standard commensurate with bobs contributing to the class, for that reason we are asking for donations to this trophy.

Please could you consider making a donation and forward any contribution to the treasurer. I would like to be in a position to buy the trophy before the Inlands at Blithfield in April.

Thanking you in advance for your contributions.

Nick J Jones



Didn't We Have A Luvverly Time The Day We Went To Tenby



A yarn of sailing Ospreys in South Wales by **Roger Dykes**

YOU MAY RECALL a post from Paul Evendon on the class website inviting Osprey sailors down to Tenby Yacht Club for a special event to re-launch the class at their club. As the new owner of a Mk IV – 1312 *Baker's Dozen* – I felt that this was an opportunity not to be missed, after all it is less than 100 miles from my normal base at Sully near Cardiff. It also presented a chance to pass on my old friend *Smuggler* to some potential buyers at her spiritual home.

May 5th/6th was the appointed date but I found myself without a crew. Two problems – who will sail with me and how will I get two boats down to Tenby? The first was solved with a phone call to Nick Jones – I had heard that he would be there but without a boat. Nick said that he had not crewed for a good few years but was willing to have a go. On the haulage front, I was put in touch with Rolly Squibs who works at Port Talbot two days a week and agreed to meet me at Sarn Services on the M4 on the Thursday to take *Smuggler* the rest of the way.

So after our Sunday sail at Sully I packed up *Smuggler* ready for the trip. I then had to pack up *Baker's Dozen* on the Wednesday, hitch up *Smuggler* on the Thursday and tow her to Sarn and finally hitch up *Bakers Dozen* on Saturday morning to head off to Pembrokeshire.

When I arrived at Tenby Sailing Club at about midday – tad tricky getting round that bend down to the harbour – *Smuggler* was rigged and waiting for the sails and was soon off to the briney. Elsewhere Mark Hartley was busy rigging 1330 and Nick was doing Chairmanly things. I rigged *Bakers Dozen* and found myself heading down the beach with Graham Dony, who eventually bought *Smuggler*. The wind was pretty light so Graham had a gentle introduction to Osprey sailing.

Sunday was sailing for earnest as TYC had a regatta with 3 races scheduled. I arrived at the club early and prepared the boat. Mr Jones arrived not so early and informed me that he had twisted his knee and didn't think that he was able run the wire. So it was decision time – I had only ever been on a trapeze once before and that was probably about 1963! Oh well - no time like the present, and at least I would have an experienced helm, so on with the nappy and hope for slow tacks.

The wind in the harbour was light but the flag on the Park Hotel indicated otherwise. As we headed out towards the race area the flag was proved correct. Once the 1st race started it seemed to be mainly power from the genoa that was used, but we actually made it to the windward mark as first Osprey. I'm afraid that we bottled out of the spinny on the run – lack of experience from the crew. Mark and his helm did hoist theirs and disappeared on a reach in a huge ball of spray, but came to grief when the pole appeared to shoot up the mast. The rest followed our lead!

We did complete two of the races, but by then I was beginning to feel somewhat exhausted so we decided that discretion was the better part any valour that we may have had and we headed back to the harbour. Nick only "tea bagged" me a couple of times – it certainly is tough getting back into the boat - and we did manage to stay the right way up! I was also amazed at how hard it was to get the sheet out of the jammer in what was apparently a 30mph wind. You would have thought that a crew with a combined age of over 120 would have known better!

My thanks to Tenby Yacht Club for a thoroughly enjoyable weekend and to Nick for giving me the chance to experience the joys of trapezing! I look forward to visiting again in 2008. Congratulations to TYC on getting their Osprey fleet up to 11 in the first year.

My thoughts on sailing a Mk IV

I find Baker's Dozen *so much more controllable, particularly in the gybes, and the acceleration onto the plane is fantastic. I love the layout of the controls. The carbon rig is fantastic too. The only real problem is twisting of the main sheet which comes from releasing wraps from around my hand in heavy weather, but it is amazing how quickly the twists work their way out to the bridle. She is also a lot wetter than a Mk 3 – I had thought that the rolled over gunwhales would deflect the spray better, but not so.*

We were able to repeat the events of the Y & Y test (same boat of course!) when we left the club rib behind in choppy force 4 conditions. We were sailing 3 up (over 40 stones) but just powered away from the rib through the waves. I can recommend a third crew person to act as a spray deflector for the helm!

Poole Open Meeting, 2nd & 3rd June

With the largest Osprey fleet in the country at Poole, its Open Meeting usually has the best turnout. This year was no exception. Poole Class Captain **Colin Pugh** *reports.*

SEVENTEEN OSPREYS INCLUDING 6 visitors enjoyed sailing the "Bentley GT" of dinghies in the perfect conditions of Poole harbour at the weekend.

Race 1 saw a dramatic windshift favouring those to the right of the beat allowing Des Menear to lead round the windward mark with Peter Frith and Colin Rainback in close attendance.The rest of us languished on the left and wished we had packed our crystal balls. After some rafting-up and "friendly" banter at the gybe-mark the first three boats got away, and it was not until the last run that Phil Angrave and Pete Smith used local knowledge to take a free-ride on the outgoing tide to jump from 6th to 1st on the run, just nipping in front of Colin/Steve Birch at the last mark. Colin was unavailable for comment, and was followed home by 1296/425 sailed by Jeremy Williams and Peter Grieg.

Race 2 saw a general recall as the tide pushed boats over the line but a very close race followed. Mark III s matched Mark IV s throughout the fleet, indeed Colin Pugh and Alastair Watkins in "Living Daylights" proved that even the liberal use of duct-tape doesn't preclude competitive racing. At the front wind and positions changed rapidly. 1296 led until he realised he was over the line at the start so retired, allowing Martin Cooney and Pete Frith to win closely followed by Will and his son Simon Odling with Martin Lewis and Stuart Maunder 3rd.

Light winds saw only one race on Sunday. Spotting zephyrs and shifts was the order of the day and on a close reach/fetch spinnakers went up and down like fiddlers elbows. Upwind Williams and Angrave duelled but despite local knowledge Phil was unable to get past. Finally 1296 won, surviving a late onslaught from Will Odling with Cooney and Frith in 3rd. This proved decisive as the last race was abandoned in no wind leaving 3 boats on 4 points. Having won the last one after all else considered gave Jeremy and Peter the open trophy and Southern Championship title. A paddle home across a now slack tide followed, but as soon as we came ashore the sea-breeze kicked in, but that, and duct tape, is sailing!

Results

1st 1296 Jeremy Williams/Peter Grieg
2nd 1290 Peter Frith/Martin Cooney
3rd 1331Will Odling/Simon Odling
4th 1281 Phil Angrave/Pete Smith
5th 1194 Colin Rainback/Steve Birch
6th 1207 Martin Lewis/Stuart Maunder

Inland Championship, October 29th & 30th

Two reports from different parts of the fleet, by **Mike Scott** *and* **Robin Hobson**, *for our second most important event.*

View from the front by Mike Scott
The Osprey Inland Championship at Rutland looked rather like a happy families affair with no fewer than 4 father/son pairings and a wife/husband on the start line.

Saturday delivered a lively force 4, and the Ospreys set off in the wake of the Flying Dutchman and Javelin fleets. Holding the port layline worked well for Viola and Mike Scott in 1314, who reached the windward mark just ahead of Russ Gardner and Dave Slater in 1114. Will and Simon Odling, 1331 did well by going hard right. These three made up the lead group with Oliver and Robin Hobson close behind. Russ and Dave took the lead for a while but Viola and Mike beat them to the penultimate windward rounding and held on to win followed by Russ and Dave, Will and Simon and Oliver and Robin Hobson in 1318.

In race 2 Russ and Dave managed a lovely port end flyer but their celebratory capsize after crossing the fleet somewhat spoilt it. Viola and Mike established the lead on the first beat which they held to the finish, followed by Ollie and Robin and Alec Mamwell/Ian Little in 1276. However Ollie and Robin were subsequently protested for a mark rounding infringement which let Will and Simon in for third, and Paddy Lewis with Tom Holland in 854 finishing in fourth.

In race 3 Dave Carroll, making his return to the fleet crewed by Jonno Baker in 1302, showed first at the windward, followed by Viola and Mike and Russ and Dave. On the second reach Russ and Dave blasted over Viola and Mike on a useful gust, but Viola and Mike got the good shifts on the next beat and won the race followed by Russ and Dave, Dave and Jonno with Will and Simon in fourth.

On Sunday morning the wind had clearly increased a couple of hefty notches, and some of the gusts on the sail out to the start line suggested that we were heading for old boots territory. Viola and Mike needed just one respectable result to take the meeting but that was clearly far from assured when a Flying Dutchman mast snapped on the start line. Alec and Ian had been seen licking their chops (and even raking their mast back just a little bit). On the first beat Russ and Dave were first round the windward mark with Ollie and Robin looking good in second but both elected to go for kites, wrong decision, both went swimming leaving Alec and Ian in the lead and they were never challenged, giving a fine display of heavy weather spinnaker handling on the runs which most others failed to emulate. Paddy and Tom sailed round impressively in second place, followed by Will and Simon. Viola and Mike survived to take a fourth and gratefully sailed home leaving the heavy chaps to play.

View from the middle by Robin Hobson
The Osprey Inlands had a bit of everything, especially wind. For us as sea sailors, coping with high wind headers and lifts, was a steep (and wet) learning curve but it was a fantastic weekend. 12 boats competed and the standard was such that whilst the Scotts had 3 straight wins on the Saturday, the following pack was tight and close and single mistakes cost places.

Ironically the event was won by the light wind specialists – the Scotts sailing with their boom virtually on their transom. They won through consistency and good tactics and whilst others occasionally got through, they always came back.

Prior to the protest – after 3 races on Saturday 3 boats were on 11 points, and 5th – Alec and his minder Ian were on 12 (in what was sadly their final outing together after many years paired at Kielder).

The protest was a salutary lesson, if someone calls water on you at a mark, following the rule change in 2006 you have to be seen to be giving it otherwise you have to prove your innocence and really need a witness – you are guilty unless you can prove otherwise. I suspect there are many sailors out there used to giving the call of "no water" that are unaware of the implications of that hail – remembering that the transom line is the definition. (Time to bring in curved sterns perhaps - mark 5 Osprey anyone?).

The protest changed the batting order and promoted Will and Russ to second and Ian to 4th.

Bring on the wind! Good plan, second part – stay upright. It is fair to say there was carnage on the course with Dutchmen breaking masts, reefing jibs, sailing under main alone, under jib alone etc. The Javelins were faring no better and all weekend they had to contend with the Ospreys catching their fleet.

Windward mark lying second after a lousy start, watched Dave and his Uncle put up the kite, followed suit, don't know who capsized first but there was not much in it. Alec hadn't bothered and disappeared, not to be troubled again – flying his kite on the run despite vicious 20 degree shifts with serous power in them. For the rest of the fleet now it was about survival and conservative sailing. Paddy Lewis put in a good run and finished second, Will and Simon third and Viola had fourth and the championship. Will knew he had at least third and Viola knowing she had won, decided a definitive statement had been made by the light airs specialists and now was the time to wander home still intact. How did we do? – series of capsizes showed up the lack of time in the boat, something that applied to several crews out there.

For the 5th and final race, those of a more "robust" standing stayed out through pride-tinged obstinacy.

The FDs had called it a day and their final race was canned. The Javelins bar 3 retired hurt (and only 2 finished). The Ospreys and the Contenders were up for it.

We had another bad start but stormed through for second at the windward mark just on the transom of Alec and Ian with Dave and his uncle in close pursuit. Uncle KH chose that as a good time to snap his rudder and through came Paddy with his part time son-in-law Tom.

Game on – Alec flew their kite on the second reach – so did we. Caught them up again by the windward mark – kites up on the run. By now it was howling. We then decided to swim when we gybed, Alec dropped his kite when he saw that and left it in the chute for the rest of the race. Paddy steamed through, boat back up – game on for second. Paddy held on – just. Fantastic racing, body shaped up for its own kind of hell for the next few days but what a good feeling.

It was good see old faces (and not quite so old faces) back in the boat – Willy was sailing with returnee Graham Mant who had a remarkable spring to his step given the conditions and sailing with Willy. Dave Carroll stepped into 1302 after a good 18 months out (sailing with Jonno Baker) and what was especially pleasing was the new blood getting into the life-long love affair that is the Osprey.

Great prizes were donated by Hartley Laminates – thank you Richard and Mark.

Rutland SC were excellent in all things – even the handling of the protest despite it going against us and we look forward to being there again in 2008.

Results

1.	**1314**	**Think Again Viola Scott Mike Scott**	**Kielder WSC** **7**
2.	**1276**	**Jennifer Alec Mamwell Ian Little**	**Kielder WSC** **9**
3.	**1331**	**Will Odling Simon Odling**	**Marconi** **13**
4.	**1114**	**Just Pogo Russ Gardiner Dave Slater**	**Coniston SC** **15**
5.	**425**	**Paddy Lewis Tom Holland**	**Kielder WSC** **16**



Back In The Class Again

After sailing Ospreys for much of the 1980s and the early part of the 90s, Robin Hobson left the class to sail in other boats. But with the advent of the Hartley Mark 4 he realised where his sailing heart lay, and returned to the fold.

THERE'S SOMETHING OF the masochist about me, there has to be. I like to fight lost causes, I'll support the underdog every time and if I then succeed the success is that little bit sweeter.

My love affair with the Osprey began in 1987 shortly after I had moved back to England, to Worthing and it began on a whim. I was working for an American consultancy, had been for 4 years and my recreation had taken a back seat to career. I was reading Yachts and Yachting – looking in the classifieds when I came across an advert for 1101 – a GRP Westerly called Stormbringer. £1,000 – good condition – based in Petersfield – owner reluctantly parting with it to meet family needs.

I had previously sailed allsorts – Fireballs, yachts, Tornado for 2 seasons and assortment of others at school and also spent time as a sailing instructor in my teens. Some kids drew motorbikes (actually I did them as well), some drew cars, some drew women (but we don't comment on that) but I predominantly fantasized about 505's, Javelins and Ospreys. I never sailed them, they were the pipe dream.

Anyway I persuaded my then girlfriend (now wife) that this Osprey would be a great investment to introduce her to the pastime of sailing. The naivety of young love! I bought the boat and looked around for somewhere to sail. Fortune had smiled upon me and as luck would have it Sussex Motor Yacht Club had a fleet of them! And so it began – Osprey and Shoreham – a perfect recipe.

1259 followed 1101 and even a brief spell as fleet rep on the committee.

The world then turned pear shaped with the collapse of the housing market and 1259 had to go and a year later 1175 – a sought after Creasey turned up in immaculate condition from Bob Falconer. Unfortunately kids and a need for new double glazing saw 1175 depart and that was it – sailing off the agenda until the kids were old enough.

I then spent 6 years teaching kids to sail and when Ollie was old enough – 13 we bought a Laser and a Phantom as at the time I did not really think it a good idea for father and son to sail together. The Phantom was replaced 2 years later with an RS400 to sail with my youngest son as he was not interested in single handing and when he decided that sailing was less important to him than being with his mates Ollie stepped into the 400.

We then heard about Hartleys building the mark IV. Ospreys had disappeared from Shoreham yet Ollie had been brought up on stories of fond memories of what an awesome boat the Osprey was. Lines like – "I know we're shifting in this but we would have been much quicker in an Osprey" had quietly been absorbed and discussions had always ended with a shame in the last sentence.

The qu estion was "did we believe that there was a future for the class?". I did not want to buy a Dodo.

I had never met Richard Hartley but his exuberance over the phone persuaded me that if he was putting his hand in his pocket to the extent he was then if I could support in any way I would. Ollie got totally into it, reading up about Ospreys on the web, quizzing me about the boat and generally getting high on the excitement of it.

A trip to Derby to meet Mark and look at what they were doing confirmed everything, Mark got really into the spec and we agreed a price and delivery date of April of 2006. I wanted the 10th boat built because I wanted as many wrinkles as possible sorted.

The boat build was delayed for reasons familiar to those in the class at the time but we persevered and in July of 2006 1318 – christened IVPlay arrived. The colour was a one off, a beautiful blue chosen by and exclusive to me, a bit like Richards Purple (and just like Richards Purple Mark has succumbed to pressure and the colours have been "lent" to others).

From a sailing perspective we have not regretted the decision one bit, the boat is more comfortable than a Mark 3, a delight to sail and because it came pre-tuned we just enjoyed it. 2006 at Shoreham was awesome, brilliant sunshine and force 5 westerlies. The boat just revelled in the conditions and we set about learning to sail it.

Initially I was the nut on the end of the tiller but it was never intended to last and gradually Ollie has taken over the steering allowing me back out on the wire.

We've had one and a half seasons in the boat and the sailing has been great. We've met old friends again and Ollie is still sold on the Osprey.

He went off to teach sailing at Minorca as the start to his gap year and despite playing with skiffs he cut short the stay by a few days to make sure he was back for the Inlands.

He's now off to Oz to further his life skills so next season is up in the air Osprey wise but despite our weight being too great to sail together, pressure is on me to maintain an Osprey ad inifinitum, a task that should not be too onerous.







Installing A Spinnaker Chute

Norm Cooper *sails SC18, a hybrid Osprey, with the Osprey sail number of 701, in Surrey, BC, Canada. This is his story of how he brought it a little more up to date this season.*

IN THE MIDDLE of a long distance race at the Surrey Sailing Club, BC, on a blustery day last October, it became clear to my crew and me that it would be a really good idea to install a proper spinnaker launching system on our SC 18 - the Canadian version of the Osprey. During the season we had launched our spinnaker from square bags located in the cockpit beside the mast. We did this with varying degrees of success. All too often, at launch time, the spinnaker would be on the wrong side of the boat, requiring a well-executed toss around the forestay - together with good timing on the halyard. Things didn't go smoothly that final race day and we wound up in the drink at least an hour away from the clubhouse. It was time for a better launching system!

I decided the easiest solution would be to copy the design of an Osprey MKIII with a centered chute mouth located well ahead of the forestay, connected to a fibreglass tube that runs into the cockpit through the forward bulkhead. My designed would be based on Osprey 1251 owned by Paul Jenkins at SSC.

My biggest challenge was to find an appropriate chute mouth. After weeks of searching on the Internet and countless emails I connected with John Claridge who still had an Osprey chute mouth mould available. He offered to make me one in regular fibreglass or carbon fibre. I opted for the standard version. I thought his chute mouth design looked familiar. It turned out that John Claridge Composites was the builder of Osprey 1251, my design model. Small world! The new chute was nicely packed in a protective wooden box and shipped to Canada. Unfortunately the shipping cost was about the same as the chute itself! Oh well - the cost of original Osprey parts!

Next on the list was to find a stiff, lightweight tube about 200 mm in diameter. After much research into available plastic and glass tubes it was clear my only option was to have one custom made. I found a cardboard tube of exactly the right diameter at a building materials store. They're normally used to form concrete pilings. I then hired a fibreglass boat repairman to coat the cardboard tube with a thin layer of fibreglass, mixed with a flexible resin. The result was a very sturdy, resilient tube about 2.5 meters long with a weight of only 1.8 kg. A good waxing of the cardboard mould before application of the fibreglass left the inside of the tube smooth and slippery for the spinnaker to pass through.

It was now time for the leap of faith - hacking out a large hole in the foredeck to accommodate the new chute mouth. The deck was cored with solid wood in the bow area for some reason. I'm sure the installed chute mouth was about half the weight of the material I removed. This was an added bonus! Cutting the hole was a tricky job as I didn't want to remove excess deck material. I found that a high-speed cutting and grinding tool, known as a Dremel, was invaluable for this kind of work. It cut through fiberglass like butter and allowed excellent shaping. If using a Dremel, just be sure to wear a good facemask and goggles!

Next on the list was to relocate the genoa tack. This had been attached to a fitting right at the bow. The tack anchor point would now move back about 250 mm. This was done by creating a new mini-bulkhead just aft of the new chute mouth following a design that John Claridge had provided. The bulkhead served as a very strong anchor point for the genoa tack and also provided additional anchoring for the end of fibreglass tube where it connected to the chute mouth. The bulkhead was made of light wood covered with carbon fibre and epoxy. The new jib tack anchor was made from a long stainless tang that was through-bolted to the bulkhead and fitted through a tiny slot in the deck. The bulkhead assembly was then glassed into the hull. This was incredibly strong but had a very neat appearance on the deck. I am confident the entire boat could be hung from this single anchor point.



The original SC18 solid foredeck



Cutting through the foredeck - no turning back



All done!



Enjoying the fruits of our labour - an easily launched and recovered spinnaker

Once the bulkhead was installed I glassed in the chute mouth, grinding all the gel coat off the deck in this area until I was down to raw fibreglass. Using West System slow cure epoxy and fibreglass micro-fibre filler I made a very strong bonding paste. This was spread onto the deck and then the chute mouth was clamped into placed. It became an integrated part of the foredeck. The edges were then faired to the deck using the same slow curing epoxy mixed with micro-spheres. This is very easy to work with and is fast to sand into the final shape once cured.

Next the tube connecting the chute mouth to the cockpit had to be fitted through the forward buoyancy tank. Using the Dremel I ground the ends of the chute mouth and tube to create an overlapping male / female splice of about 20 mm. This was a little tricky due to the thinness of the material. I coated the ends of each section with epoxy and fit them together, essentially creating one tube. The entire assembly was then glassed to the recently installed mini-bulkhead. The other end of the tube projected through the cockpit bulkhead about 300mm. It was glassed onto the inside wall of this bulkhead. The outside was faired with micro-sphere compound to ensure a good seal and then cut off to match the angle of the bulkhead.

I created a nice lip at the end of this fibreglass tube by cutting a slit along the length of clear plastic hose. This was filled with epoxy using a syringe and then fittted over the sharp edges of the tube. It looked a bit like a giant prophylactic when done but worked great holding the spinnaker sock from sliding off the tube.

The final step was fairing the inside of the chute mouth to ensure there were no sharp edges that might snag my spinnaker. This was done by adding micro sphere compound to all the rough spots. Once sanded smooth the mouth and tube were painted with 5 coats of two-part epoxy paint applied with a brush. The final coat was wet-sanded to a high sheen. The deck was painted royal blue with a brush using Interthane Brightside marine primer and paint. I've found this single part paint to be easy to use and quite durable.

It turned out to be lots of work but was worth every minute. On the first day we launched the spinnaker out of the new chute - fast, easy and trouble free. We had a great season thanks to this change. I highly recommend adding a launching chute to anyone still tossing their spinnaker out of a bag.

If you would like more info or photos on this project please contact the author at ncooper@garaventa.ca

Odds And Sods (Or Mouses 'R' Us)



Not all Osprey activity is club or official open based. The following snippets cover some of the other elements of this last year. From the restless mouse and keyboard of **Alec Mamwell**.

Blackpool and Fleetwood Eskimo Trophy
Early January, the sun shone and I broiled in my steamer. I'd accepted an offer to sail with Willie in 1181at the Eskimo. This is a dash of about an hour for the faster boats round a ditch that fills with water for a short period either side of high tide. Willie drew the short straw and ended up on the wire. It soon became apparent that 1181 worked differently from 1276. Basically everything was the opposite - no kicker on Jennifer equalled plenty on the Magic Can. I found it quite difficult to get my head round this one even before I stopped to ask the obvious question -why? I also suspect that my racing tactics are similarly different from 1181s normal driver. Nevertheless we had a very pleasant sail in an unfortunately fading wind, and at the same time made sure that there was an Osprey at this popular event. Sadly we did not make the top half of the fleet but both Willie and I had a great, if completely different, excuse!

Kielder Windward Leeward Open
With Ian tied up with Patrol duties Angela and I decided to do our first open event together for over thirty years. The rationale behind this was that Angela, who clocks in at a mighty 9 stone wet through, might be able to set the kite more easily than at a conventional open with other Ospreys milling around.

The experiment worked quite well and we spent two enjoyable, if somewhat repetitive, days going up and down. It proved difficult, with no three sail reaching, to get the best out of the Osprey on handicap, but the windy weather on the Saturday and the light weather on Sunday morning gave us three wins. Despite this and only needing another decent result we still managed to come second overall!

Memorably, Angela's background as a Primary School Teacher put a novel slant on nomenclature within the Osprey. Hence "the pop up sail" (spinnaker), "the flopsy bunny" (Cunny / Cunningham) and "the little windows" (transom flaps). Whatever next!

Kielder Dam to Dam
After a 15 mile yomp across the Northern Pennines to the forbidden hill Mickle Fell (Highest point of the old Yorkshire) we drove post haste to Kielder to take part in the annual "Dam to Dam" the next day. With loads of breeze Ian and I were really looking forward to a good blast. Unfortunately after 50 yards the block fell off the end of the boom. Despite frantic attempts to effect a repair, circumstances prevented our participation and we were forced to watch as Paddy and Francis stormed to a deserved victory. A 250 mile round trip is a long way for an 100 yard sail!

Roker Regatta
In a moment of alcoholic madness it was suggested that I might crew for Viola at the Roker Regatta. Mike was off Piping for some championship or other and Ian was, once again, cottaging in Scotland. I conned myself that this would be a doddle and confirmed with Viola that I would be available. Viola is an amazing optimist and immediately accepted. As the fateful day drew closer I realised that it was probably 7 or 8 years since I had been in the front end of an Osprey in a racing situation and the potential for disaster, embarassment etc. began to dawn on me. Consequently it was with some trepidation that I drove across the North of England on a grey August Bank Holiday to join Viola and her lovely fast new boat at Sunderland.

Fortunately for me the wind was quite gentle at about force 3. Unfortunately for me, despite being on the sea, the courses were tiny with the resultant need to change direction frequently. Previous visions of "fat wiring " across Seaburn Bay on mile long beats were dashed and replaced by a series of geriatric scrabbles out over the side followed by quick hoists with no time to rest before gybe and drop. Nevertheless we managed to complete two races if not quite managing to sail to our "full" potential. I have to report that Viola was very kind - a true lady - and politely ignored my numerous gaffes (and nothing like the stick she gives Mike at times of stress)

Sunderland Yacht Club put on a great "Curry Night" and 50% of our team (me) went clubbing with the youngsters.

Next morning I wished I'd gone to bed early like the other half of our team. Rain and thirty knots of breeze and rising swept across the harbour bound course. Viola was a stern mistress and made me get in the boat. However God was on my side and after a couple of wild two sailers across the course and a look at the positioning of the marks Viola decided that this was no place for a scratch crew and her lovely new boat. When she asked my opinion I tried to display a certain amount of macho indifference but really I was keen to whimper retreat. In truth it was a wise and appropriate decision and I had no qualms in packing the boat up for an early bath. The second race was abandoned and to our surprise we came second in our class winning a nice little bit of glass for Violas' mantelpiece and, thanks to sponsorship from ?????? a nice rash vest apiece (NB am still waiting for a fashion show from Viola!)

I thoroughly enjoyed the weekend but suspect I might have to get a bit fitter if it were to become a regular habit!

Morecambe Visitor Trophy
Russell Gardiner and David Slater in 1114 *Just Pogo* won the prestigious Visitor Trophy this weekend, once again demonstrating the Osprey's ability in a seaway. They continued to sail in the splendid, improving form they have shown all year and posted 3 and 1 on the Saturday. Ian and Alec in 1276 pushed them round to score 4 and 3. Honours were shared with a Dart 15 and a Blaze, in a brisk Force 4 with bits of 5. The sun was out and the views across the bay to the Lakeland hills and particularly the Coniston fells were superb.

Sunday was a different story with grey skies, a rising breeze (recorded Force 6 on the shore in relative shelter) and an impressive and angry sea. The race, shortened after one lap (a triangle and a sausage) was won by the Dart with 1276 in 2 and 1114 in 3. Just enough for 1114 to win the meeting counting all 3 results following the (welcome) abandonment of the last race. 1276 came 4th overall with only a couple of points separating the four leading boats.

I thought it might be worth quoting Ian just after an encounter with a massive (well above the boom and a yard astern) breaking wave near the wing mark. "I don't think I've ever sailed in anything as wild as this!" In my humble opinion it made conditions in the first couple of races at Parkstone and the last day at Penzance look quite manageable!

So I'm sure this one will run in the bar for some time. It's also the 3rd time in the last 4 years that an Osprey has won this Trophy - so well done Russell and David for keeping up standards and the profile of the Osprey.

Ian's comment "That was some serious breeze. If I'd been asked if I was a man or a mouse I would have been squeaking quite merrily." As we were putting the boat away it was literally blowing grannies off the prom (quite serious - one of the Dart sailors had to rescue an old dear who was being blown over every time she tried to cross the road!) Congrats to Russ and Dave who have sailed consistently fast all season. Now when they get the hang of flying that kite …

Soling mishaps
Every year Ian, Mike, Paddy, Viola, Angela et.al run the Inland/ Northerns for the Soling Class and every year Ian and Alec try to tempt Mike, when Viola isn't looking, down to the Blackcock to indulge in some "power drinking" (at least 4 pints in the last hour). Each year we generally succeed on at least one evening and this year was no exception. After the session this year, however, disaster struck. When Mike was getting into the Berlingo Ian attempted to slice his fingers off in the door but only succeeded in getting one. This was , sadly, in a pretty poor way and full marks to Mike for keeping it quiet until we got back to the club. No doubt if either of the other two in the car had been similarly afflicted they would have squealed like stuck pigs. On closer examination the impact had lifted the nail right out of the nail bed (not nice to look at) and subsequent medical examination (after Mike had been sailing of course) indicated that the tip of the finger had been broken.

Roll on a few weeks to Rutland and the casual observer on the Saturday would have noticed that every time 1314 sailed past 1276 Mike displayed his injured finger. Now we were not really sure whether he was showing his caring friends that the finger was alright, indicating his position in the last race or demonstrating what he thought should be our next course of action. Needless to say we both waved two fingers back just to show that had we had the right tackle we could have fired our arrows!

Well done to Mike for a splendid result in the face of injury and a six week medical ban from sailing.

Scottish And Northern Championship

Kielder Water SC, 8th & 9th September



A good turnout of home and visiting boats assured everyone of a great weekend at this most friendly of Osprey venues. If you've never made the trip, give it a try, you won't be disappointed. Report by **Paddy Lewis**.

AFTER LAST YEAR'S disappointing turn out at the Kielder the home team canvassed hard through the season to encourage Osprey sailors to give Kielder Water a go. This effort was rewarded by thirteen boats from all over the country attending.

We were particularly pleased to see Phil Angrave and Pete Smith who made the journey from Poole to experience the famous friendly Kielder hospitality. They enjoyed the weekend so much that they promised to come again with more boats from Poole.

As always I was crewless, but I managed to convince young Ollie Hobson to travel from Shoreham on the south coast to ride in the front of 854. He was promised good sailing, lots of beer and an evening in The Holland's hot tub with the lovely Mrs. Turnbull. All promises made were delivered other than the fact that Mr. Turnbull was in the hot tub as well!

Saturday was hot and sunny and the racing got underway in a northwesterly force 2. A big right shift caused some start line congestion, and the wind was very fluky around the windward mark. Towards the end of the second long beat the leading group consisted of Phil Angrave and Peter Smith (1281), Russell Gardner and Dave Slater (1114) and Viola and Mike Scott (1314). The Scotts got the break at the windward mark and took the race with Angrave/Smith second. In the second race the wind firmed and settled into a more predictable westerly. Angrave/Smith dominated the race and Gardner/Slater overcame the Scotts to take second.

The club laid on dinner and a cosy evening over the beer and wine. The tented city around the club house awoke on Sunday morning to greyer skies and the promise of more wind. Alec Mamwell and Ian Little (1276) led for much of race 3, but Angrave/Smith and Gardner/Slater wore them down and they had to settle for third. In race 4 the wind continued to build to a nice force 4. Angrave/Smith remained in control but Rob Shaw/Brian Coates (1317) came through strongly to take second when the Scotts capsized on the gybe. Angrave and Smith were able to sit out the final race. The wind built further and the shortened last race was sailed at a cracking pace in glorious Osprey conditions, with Mamwell/Little winning from Shaw/Coates with the Scotts third.

Once again, I would like to bang the Kielder drum. We are extremely proud of our club and feel very lucky to have such a wonderful place to sail and we want others to experience it in all its glory. Come and give Kielder a go in 2008, the hot tub is waiting!

Mount's Bay Open, 23rd & 24th June

Despite there being few visitors the racing was close and exciting all weekend, which is just to be expected at the Osprey Fleet's favourite sailing venue. Report by **Mike Greig**.

RACE 1 WAS enjoyed by 12 boats. With some awkward winds for the race officer, the race was started. At the gun the wind swung 60 degrees, with the boats at the committee boat end of the line being favoured the most. With plenty of boats jostling for the places, within the one lap sailed, 1116 came in first 1290 second.

Race 2. Again 12 starters, only one way to go up the beat, the boats taking the left really benefiting. Holding the lead comfortably was 1281, and with the rest of the fleet fighting for clear wind, let 1281 get away. Again with the beat favouring the left, the racing was always close. 1116 had spinnaker troubles on the first lap and 1290 had a troubled hoist on a tight reach to let 1234 and 1116 past, but 1116 overcame 1234 on the tight reach. Overall a lot of position swapping took place.

Race 3. With 1199 deciding to pack up early and with the arrival of 1296 a day late racing was still gauranteed to be close. Once again the left side of the beat was favoured, which seemed to be the pattern of the weekend. With 1296,1281 and 1290 fighting at the front of the fleet one slip up would have let any one of them win, but not taking the left of the beat early let 1116 through and take the lead with 1296 and 1281 taking second and third.

Race 4. One more win for 1116 meant they could miss the last race, and with the competition not getting any easier they all had their work cut out for this race. 1116 managed to cross the fleet and get to the windward side of the course, taking the lead with 1296 in second. This set the pattern for the race. A tight reach meant that speeds were very similar and no positions changed. With the top 4 covering and playing the safe game it made the race very interesting.

Race 5. 1296 crossed the fleet but ended up on the wrong side of the shift. It left them with their work cut out and only managed to claw back to third, which left 1290 and 1281 to fight it out, with whoever won the race taking second place overall. The racing for the whole fleet being close all weekend made this a most enjoyable event, and even with the lack of visitors the weekend would not have been a success if it were not for the race committee and the rescue boat crews.

Overall Results

1st	**Colin Stephens and Michael Greig**	**1116**
2nd	**Martin Cooney and Peter Frith**	**1290**
3rd	**Phil Angrave and Pete Smith**	**1281**
4th	**Adam Ellery and Angelo Spencer-Smith**	**1324**
5th	**Jeremy Williams and Peter Greig**	**1296**

WHAT'S ON & WHERE

We've got some fantastic events, some at exciting new venues, some at tried and trusted 'old friend' clubs, and with a new travellers' series sponsored by **Gul**, *there's something for everyone. The* **Wilkinson Sword** *series will run independently alongside the* **Gul** *Series.*

19th & 20th April **Inland Championship, Blithfield SC**	*It was the last event of this season, it will be the first event of next season. It's the first time for very many years that Rutland haven't hosted. Give it a go.* **Contact: Nick Broomhall**
3rd & 4th May **Tenby,** **Welsh and Midlands and Gul Event**	*This is the first Tenby Open, giving everyone a chance to make the acquaintance of the new fleet members at this picturesque South Wales venue.* **Contact: Mike Stace 01834 844484**
10th & 11th May **Hornsea Open**	*A friendly and usually very enjoyable Open, in many ways quite unlike any other. Why not try it, you won't be disappointed.* **Contact: Dave Metcalfe 01964 535829**
Coniston Open **24th - 26th May**	*This quirky and friendly open is set in scenery of such stunning beauty you won't want to go back home.* **Contact: Alec Mamwell 01539 441922**
21st & 22nd June **Mengeham Rythe,** **Southern Area Champs & Gul Event**	*It's a lot of years since there's been an Osprey event at Mengeham, but the sailing is fant*astic, so it's worth putting a few miles on the car to get there. **Contact: Robin Hobson 01903 531122**
5th & 6th July **Lord Birkett Trophy, Ullswater YC** **Special Event**	*This used to be a big event for the northern Osprey fleet, but it has fallen off in recent years. With up to 250 boats on the start line it makes for interesting racing, and like Coniston, the scenery is wonderful.*
5th & 6th July **Bala Long Distance Race** **Special Event**	*Bala is the largest sailing water in Wales and its long distance and pursuit race is very well known. Easy to get to from the M6, with a proper campsite within 5 minutes walk.* **Contact: balasc.org.uk**
19th - 22nd July, **National Championship,** **Poole Yacht Club**	*Poole always puts on a superb Nationals. A long, but interesting sail out to the start line. Great racing when you get there. Aslways a good social programme too.* **Contact: Janet Shenton 01634 363312**
2nd & 3rd August **Mount's Bay Open** **Gul Event**	*One of the largest local fleets in the country, and a fantastic sailing area. Everyone's favourite place to sail an Osprey.* **Contact: Mike Greig**
9th & 10th August **Lymington Town Regatta** **Special Event**	*Some great sailing at this popular event. Try to get there*
23rd - 25th August **Burnham Regatta**	*This was a 'must do' event for Ospreys in the late seventies and early eighties. A small contingent tried it this year and had a great time.*
6th & 7th September **Kielder Water SC** **Scottish and Northerns and Gul event**	*Always a fantastic, friendly meeting. Camping on site, good food in the clubhouse and at the Black Cock Inn.* **Contact: Paddy Lewis 0191 2814421**
20th & 21st September **Symmetric Grand Prix** **Gul Event**	*The Osprey Class won this event for the first time this year. Lets win it again next year. That can only happen if we have six boats there.* **Contact: Ian Madeley 0114 236 6873**
11th & 12th October **Sheppey Open**	*Six boats turned up this year and had a great time. It would be nice to double that number for 2008. A friendly club, good racing at the mouth of the Thames.* **Contact: John Shenton 01634 363312**
25th & 26th October **Rutland Open**	*Not the Inlands this year, but it will still be a fantastic meeting. Right in the centre of the country and easy to get to from anywhere.*


1295
1322
425
1326
1318