
Sail
Osprey
December 2008
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Gul Series
Race Reports
2009 Events
50+ boats at the 51st Nationals!

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Chair



Greetings
Osprey Sailors:

I hope you will agree that 2008 has been a good year for the Osprey. Thank you to the fleet for putting in the effort to make the year such a success. My basis for claiming a good year is the increased turnouts on our open circuit and a fleet of over 50 boats at the Nationals. Financially we have also had a good year, with lower costs and higher income. This is always a recipe for a happy treasurer.

The new format class rules were voted in at the AGM, which should finally close any possible measurement issues with the MkIV. Looking forward, the committee were requested to investigate a rule change to allow loose footed mains. The reasoning being both that they are easier to make and hence cheaper and also experience shows that a slot on some carbon booms cannot reliably take the forces required by an Osprey.

The Osprey sailors at Poole put a huge amount of effort into the Nationals, with lots of innovations. Two examples of these were providing accommodation for new entrants and subsidising socials to provide a party atmosphere. The effort of Poole was rewarded with an entry of over 50 boats-our biggest fleet for some years. Our sponsors, Chartwell Private Client, Gul, Harken, Hartley Laminates and Hyde provided prizes ranging from Boat Covers downwards and a boat raffle ensured that any boat attending the prize giving gained something. Thanks once again to the organising committee from Poole for the Nationals.

The open circuit this year has provided good close racing despite the best efforts of the weather. All year we seemed to have wind strengths of either force 6+ or force 1. To demonstrate the close racing, at times I have been at the front of the fleet or more normally at the middle or back of the fleet. There has always been a boat to race against normally within 50 yards which makes for excellent racing. The social scene at the opens is as important as the racing and this year has been enjoyable meeting old friends and new. For me the highlight of the social scene was being piped into the formal dinner at Burnham, it certainly got everyone's attention.

Blithfield and Tenby both had turnouts of 20 or more boats, the best for years, which is great to see. The attendance at nearly every open meeting has increased. The Gul series has been a great success, with keen competition for the final placings going down to the 5th and final event.

Kielder proved once again that they are committed travellers-exceeding even last year-having representatives at all open meetings. They even managed 2 boats at Mounts Bay some 500 miles away. Not to be outdone Mounts Bay had a representative at Kielder.

We must thank Nick Jones for presenting a Trophy for the Last Blast which was presented at Rutland.

Success breeds success but not without effort. To move the Class forward we need to build on this year and continue with the turnouts at open meetings and the Nationals. High-lights for 2009 include:

- The Nationals at the premier sailing venue in the country-Mounts Bay. I look forward to seeing there all those crews who competed at Poole-and more! Put the dates in your diary now.
- Gul series 2009. Our thanks to Gul who have again agreed to sponsor a race series. Details of the Gul series and all other events are shown on page 31.

I hope to see you on the open circuit and at Mounts Bay.

Jonathan. Chairman@sailosprey.org.uk

Treasurer

Well what a year! Not only have we had some great sailing and good turnouts at events but our financial situation has improved significantly. There are several reasons for this:

- Increased subs - At Porthpean AGM the membership voted on an increase of £10 as opposed to the committee's view that £5.00 would be sufficient and this has meant a significant increase in membership revenues.
- National Championships - We had a great turnout, which resulted in the Poole Organising committee being able to return £1000 to the class. Thanks very much to Poole for this magnificent effort. We also had a major sponsor for the Nationals for the first time in many years so in effect the event made £1000 more.

One thing that has disappointed me was that many of you did not get your standing orders changed to the new rates and also left joining until later in the year. This has meant that I have had to spend more time on the Treasurer's job than I would have hoped. Please can everyone make sure their standing orders have now been changed and those of you who do not pay by standing order, can you fill the enclosed form in and send it to me early in the new year?

Looking forward to seeing you on the circuit next year.

Nick J Jones.

Editor

As your new Editor I thought I'd write a few words to introduce myself to you. Many of you will know me already or will have met me crewing for Nick Jones in his various Ospreys. We've sailed together for the last few years and have travelled to the majority of open events each season, work commitments permitting. I enjoy meeting up with the other dedicated travellers, and competing in the different venues. I also helped out on the Osprey stand at the boat show the year that Graham Mant got some students to make display boards.

I did have my own Osprey (1083) for around 10 years and helmed her a lot, racing in windy Welsh mountain reservoirs and on Farmoor Reservoir near Oxford, and at a couple of Open meetings. I taught my crew in Oxford to sail, and we sailed all year round, having bought drysuits. We were very dedicated, cycling 5 or so miles with all our kit in order to race once or twice a week! Sadly 1083 has now gone to the great race-course in the sky, but gave me a great deal of enjoyment. I hope to build my own wooden Osprey in the not-too-distant future.

I'm sure you'd all join me in warmly thanking Dave Metcalfe who consistently produced fantastic publications for many years as Editor - quality literature is a real asset to the class. I am very grateful for his kind advice, and I hope to continue the job treading in his footsteps, largely following the format and layout he developed.

I am sorry to say that this entry is the first time I've written anything for the class! Please consider writing something for next year's issue, or sending in some photos or an anecdote - it all helps to make it a fun read and a good record of the year's sailing. I would appreciate contributions BEFORE the deadline next time though!

Arthur Butler.

Inland Championship, Blithfield SC, April 19th & 20th



Report by Nick Broomhall

It was a cold & windy Saturday start for the Osprey Inland Championships held at Blithfield Sailing Club on the 19th/20th of April 2008, where 21 crews from as far afield as Kielder SC to the North and as far South as Mounts Bay SC, rigged their boats on the shore. Many locals turned out as news got round about an unusual sighting at the club - a double decker Osprey trailer (lets hope the welding was up to scratch). When the crews left the deceptive calm of the club they realised that it was going to be a hard weekend of racing, with the wind showing a minimum of 20 mph, but gusting to 40 mph at times.



Ospreys Under Spinnaker

Three races were scheduled on Saturday and two on Sunday, with the fleet being well behaved, allowing the Race Officer to get the fleet away cleanly for all 5 races.

Race 1 saw Hartley/Hartley (1334) round the windward mark first but then deciding they did not like the course as set, so went off looking for a different buoy, allowing Cooney/Frith a clear win, with the Hartleys finishing in second. This early mistake was rectified as the Hartley's won the subsequent two races on Saturday with Cooney/Frith second on both occasions.



Oh dear - What next?

Bithfield SC's legendary hospitality saw a Hog Roast on Saturday evening with the club packed to the rafters with competitors & guests. Two barrels of the Black Country's finest ale was polished off in double quick time resulting in a few dull heads the following morning. However the ladies in the galley administered excellent first aid in the form of bacon butties and strong black coffee, which ensured a good turn out on the start line for race 4.

Sunday dawned with the wind very similar to the previous day, being in the same direction (NE) & strength but still remaining very cold. Batt/Broomhall led early on in race 4 and so were looking good for third overall, with Cooney/Frith biting at their heels. However to their consternation lady luck was not on their side, as the gooseneck fitting on their boom disintegrated on the second beat leaving them to limp home under genoa. Undeterred, team Hartley managed to pull out an impressive beat where they got a major bend in the wind to sail straight through the leaders from underneath to win again.



Get out flat on that wire!

As is normal in the Osprey fraternity, the unfortunate duo of Batt/Broomhall were overwhelmed with offers for replacement booms from fellow Ospreyers, but unfortunately they were unable to find a suitable replacement in time to start race 5, which pushed them down the overall rankings somewhat!

Race 5 saw Cooney/Frith resting in the clubhouse, being assured of second overall but no chance of taking top honours. The Hartleys were victorious again with Angrave/Smith (1281) runners up.

Rank	Boat	SailNo	Helm	Crew	Club	Total	Nett	R1 19th April	R2 19th April	R3 20th April	R4 20th April	R5 20th April
1st	Back Again	1334	Richard Hartley	Mark Hartley	Blithfield SC	6.0	4.0	(2.0)	1.0	1.0	1.0	1.0
2nd	Switwun	1290	Martin Cooney	Peter Frith	Poole YC	29.0	7.0	1.0	2.0	2.0	2.0	(DNC [22.0])
3rd	White Knuckles	1281	Phil Angrave	Peter Smith	Poole YC	29.0	13.0	4.0	4.0	(DNF [16.0])	3.0	2.0
4th	Think Again	1314	Viola Scott	Mike Scott	Kielder Water SC	33.0	17.0	3.0	5.0	(DNF [16.0])	4.0	5.0
5th	Georgia	1299	Adam Ellery	Angelo Spencer Smith	Mounts Bay SC	32.0	20.0	5.0	6.0	(12.0)	5.0	4.0
6th	Bird of Prey	1317	Rob Shaw	Ian Little	Kielder Water SC	36.0	24.0	9.0	(12.0)	3.0	6.0	6.0
7th	Odeline	1331	Will Odling	Simon Odling	Marconi SC	46.0	27.0	(DNF [19.0])	8.0	7.0	9.0	3.0
8th	Sarajon	1205	Garteh Caldwell	Jon Gibbons	Blithfield SC	52.0	30.0	(DNC [22.0])	9.0	6.0	8.0	7.0
9th	IV Play	1318	Oliver Hobson	Robin Hobson	Shoreham SC	50.0	31.0	8.0	7.0	5.0	(DNF [19.0])	11.0
10th	Oh Spray	1311	Jon Batt	Nick Broomhall	Blithfield SC	54.0	32.0	6.0	3.0	4.0	DNF [19.0]	(DNC [22.0])
11th	White Star	1296	Peter Cormie	Mike Grieg	Mounts Bay SC	56.0	34.0	7.0	10.0	(DNC [22.0])	7.0	10.0
12th	Curverd Air	1338	Nick Jobes	Arthur Butler	RYA	54.0	41.0	11.0	11.0	10.0	(13.0)	9.0
13th	Jennifer	1276	Alec Mamwell	Angels Mamwell	Coniston SC	61.0	45.0	14.0	(16.0)	8.0	11.0	12.0

2008 Welsh & Midlands Championship, May 4th - 5th, Tenby SC

This year the event was held in Wales for the first time in a number of years. Tenby Sailing Club's Opsrey fleet is enjoying a resurgence, and were delighted to welcome the fleet back there to compete over the May Bank Holiday weekend. 16 boats travelled there from all over the country, including Mounts Bay in Cornwall, Kielder Water on the Scottish Borders and Essex on the East Coast.

The Saturday gave some exhilarating sailing in strong winds and BIG seas, with boats becoming 'invisible' in the trough ahead! The conditions were too much for some and unusually for Ospreys, gear failure took its toll - 3 broken Osprey masts - as well as damaged crews.

Tenby - scene of many great Osprey moments with National Championships over the ages - welcomed the fleet back for the Welsh and Midlands Championship and inaugural event of the Gul Series. 20 boats signed up for the event, many from the new home fleet of 12, for a windy, rigorous test of abilities.

The challenging conditions on the Saturday limited the numbers heading out and by virtue of 3 broken masts limited the numbers on Sunday as well. Additional to the 3 masts you can add one rudder, one rudder pintle and one helmsmans elbow - 30 mph gusts from the South East with a 6' south westerly swell on a low tide can do that to a fleet.

The racing was good. The Hartleys dominated the Saturday - a combination of boatspeed and teamwork on the handling - 3 bullets with Rob Shaw and Ian Little taking 3 seconds and Mike Pickering with Ed Hobson picking up two thirds and 4th on their first time sailing together. Others promised great things but calamities got in the way of results.

On the Sunday the wind was also South Easterly with South Westerly waves but had dropped a notch or two and it continued to lessen throughout the day. Similar numbers started as on the Saturday with new faces replacing the retired wounded.

The positions changed, the Hartleys with 2 further bullets and a 2nd still dominated but in every race had to fight much harder as the lead swapped places many times. The Scotts - Viola and Mike (who had not ventured out on the Saturday) came to the fore, comprehensively winning the second race and scoring well on the day.

Many thanks to Tenby. Tt was great to revisit and hopefully the weather will allow more competitors to venture out next year.

Overall Results:-

1st The Hartleys in 1334,
2nd Rob and Ian in 1317,
3rd Mike and Ed in 1336,
4th Mike and Deana in 1326.



13 year old Osprey Crew Nicola George Photo © Sailing Scenes

Diary from Nicola George - 13 year old Osprey Crew - on attending the Welsh and Midlands Championships at Tenby:

Background from Dad:

1. Nicola has been sailing regularly for about 6 years. We started in an Enterprise and moved to the Osprey in August 2006.
2. Great Moor Sailing Club near Buckingham.
3. Nicola has achieved her RYA level 3 certificate over the last 3 years and hopefully will complete level 4 by the end of June.
4. Nicola prefers to crew but has done some helming in non-trapeze boats.
5. We entered the Nationals last year and plan to do the Gul Series and Nationals in 2008.
6. Second year as a member of the Osprey Association.
7. Our key objective for 2008 is to move up the fleet. Our target is to be mid fleet by the end of the season.
8. Nicola age 13: Osprey crew

Arrived at Tenby sailing club at about 9:30 Saturday 3rd May where we found very strong winds and heavy seas. Rigged the boat, then prepared to launch for the 12:30 start.

Launching proved to be difficult due to the large breaking waves but we got off shore without any damage. Headed for the start line but on arrival decided that the conditions were too severe for such a light crew so we decided to have some fun planing back to shore to have few more beef burgers to increase my weight!

It seems we made the right decision as the fleet suffered four broken masts as well as a range of other gear failure. One of the competitors had a nasty arm injury, so he couldn't compete for the remainder of the weekend.

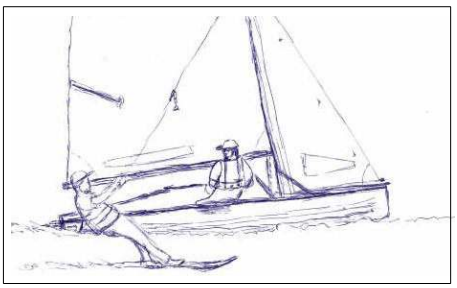
Woke Sunday morning to overcast skies, but it was dry with a force 4-5 wind and moderate swell. There were three races on Sunday. In the first race we found ourselves in the wrong position on the start line. We had a better start on the second race and got the kite flying well. The third race was our best of the series with some close racing with the back end of the fleet.

Tenby is a great place to sail with a very friendly club!

New Ospreys in 2008

All MkIV's

Sail No	Boat Name	Original Owner	Club
1336	The Black Pearl	Mike Pickering	Mounts Bay
1337	Baa Baa	Paddy Lewis	Kielder
1338	Curved Air	Nick Jones	RYA



"OK, I promise I won't T-bag you again, now get back in the boat!" Cartoon by Gary Hynes, AKA No Idea on the forums, who has been restoring an old Osprey - Photos on page 30.

First Year of Osprey Ownership



By the Mud Muppet

One year on and this article finds the DuxDeluxe team looking back on a limited, but really enjoyable season of sailing.

Poor old Dodger (1167) never stayed very long with us. Shame, she is a lovely boat and we never got the chance to show just how fast she is. We purchased her from John Shenton, who was upgrading to a MkIV, and as she is a really decent boat, we had every intention of spending some serious cash on upgrading to an up to date specification, even including booking a full refurbishment by Alan Jackson of Chipstow Boatyard.

The first sail in Dodger convinced both of us that Ospreys were the way to go and thoughts idly turned to a new MkIV thanks to Nick Jones giving us a demo in his boat. Simply by chance, when browsing the internerd, I found 1329 for sale on Ebay. Almost new boat, but in exactly the spec and colour desired. I let the sale expire and then contacted the owner to see if he was interested in selling. He was, and the deal was quickly done and the Deluxe team found themselves proud owners of two Ospreys and a 50 year old Wayfarer, plus a threatening wife (humph! Next thing, you'll be getting a motorbike - no dear, I already did that!).

After some deliberation over the name we found something suitably vague and cracked a bottle of champagne (OK cheap NZ bubbly - waste of good booze) somewhere near the pristine bow. "Fish for Tea" is what Ospreys eat and what they do, if anyone wondered… First sail was in February at the Ardleigh reservoir frostbite series and we promptly discovered two things a) An Osprey is simply great for intimidating (within the rules of course) other boats on the very short start lines and b) this was a hopelessly un-tuned boat. There was a lot of work to be done.

Although almost new, we found the centreboard to be warped and so the first purchase was a call to Phil Milanes for some nice new foils. Thanks again to Nick Jones, the second purchase was somewhat more substantial - a motorhome. This idea was sold to Mrs. Deluxe as a great way of family bonding now the kids aren't around and oh - by the way, a good way of taking the boat to meetings… It didn't fool her one bit of course but has added to the overall experience.

The first open meeting was at Tenby where we were going to see how slow we really were. Of course, it blew dogs off chains and we had no comparison to make. A ghastly capsize and some really frightening water related incidents later, led to one of several broken masts in the fleet and an early trip home. Sincere thanks to the two in the rescue boat who fished me out of the water some distance from the boat and also to whoever recovered the boat later. The big tragedy was that we lost the rubber duck which had become detached from the boat.

We still did not know how slow we were and had a big bill for a new mast to boot. We took the motorhome up to Coniston but without the boat and once again, it blew dogs off chains but we had a great social time, becoming part of camp Osprey at the site by the club. Thanks to Alec and Angela for two things: a) being generous hosts and b) putting me in contact with the eventual purchaser of Dodger.

Fast forward to the Nationals, and due to work commitments we still had not really raced against other Ospreys (but had put the Furballs to the sword at Brightlingsea). Tuning was based upon the standard measurements and simply whether the boat felt fast or not and we hated it.

Poole was fantastic - the best Nationals of any class we had ever been to - and boy what a classy turnout! Upon bumping in to Steve Goacher and recognising a few other fast people, our result target was promptly revised downwards to getting in the top thirty. The standard Hyde jib which had suffered at Tenby had already been replaced with a new McNamara one but we were unable to use it because, as is usual for an Osprey meeting, it blew dogs off chains again. Where do all those dogs go??



Sailing with Jake

Three days of hard work, capsizes and realising that our upwind technique was severely compromised, left us mid fleet, which was above initial expectations. On the last day the wind disappeared and two races were held in Ardleigh reservoir conditions - shifty and patchy. We loved it and complete with the beautiful new McNamara jib discovered that we can really point and proved that an Osprey can be roll tacked very nicely thank you - posted a couple of strong top ten finishes as a result. Above all it demonstrated at last that we had a competitive boat.

Burnham at bank holiday weekend is a must for any Osprey sailor - almost everyone had a great time. Jake was supposed to be defending his OK junior title and so 1329 had a new man at the sharp end. Thanks Jerry for filling in.



Jerry at the sharp end

We were fast in patches but proved to everyone that it is very slow indeed to stow the spinnaker around the centreboard instead of in the chute - something even Will Odling did in the same race, so we were in good company. Will was smart enough to retrieve the kite in situ, but we sailed into the bank to recover it on shore (bright idea, David - not!).



The Mud Muppets

Does anyone else know just how far Burnham mud goes? Despite waving the rescue boat away, the mean minded sods made damn sure that they had the photographic evidence of our event. Thanks guys!

Two overwhelming memories of this event (apart from Helen Shaw's brilliantly organised barbecues and Mike Scott in a kilt piping us in - pure class!) was John Shenton's real turn of speed and the picture of Viola in the water hanging on to the rudder with an even bigger sense of humour

loss than us; thanks again to the guys in the rescue boat. A glance at the picture will see why we are now called the "mud muppets" - and this is a likely next boat name, by the way.

We missed a lot of sailing due to work commitments but managed to get down to Sheppey. This was disappointing in that the dogs stayed on chains this time, but the fog cut the meeting short. In the two races sailed (again with Jerry) we were quite quick but hampered by tactical screw-ups.



Ospreys under spinnaker

Memo No 1 - it frequently helps to be on the correct side of the start line and sailing in the right direction when the gun goes, especially in a big tide and no wind.

Memo No 2 - teabagging the crew at the windward mark doesn't make for a very communicative spinnaker reach immediately afterwards; mostly due to the crew still spitting out water, I think.

Conclusions of the season:

1. MkIII and MkIV differences are probably more due to personal taste. As a seat of the pants sailor I always thought that Dodger felt quicker but never got to find out. The MkIV is however a really good boat with a bit better room inside
2. I still can't sail one of these things really fast upwind in a blow - but we are learning
3. Socially brilliant - even Dawn has a good time as a sailing widow
4. Nowhere near enough sailing
5. I need a crew for the Nationals 2009 - Jake has joined the Royal Navy and Jerry will bring his own MkIV to try and beat me. We won't be slow, that's for sure. Basic crew requirements are:
    - Able to walk on hind legs
    - Still breathing
    - Good on the wire
    - Better in the bar
    - Can handle a spinnaker well
    - Can handle a beer better

    Any takers? (I suspect the above is a standard male Osprey crew description)
6. Fantastic fun! Sincere thanks to absolutely everyone for being so friendly and helpful, with especial thanks to John and Janet Shenton for selling me a nice boat that hooked us on the class and Nick Jones/Rob Shaw for the good advice on everything.

Anyone reading this and thinking of buying an Osprey? Just do it and enjoy sailing the most beautifully balanced and best big breeze boat around - they look great on the water as well. Buying into the Osprey fleet was the best boat purchase decision we have made in the last 20 years.

David Springett.

Ably crewed by Jake Cracknell and Jerry Dixon - thanks guys.

Hornsea Open, May 10th & 11th

Dave Metcalfe (former Editor extrordinaire) reports on this year's race meeting at this quirky and friendly venue in the North East

Unfortunately, due to work commitments and illness, only five boats turned out for Hornsea's Osprey Open Meeting - three home boats and two visitors from Kielder and Coniston. However, with a fine, sunny weekend forecast, everyone was in good spirits. The wind was easterly, and on the Saturday hovered around a decent force 2.

The first race was dominated by the two visiting boats, both of them getting away into a commanding lead. Alec and Angela Mamwell, 1276, gradually pulled away from Paddy Lewis and Tim, 1337, with Dave Metcalfe and Dave Berger, in their borrowed glass Mark 3 a long way back in third place.

In Race 2 the result looked for some time as though it would be the same, but Metcalfe and Berger had done a bit of tweaking between races and pulled through to second place behind the Mamwells, with Lewis in third, Steve Sharp and Dave Forth, 1288 in fourth and Les Green and Alan Mills in fifth.

On Sunday morning the wind was slightly stronger, and built steadily through the day. PRO Ray Brooks set a course which used the whole of the lake, and after a shaky start, Metcalfe and Berger came through from last to first after the two visitors had fallen foul of the shallow ground. They were never challenged for the rest of the race and pulled away into a big lead. Mamwell eventually passed Lewis for the second.

Race 4 saw Metcalfe take the lead, with Mamwell again the chasing boat. Those places remained to the finish, with Green and Mills beating Sharp and Forth for third place, and Paddy Lewis, making running repairs, down in fifth.

The result of the meeting hinged on the final race. A traditional triangle sausage course was set, and Metcalfe/Berger took an early lead, followed by Lewis and Mamwell. Lewis hit a mark, which let Mamwell through to take up the chase. As the wind built, it became obvious that Mamwell had greater boat speed, picking up and planing easier and earlier than Metcalfe. Metcalfe made the mistake of not applying tight enough cover on one beat, which let Mamwell through at the windward mark. The result was Mamwell first, Metcalfe second, Lewis third, Green fourth.

Results

Rank	Sail No	Helm	Crew	Club	R1	R2	R3	R4	R5	Net Points
1	1276	Alec Mamwell	Angela Mamwell	Coniston	1	1	2	2	1	5
2	1263	Dave Metcalfe	Dave Berger	Hornsea	3	2	1	1	2	6
3	1337	Paddy Lewis	Tim	Kielder Water	2	3	3	5	3	11
4	1288	Steve Sharp	Dave Forth	Hornsea	4	4	4	4	DNS	16
5	1238	Les Green	Alan Mills	Hornsea	5	5	DNS	3	4	17

Coniston Open 24th - 26th May

Report by regular newsletter contributor and Coniston resident **Alec Mamwell**

I'm sending a shorter report from this stunning venue this year as the weather served up some vicious winds and unfortunately curtailed the event.

Seven travellers joined the one home boat for Coniston SC's annual 3 day open. The event got off to a cracking start on the Saturday with with sun, breeze (3-5 N Easterly) and close racing.

In the first race Rob Shaw and Ian Little from Kielder Water took an early lead but were quickly passed by their club colleagues Viola and Mike Scott who sailed away to a convincing victory. Close behind the leading pair, Paddy Lewis and David Slater, a Kielder/Coniston combination, held off an early threat from Alec and Angela Mamwell and a belated challenge from Dave Carroll and Jonno Baker to secure third place.

With slightly more east in the wind the second race provided quite challenging conditions for all the crews. First to show after a barnstorming initial beat were Nick Jones and Arthur Butler, closely followed by Shaw and Little, who quickly took the lead at the subsequent gybe mark and held it to the finish. Behind the leading pair the Scotts fought a fierce duel with Carroll and Baker until the former's superior boat speed prevailed. Despite a dogged rearguard action, Jones and Butler failed to keep the Scotts out, and on the last leg, let Carroll and Baker through into third place. Nick put his loss of form down to a broken mast - a poor excuse!!!!!!

With a tie for first place the meeting was finely balanced and competitors set about enjoying the excellent social side of the event with the prospect of further good racing. Unfortunately Sunday saw some big winds blow through with the forecast of more to come. The Lasers were sent out, leaving frustrated Osprey sailors on the shore but, as they viewed the carnage on the course, it was apparent that some teams were relieved not to be out there. As racing was abandoned for the day, Sunday afternoon saw the novel and unusual event of seven Osprey sailors strung out across a two hundred foot cliff. Most of the sailors were watching Dave and Jonno down on the lake, whilst Paddy, in the process climbing all over Alec or anyone else who happened to get in the way, reckoned that scrambling was "brilliant". The intrepid pair Dave and Jonno had decided, quite literally, to test the waters. Jonno's verdict, confirmed later that evening at the annual Osprey social, was "horrible and unraceable". Later in the evening we all watched Lambcam (as I write Ramcam) and drank a few beers.

Come Monday it was clear that prayers for a moderation had not been answered and once again racing was abandoned, leaving, once again, some very frustrated Osprey sailors who packed up early in sunshine and increasing wind. As boats snapped their moorings and white horses covered the lake it was apparent that the correct decision had been made.

Shaw and Little took the meeting on last race result. The Scotts had to settle for second, with Carroll and Baker third place.

Results:-

1. Rob Shaw and Ian Little
2. Viola and Mike Scott
3. Dave Carroll and Jonno Baker
4. Paddy Lewis and David Slater
5. Nick Jones and Arthur Butler
6. Alec and Angela Mamwell
7. Paul Heather and Jonathon Osgood
8. Anthony Shaw and Ian Deeley



A Year as a Travelling Osprey Sailor

Peter Frith

At the beginning of the year Martin and I decided to go travelling; no, not hitching up a caravan, but joining in the fun on the Osprey circuit. We planned to enter the Gul series and any other events we could manage to fit in.

1st Event: Inland Championships, Blithfield

Arrived to find conditions blustery, cold, wet and windy. My biggest mistake of the weekend was taking a summer wetsuit - nearly got hypothermia! It took me well into the evening to warm-up right through! The racing was very close, particularly with Richard & Mark, but not as much fun if you've got too cold to function properly.

We had our first silly, avoidable, capsize jibing the kite at a mark - and letting Richard & Mark through - when it would have been better to have dropped it. Still, in the previous race they'd helped us by going for the wrong mark. Good to see some new faces on the circuit - amongst them Mike Pickering from Gul, sailing his new boat "The Black Pearl".

Saturday evening: good nosh in the club house, bar open till the last man fell over! Accommodation was a mass sleep in the club-house. Sunday was another cold day. We sailed two races, then stopped due to the cold. Nick Broomhall and John Batt had broken their gooseneck in the second race. Since we weren't going to do the last race we tried to help them out by lending them a replacement, which was meant to be identical, but turned-out to have a different track, so the swap was off. Lessons learned: have the right clothing gear for the conditions - boat speed was good though.

2nd Event: Due to be Tenby

I was really looking forward to doing this event, but work commitments got in the way at the last minute - really gutted when it turned out to be a windy one!

3rd Event: Mengeham Rythe (New Venue)

We had a phone call form Nick Willis offering accommodation, his helm Sue put us up. Arrived to see mainly MK4's and just three MK3's. Saturday; mixed result, light medium breeze, sailed outside in the Solent. We won the 1st race, but didn't check the course for the last race of the day, so couldn't take advantage when the Hartleys went round the wrong mark - we just followed them resulting in the inevitable retirement…



Rob and Ian at Mengeham Rythe

Off the water, the Banisters looked after us in a regal fashion. Later that evening we met up with Nick/Jane Willis and Phil Angrave/Peter Smith to go back to the sailing club; what a funny sight it was to see Phil riding what looked like a child's folding bike - full credit to him. Strangely enough he wanted to see what I looked like on it, so I obliged! The evening was very pleasant – BBQ, Jazz band, beer and a chat.

Sunday was breezy, with wind whipping past overhead and it looked as though it was going to be windy all day. Chatting to Richard Hartley I said "It's not as windy as it looks" – this turned out to be a huge understatement!! I later added some extra words, along the lines of "-it's a ****** sight worse!". It was one of the toughest sets of conditions I have raced in, very gusty with boiling water and wind against tide. The first race of the day proved to be very close with Richard and Mark - they just cleared the finish line in front of us.



Between races on Saturday

Whilst waiting for the second race Mark decided to fix the bailer which had been riding up from the pressure of water. In his attempt to do so it disappeared through the bottom of the boat to the depths below. With water then gushing into their boat, they came over to say the were going in. We finished the last race and were glad to be going in. Thoroughly enjoyed the weekend, look forward to next year.

4th Event: Poole Nationals

Plenty of other coverage of this elsewhere. Fantastic turnout.

5th Event: Mounts Bay

After the Nationals we wanted to encourage Mounts Bay in their hosting of the Nationals next year, so we travelled down for their Open - and it was great being back there for an Osprey event. Mike & Peter Greig and the rest of the gang made us welcome.

The next day the dinghy park was full of activity and with the first race about an hour off and the visitors having been there for hours, the locals calmly turned up just before start time. This is the beauty of sailing from your home club and knowing there is no distance to sail to the start since it is just off the beach. We struggled for boat speed on the Saturday, with Colin Stevens & Mike Greig outclassing us with two wins in their recently re-decked boat. As they say in Cornwall: Proper job - well done Chris Firth.

Sunday was a different story, with shifty winds ideal for Jeremy Williams and Roger Kurnow. At the end of the meeting, two Mounts Bay boats were on equal points with us, with both beating us on count back. This just shows how competitive the meeting was. I am really looking forward to next year's sailing and the 2009 Nationals. EVERYONE: BOOK YOUR ACCOMMODATION NOW - it'll be great to see you all there.

6th Event: Kielder

With a few days to go Martin gave me a phone call to say he had been unwell for the past couple of days and knew he would not be able to give his best. I then spent the next two days trying to find another helm. I really wanted to go and support Kielder in their Open. Viola, Alec and Rob (and their crews) have always travelled and I felt it was my turn.

Twenty-odd years ago I used to sail pre-season fun races like the Pompey Perisher and Hayling Cracker with Oscar, so I gave him a call. To his credit he said he'd wanted to travel to Kielder - so even though the forecast was unbelievably bad (high winds & pouring rain!) all weekend, he agreed. So I picked him up just off the M50 and we arrived at Kielder soon after midnight. We parked-up just outside the entrance to the club, thinking the barrier

was locked.

We were in good company, finding Nick Broomhall and Willy Crichton in their motor homes. Willy broke out the beer and whisky and we were setting in for the night, when, with the rain teaming down, the wind blowing the van from side to side, there was a knock at the door. Standing there drenched was Viola! "Hi guys! Thanks for coming. Follow me and I'll show you where to go. By the way, the barrier **is** open - just pull it towards you." With Nick's van up against the barrier this hadn't occurred to us!

Once in the clubhouse, which is designed like a mountain ski lodge, we found everyone was still up waiting for us, beers in hand having a chat. Word had filtered through that I had a special guest helm so there were lots of hand shakes and slaps on the back all round waiting for Oscar.

Morning dawned and the lovely smell of bacon & sausage rolls, along with steaming mugs of tea prepared by non-other-than the lovely Viola, woke me from my slumbers. The weather outside looked decidedly dodgy, wet & windy, but still sailable. The race officer decided to keep the course near to the club side of the lake, partly because of the wind direction, but also for safety. I had learnt from my early season sail at Blithfield and now sported a winter steamer/windsurfer type wetsuit and so was ready for anything.

Just before the 1st start, & to settle our nerves, we went for a quick jibe & rolled it in. This was probably the best thing that could have happened because it focused both our minds & made us determined not to do it again. The racing was fast and furious with some incredible reaches and really close quarter sailing -three boats fighting for each mark.

It was great seeing Steve Goacher sailing with Nick Broomhall, but unfortunately they went walkabout just before one of the starts which meant they started two minutes after everyone else. Still, at the finish, they had elevated themselves to second place.

After the sailing on Saturday, Viola had arranged for an evening meal in the restaurant just above and next to the sailing club. The view from the window was awe inspiring and the food was great and very reasonable. Once finished we retired to Nick's van for a bumpy, wind-blown night.

Sunday was a bit brighter, with slightly less wind. We struggled a bit in the conditions, staying just ahead on points going into the last race. Oscar had started well all weekend and this race was no exception. An impeccable start saw us ahead of our main rivals Rob Shaw and Ian Little. The win was ensured when an unfortunate capsize at the mark put pay to their hopes.

The venue has left me wanting more, which is pretty amazing since if you can enjoy yourself when the temperature is not much above freezing, the wind is just off a gale & the rain is so torrential that it is drier in the water, then it must be good. Thanks again to Kielder for the hospitality.

7th Event: SGP Rutland

The principle of Fastsail is to bring together a large fleet of like minded sailors competing against each other in their class boats. It was unfortunate that this year the wind gods failed us, with an erratic wind on Saturday and no wind forecast for Sunday.

The organizers did their best to get three races in on Saturday. Willy Crichton/Nick Broomhall along with Alec/Angela Mamwell made light of the difficulties of choosing which side to go and which shift to tack on; we on the other hand picked nearly every duffer out there to languish near the back! Sunday brought a long delay and finally the inevitable abandonment. Although the sailing was not great, I met many old friends from other classes and made a few new ones.

8th Event: Last Blast at Rutland

The Ospreys made a revisit to Rutland for the last blast of the season, with plenty of wind forecast. I had agreed to try some development sails with Tim Rush. He was not only interested to see how the sails went, but also wanted to see how well a newer mark 3 performed. He had previously sailed Pogo, an older mark 3 and a Hartley mark 4. I have found it invaluable to sail with different helms over the years gaining helpful advice, and this time was no exception. Interestingly enough Tim has offered to do some coaching for the class - so anybody interested? Keep an eye on the website. Tim and I sailed well together surviving the Saturday and enjoying the Sunday.

So, what have I learnt?

1. Plan early (now would be a good time)
2. Prepare your boat/trailer
3. Stick all the open dates in the calendar
4. Make sure you have the correct personal equipment (any missing - ask Father Christmas!)
5. You will enjoy yourself and meet and make new friends.
6. It doesn't have to cost a fortune - in fact this season I only had to pay £13 for 1 night's accommodation in Rutland, sleeping in their bunk rooms. The rest of the cost was fuel.

I am thinking about doing one of the fun events at the end of this year/beginning of next, maybe Tiger Trophy, Hoo Freezer, and Bloody Mary etc - anybody interested? Check the website and let's see if we can get a good turnout, and hope to see you on the circuit next season!

Peter Frith.

A couple of boats have been seen with unusual figure-heads this year…





Osprey National Championships 2008, Sponsored by Chartwell Private Client

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The 51st Nationals were held at Poole Yacht Club from July 19th - 22nd. 51 boats entered, making this the first time in a few years that the class has broken the 50 boat barrier.

Martin Cooney and Peter Frith retained the Osprey National Championship by taking the right decision to not follow the predicted optimum course on the final beat, to break free from Richard and Mark Hartley and clinch second place and the title by the narrowest of margins.



2008 National Champions at Speed

Whilst a massively disappointing result for the Hartleys, who had led into the final day, the fleet has huge gratitude to them for deciding to back the class, culminating in this rejuvenation and surge of interest from outside. As Richard stated at the AGM, 51 boats entered was "one hell of an achievement".



50+ Ospreys at the Nationals

The effort from Poole Yacht Club members was fantastic. Providing a "buddied" accommodation package for all new to the class (and more) meant that virtually no visitors paid for accommodation, making it far more economically appealing. Better than that, they organised for the weather gods to provide the complete gamut of conditions, testing the snakes and ladders of fortune that made the whole event enjoyable and unpredictable.

At the start of the final light wind, double tide day, the Hartleys were 2 points ahead, and along with Cooney/Frith, were carrying a fourth place as discard. The fleet waited on the water for 2 hours for the wind to fill in, the committee boat upping sticks twice, and this led to the Hartleys unfortunately missing the 5 minute gun whilst upwind of the start checking conditions. They spinnakered down to the line, dipped it and started just on time to discover at the end that they had been Z flagged and were carrying a 10 place (20%) penalty.

Meanwhile Cooney and Frith had sailed the perfect race in trying conditions to register a first place. Game on for race 7. The Hartleys needed to win the race or come second, with Cooney and Frith 2 places behind. From a poorish start, they broke right and worked their way through to the front. The final beat saw them choose the predicted correct course, tussling with Steve Goacher which led to Cooney and Frith gaining ground and with a downwind finish the 3 of them crossed the line within spitting distance, Goacher, Cooney, Hartley.



The Hartleys

The standard of racing this year was superb and whilst Cooney/Frith and the Hartleys held the spotlight, Steve Goacher (sailing with Andy Tunnicliffe in Wally Gardener's beautifully maintained 1114) had recorded 3 wins but had to count an eighth. Similarly the aging rock stars Angus Hemmings and Adam Bowers had won a race and only left the exalted quartet on a couple of ultimately expensive occasions.



"Aging Rock Stars"…

There were many highlights in the event; Nicola George crewing her father at 14 years old in all conditions and loving it. John Bowden - another 14-year-old - was again helming, but this time with Richard Bowers crewing, having sacked his father as crew this year, so Tim Bowden helmed another boat.

There were lots of new faces and lots of returning faces, including Trevor and Monica Brown, Monica being the bikinied reception committee handing the sailors a beer each in return for their tallies, and at the prizegiving handing over the goodies bedecked in latex and stockings. There was the sight of Adam Bowers pulling Blue Moon over single handed to windward with the kite up. Peter Frith did the same thing, but recovered to finish a couple of places down but still in third. Mike Pickering got a birthday candle in his bread and butter pudding. Mark Taylor shimmed up the mast on 1318 to adjust the trapeze wires with no wind and 49 other boats willing the boat to fall over whilst all waiting for enough wind to start race 6.



Mast climbing! Photo A. Spencer-Smith

The boat park assistance to keep all boats out there was superb, but the camaraderie and the sight of 50+ Ospreys in full flight in a blow on the sea was really special.

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Many thanks to our sponsors -

Chartwell Private Client, Hartley Laminates, Harken UK, Hyde Sails and Gul and once again to all of the people in Poole YC who worked their socks off to ensure we all had a good time.

Roll on Mounts Bay for 2009. July 26th - 29th. Beg, steal or borrow a boat, but get the dates in your diary!

Diaries from Various Competitors at the Nationals:

Race 1 as seen by Jon Gorringe (5th place)

A super forecast of N-NW 17 to 22 Knots enticed over 50 tasty birds to the Osprey National Championships at Poole YC. Race one was held in the top Triangle of Poole Harbour. After 3 false starts the PRO, Owen Peters, got the fleet off in perfect conditions, 20 knots and sunny conditions. Angus Hemmings and Adam Bowers led from the start and were never truly challenged. However the minor placings developed into a fascinating battle of styles with the Hartleys going for speed upwind and Clooney and Frith (Defending Champions) sailing more conventionally. Ironically it was an early kite drop that cost the Hartleys 2nd at the final leeward mark.

Mike Pickering and Mike Greig battled hard to hold onto 4th despite being overtaken 3 times by Mike Atkinson and John Gorringe, they finally ensured their dominance up wind by recognising there was more subtlety to the shift pattern than just going hard right for the predicted veer.

Tomorrow is out in Poole Bay for 2 races with another great forecast another great day is expected day in the tasty bird.

Race 1 as seen by Jonathan Burden (15th place)

After a quick five minute sail out to the start area in bright sunshine, we had a leisurely "practice race" of one triangle. I almost lost count of the general recalls for the first points race but eventually we got away in a blustery north westerly of 20+ Knots.

The strong fleet soon spread out in the difficult conditions at the windward mark we passed Jeff Wear in 1319 as he struggled to stay upright. After 2 exciting 3 sail reaches we went up the middle of the next beat, neither side seamed to pay and we stayed in the company of Phil Greetham 881, Richard Marshal 1195 and Viola Scott 1314.

On the next run we found it hard to get the spinnaker to settle in the gusty conditions until we gybed onto port on a slight lifter and ran to the mark. On the second triangle the wind was even stronger and seeing Ospreys on the reach with kites up disappearing to leeward or capsizing we 2 sailed the first reach. We passed Gavin and Steve 1194 at the wing mark, capsized alongside another blue hull. They had finally succumbed to an ill fitting borrowed boom after theirs had broken in the practice race. We put the kite up for the second reach which was on the limit and very exciting. Unfortunately an untidy drop meant that our last run down to the leeward mark was spent trying to untangle our spinnaker but it did not make any difference to our final position of 15th.

Race 1 as seen by Nicola George (aged 14, crewing)

During the practice race we had a broken block on main halyard which caused the main to slip down. A quick temporary repair got us going again, but we lost quite a few places. The fleet were over keen to get the 1st race going which resulted in 3 general recalls. This practice was very good, by the 4th start we were hitting the line on time and at speed. The first lap was without event, but on the 2nd lap we capsized at the gybe mark. The boat was quickly righted and completed the race to come home in 36th position.

Race 3 as seen by Jon Batt (5th place)

In race 3 the wind was reported to be gusting 30 knots favouring the heavyweight crews. We were to be gate boat, and in race 2 the gate boat won the race, so the pressure was on 1311 to follow suit. At the windward mark we came out in 3rd place showing that the right side of the beat was the way to go. The wind dropped for the first reach and 1334 Richard and Mark Hartley, picking up a gust, sailed over 4 boats to reach second place behind 1198 Hemmings and Bowers.

On the second reach the wind increased and with the cliffs of the Isle of Wight approaching fast the front of the fleet all had to drop their kites and two sail to make the leeward mark. On the next beat Rob Shaw and Ian Little in 1314 picked the shifts to overhaul 1311 to reach 3rd position. On the downwind leg 1290 gybed early and overtook 1311 for fourth position. On the second lap positions stayed the same with awesome 3 sail reaches until the final beat when 1334 sailed over 1198 to take top honours.

Race 3 as seen by Mike Greenland (15th place)

With the wind predominantly from the NW and blowing at force 5 conditions were not ideal for Osprey 1322 crewed Mike Greenland and Lee Mariot. The light weight crew had decided to bias themselves to the right of the fleet and wait for the Gate to open. The start went well but we were forced to tack shortly after the gate boat had passed, which caused an inadvertent capsize. Greenland & Mariot worked hard to right boat quickly but found themselves at the back of the fleet.

The wind appeared to favour the right hand side of the course even though the rest of the fleet was chasing the wind on the left. On approaching the windward mark Greenland and Mariot were shocked to see themselves at the front of the fleet, passing all but a handful of competitors.

Positions did not really change much until the final downwind leg when the spinnaker dropped underneath the boat forcing 1322 to improvise and send the helm up the foredeck to untie the sheet. Almost 12 places were lost due to this slip up which forced us down the fleet. Luckily for 1322 the wind was testing all the competitors and a few casualties ahead of them allowed us to gain places and finish overall in 15th.

Races 2 and 3 as seen by Nicola George (aged 14, crewing)

The day started sunny with a good breeze which helped us reach the start line out in the bay. Today's races used gate starts which was a new experience for me. During the 1st race of the day the wind speed increased making for some very exciting reaches but the beats were very hard work. We finished the race in 37th position.

The wind increased in strength while waiting for the 2nd race of the day. The gusty conditions made the beats difficult. The reaches were very exhilarating, although we couldn't see much due to the continues stream of spray! I think the hardest part of the day was getting back into the harbour; it was a very long beat with lots of wind shifts in the harbour. It got so bad I decided to jump out (to be honest I fell out)…

The Tension Mounts:

Fortunes were mixed on the penultimate day of the Nationals. Any one of three boats could win the championships with the Hartleys leading with 8 points, defending champions Martin Cooney/Peter Frith in second with 10 and past champions Angus Hemmings/Adam Bowers in third on 13. Light winds were forecasted for the final 2 races which took place inside the harbour.

The evening saw the AGM pass in what felt like record time, leaving the opportunity to order food before the kitchen closed. The proposed rules changes were passed along with a motion for the committee to give dispensation to a couple of boats to trial loose footed mainsails.

Races 4 and 5 as seen by Ian Little (5th place)

Race 4 of the Chartwell Osprey Nationals brought more sun, a clear blue sky, but a shifty and fickle wind which would

prove kindly to some and spiteful to others. After a false start the fleet were conned by the breeze which seemed to be rising but died away during the first beat. Deciding where it would fill in from was guesswork but 1311 (Batt, Broomhall) chose best and pulled out a fair lead by the windward mark.

The scene was set for the day on the second reach when the wind filled from behind, bunching the whole fleet up to the leading pack. However 1311 consolidated their lead to half a leg and looked unassailable. Our own race wasn't down the pan until the third beat, "the beat from hell" where we lost at least 10 places. Up front the Blithfield boys 1311 faired badly too, with four boats getting through them. The last run saw them get a place back and we regained two places, getting pipped on the line by 1271 (Lees, Gillespie). The Hartleys (1334) got line honours from 1207 (Lewis, Mander) with 1290 (Cooney, Frith) in 3rd.

Race 5 was more of the same but a better start this time saw us hanging on to the leading pack. Cooney and Frith in 1290 pulled out a commendable advantage followed by 1334, 1198 (Hemmings, Bowers), 1114 (Goacher, Tunncliffe) then ourselves, 1314 (Mrs. and Mr. Scott) and 1311. 1114 managed to hang onto the transom of 1290 and fortune favoured team Goacher when a vicious gust filled up the lead boat and allowed the northern boat through. The following 2 boats (1334 and 1198) had a real tussle, exchanging pleasantries on several occasions. Our hope was that they would become so preoccupied with their battle that they forgot about us, but it was not to be. 1114 took the bullet with 1290 second. The following push showed 1334 next then 1198 and ourselves in 5th.

Races 4 and 5 as seen by Peter Greig (16th place)

Race 4 was dominated by a fluctuating breeze, both in speed and direction. Based on our previous results we chose to start late through the gate and did well on the shifts to round in the top 10. The broad leg allowed the chasing pack to close up and a tough gybe and tight second reach followed - unfortunately we lost about 5 places through this.

The second beat was a nightmare. Header after header and the least said about it the better. We lost another 10 places. For the remainder of the race we tried to keep our noses clean and pick sensible gaps to exploit and not split too far from the Ospreys we were hunting. At the end we managed to salvage 28th.

In race 5 we again adopted the start late tactic which was followed by a reasonably satisfactory 1st beat to have us round in the top third.

After this and clearly with all Karma exhausted in the 1st race of the day, we then mounted a charge towards the sharp end of the fleet, taking about 2 or 3 boats each lap. The theme, was again to follow the competition, making sure we were not too exposed to the corners. We steadily picked our way through to give us a last beat to chase down our arch rival Doc Ellery (1199).

A massive lift into the finish allowed us to achieve this aim, however only afterwards did we find out that we were 16th and therefore had the pleasure of producing this write up! If only we had known we would then have paid far more attention.

Without doubt the highlight of the race was Mr. Bowers being dumped in to windward by a particularly nasty downwind gust. How we laughed.

Overall an enjoyable but frustrating day, but having seen what was happening to the front runners we seem to have got off lightly.

Races 4 & 5 as seen by Nicola George (aged 14, crewing)

The races were in the bay again so an early start from the slip, but with the wind behind us it was a pleasant run through the harbour to the bay. A warm and sunny day with variable winds. In the 1st race we had a very good start hitting the line at speed directly behind the gate boat in clear air. On the beats we found the variable wind, particularly the shifts frustrating, finishing 42nd. In the 2nd race again we had a good start, but struggled with the wind shifts, finishing 43rd.

We were delayed at the harbour entrance by a large cross channel ferry. Once it passed through the entrance we could start the long beat back to the Poole yacht club.

Thanks to David Harding of Sailing Scenes

Reports have regularly been posted on the Yachts & Yachting website covering many of the events during the year. The Nationals report and diaries contained photos from Sailing Scenes, who took pictures of the racing this year. We are also most grateful to David Harding of Sailing Scenes for allowing use of his professional photos in this publication. I would encourage competitors to view his excellent and well categorised photos and consider buying! Those images © David Harding/SailingScenes.com.



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Osprey National Championships 2008 Results



2008 Osprey Class UK National Championship

Main sponsor Chartwell Private Client

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Results are final as of 11:20 on July 24, 2008

Overall

Sailed:7, Discards:2, To count:5, Entries:51, Scoring system:RYA Low Points

Rank	Tally	Boat	SailNo	Helm	Crew	Club	Team	Total Points	Nett Points	R1 19/07/08	R2	R3	R4	R5	R6 22nd July	R7
1	27	Swiftun	1290	Martin Cooney	Peter Frith	Poole YC		17.0	10.0	2.0	(3.0)	(4.0)	3.0	2.0	1.0	2.0
2	47	Back Again	1334	Richard Hartley	Mark Hartley	Carsington SC		36.0	11.0	3.0	(4.0)	1.0	1.0	3.0	([ZFP] 21.0)	3.0
3	43	Just Pogo	1114	Steve Goacher	Andy Tunnicliffe	Royal Windermere YC		32.0	13.0	(10.0)	1.0	8.0	(9.0)	1.0	2.0	1.0
4	3	Blue Moon	1198	Angus Hemmings	Adam Bowers	Castle Cove SC		75.0	17.0	1.0	6.0	2.0	([DNF] 51.0)	4.0	(7.0)	4.0
5	23	Bird of Prey	1317	Robert Shaw	Ian Little	Kielder Water SC | Creeksea SC		62.0	34.0	7.0	11.0	3.0	(13.0)	5.0	8.0	(15.0)
6	28	Oh Spray	1311	Jon Batt	Nick Broomhall	Blithfield		83.0	36.0	11.0	10.0	5.0	4.0	6.0	(29.0)	(18.0)
7	33	White Knuckles	1281	Phillip Angrave	Peter Smith	Poole YC		104.0	40.0	(12.0)	8.0	6.0	7.0	([DNC] 52.0)	12.0	7.0
8	26	Schiaffino	1207	Toby Lewis	Stuart Mauder	Poole YC		111.0	43.0	8.0	9.0	11.0	2.0	13.0	(16.0)	([DNC] 52.0)
9	36	Odeline	1331	Will Odling	Simon Odling	Harlow (Blackwater) SC		117.0	44.0	([DNF] 51.0)	13.0	(22.0)	11.0	10.0	5.0	5.0
10	14	Yaba Daba Doo	1272	Alan Laing	Steve Brown	Poole YC		111.0	44.0	9.0	(16.0)	([DNF] 51.0)	5.0	8.0	13.0	9.0
11	32	Green/White	1297	Michael Taylor	Jon Willey	Marconi SC		112.0	45.0	6.0	12.0	10.0	(16.0)	11.0	6.0	([DNF] 51.0)
12	17	Think Again	1314	Viola Scott	Michael Scott	Kielder Water SC		98.0	49.0	(16.0)	5.0	13.0	14.0	7.0	([ZFP] 33.0)	10.0
13	25	Georgia	1299	Adam Ellery	Angelo Spencer-Smith	Mounts Bay SC		91.0	53.0	13.0	15.0	7.0	10.0	(17.0)	(21.0)	8.0
14	16	Another One Bites The Dust	1195	Richard Marshall	Rob Kemp	Poole YC		124.0	56.0	(17.0)	14.0	([DNF] 51.0)	6.0	9.0	14.0	13.0
15	6	The Black Pearl	1336	Mick Pickering	Mike Greig	Mounts Bay SC		99.0	59.0	4.0	(20.0)	12.0	17.0	(20.0)	15.0	11.0
16	34	Zero Tolerance	1271	Mark Lees	Rob Gillespie | Tom Ridge	Poole YC		120.0	63.0	(21.0)	(36.0)	14.0	12.0	21.0	4.0	12.0
17	5	Fish For Tea	1329	David Springett	Jake Cracknell	Brightlingsea SC		144.0	67.0	(26.0)	21.0	([DNF] 51.0)	25.0	12.0	3.0	6.0
18	40	Barkin Mad	1298	Mike Atkinson	Jon Gorringe	Poole YC		173.0	71.0	5.0	2.0	([DNF] 51.0)	15.0	15.0	34.0	([DNF] 51.0)
19	1	Lettice	1194	Gavin Rose	Steve Birch	Poole YC		158.0	71.0	(36.0)	7.0	([DNF] 51.0)	19.0	14.0	10.0	21.0
20	38	Infidel	1085	George Odling	Simon Spiars	Poole YC		122.0	72.0	14.0	17.0	16.0	8.0	(24.0)	(26.0)	17.0
21	7	Baa Baa	1337	Paddy Lewis	Tom Holland	Kielder Water SC		168.0	81.0	15.0	23.0	9.0	18.0	([DNC] 52.0)	(35.0)	16.0
22	35	Pica Boo	1322	Michael Greenland	Lee Marriott	Isle of Sheppey SC		138.0	88.0	(25.0)	19.0	15.0	22.0	18.0	(25.0)	14.0
23	15	Waimanu	1291	Sue Bannister	Nick Willis	Hayling Island SC		159.0	103.0	(30.0)	18.0	21.0	24.0	(26.0)	17.0	23.0
24	46	Blue Bird	425	Peter Grieg	Kelly Greig	Mounts Bay SC		165.0	106.0	(31.0)	25.0	23.0	(28.0)	16.0	18.0	24.0
25	31	Return of the Pink Panther	1225	Jonathan Burden	David Solly	Poole YC		176.0	112.0	18.0	(34.0)	18.0	27.0	25.0	24.0	(30.0)
26	18	Kymothoe	1335	John Shenton	Adam Treadwell	Wilsonian SC		219.0	116.0	([DNC] 52.0)	22.0	([DNF] 51.0)	23.0	19.0	20.0	32.0
27	22	Suzi Jane	1316	Roland Squibbs	Marc Shepherd	Tenby SC		204.0	122.0	22.0	26.0	19.0	(31.0)	28.0	27.0	([DNF] 51.0)
28	8	Jennifer	1276	Alec Mamwell	Angela Ruth Mamwell	Coniston SC | Kielder Water SC		191.0	124.0	23.0	(32.0)	20.0	(35.0)	30.0	22.0	29.0
29	24	Curved Air	1338	Nick Jones	Arthur Butler	RYA		199.0	130.0	19.0	30.0	27.0	(33.0)	(36.0)	28.0	26.0
30	42	Shameless	1326	Mike Stace	Deanna Morton	Tenby SC		214.0	132.0	28.0	28.0	([DNF] 51.0)	20.0	29.0	(31.0)	27.0

Osprey National Championships 2008 Results *Continued…*

All the results shown here so that even those people fighting battles further down the field can see their performance.

31	21	Big Girls Blouse	1295	Peter Reeves	Chris Playfair	Poole YC		208.0	136.0	27.0	27.0	(33.0)	26.0	23.0	(39.0)	33.0
32	9	Merlin	1199	Colin Pugh	Alistair Watkins	Poole YC		205.0	137.0	24.0	33.0	17.0	30.0	(34.0)	33.0	(34.0)
33	11	Prey Encore	1319	Jeffery Wear	Richard Hann	Poole YC		229.0	138.0	32.0	(40.0)	([DNF] 51.0)	29.0	22.0	19.0	36.0
34	48	Magician	1181	William Crichton	Martin Knott | Robin Hobson | Simon Redhead	Ribble Cruising Club		220.0	146.0	35.0	(38.0)	24.0	(36.0)	33.0	32.0	22.0
35	30	Renegade	1088	John Bowden	Richard Bowers	Weymouth SC | Castle Cove SC		225.0	147.0	34.0	29.0	[RDG] 32.0	(42.0)	27.0	(36.0)	25.0
36	4	Think Big	881	Phil Greetham	Chris Greetham	Poole YC		253.0	149.0	20.0	([DNC] 52.0)	([DNC] 52.0)	34.0	32.0	43.0	20.0
37	49	Living Daylights	1250	Richard Hattersley	Steve Oldale	Poole YC		256.0	153.0	33.0	24.0	28.0	37.0	31.0	([DNF] 51.0)	([DNC] 52.0)
38	45	The Think Tank	1004	Peter Cormie	James Grant	Mounts Bay SC		259.0	164.0	39.0	39.0	([DNF] 51.0)	21.0	37.0	(44.0)	28.0
39	19	Another Swift Half	1267	David Best	Stephan King	Poole YC		257.0	164.0	29.0	31.0	([DNF] 51.0)	32.0	35.0	37.0	(42.0)
40	29	Light N Bitter	1292	Paul Heather	Jonathan Osgood	Wilsonian SC		252.0	169.0	38.0	35.0	31.0	(39.0)	(44.0)	30.0	35.0
41	13	Hannah Too	1320	Jerry Dixon	Thomas Schmidt	Roei en Zeilvereniging		280.0	181.0	([DNF] 51.0)	42.0	30.0	40.0	38.0	(48.0)	31.0
42	37	IV Play	1318	Robin Hobson	Andy Postle	Shoreham SC		286.0	182.0	[DNF] 51.0	[DNF] 51.0	([DNC] 52.0)	([DNC] 52.0)	[DNC] 52.0	9.0	19.0
43	12	One Step Beyond	1203	Mick Richardson	David Bourne	Poole YC		273.0	182.0	40.0	(46.0)	26.0	38.0	(45.0)	40.0	38.0
44	10	Seaing Red	1325	Robin George	Nicola George	Great Moor SC		275.0	189.0	37.0	41.0	32.0	(44.0)	(42.0)	38.0	41.0
45	41	Cognito	1240	Steve Randall	Andrew Edmonds	Poole YC		298.0	196.0	([DNF] 51.0)	([DNF] 51.0)	25.0	46.0	41.0	45.0	39.0
46	39	Puma	1177	Antony Shaw	Ian Deeley	Datchet Water SC		297.0	200.0	([DNF] 51.0)	45.0	34.0	43.0	(46.0)	41.0	37.0
47	2	Silver Osprey	1155	John Mills	Carolyn Mills	Shoreham SC		297.0	203.0	41.0	43.0	29.0	(47.0)	(47.0)	46.0	44.0
48	44	Lethal Lime	936	Chris Saunders | Mark Mawhinney	Rick Shardlow | Chris Saunders	Isle of Sheppey SC		304.0	208.0	43.0	37.0	([DNF] 51.0)	(45.0)	43.0	42.0	43.0
49	50	Gremlin	1269	Steve Carmichael	Ian Hart	Poole YC		315.0	213.0	42.0	44.0	([DNF] 51.0)	([DNF] 51.0)	40.0	47.0	40.0
50	51		736	Tim Bowden	Chris Holding	Weymouth SC | Castle Cove SC		335.0	231.0	([DNC] 52.0)	[DNF] 51.0	([DNC] 52.0)	41.0	39.0	49.0	[DNF] 51.0
51	20	Flying High	1260	Chris Woodward	Jonathan Farnell	Broxbourne SC		364.0	260.0	([DNC] 52.0)	([DNC] 52.0)	[DNC] 52.0	[DNC] 52.0	[DNC] 52.0	[DNC] 52.0	[DNC] 52.0

Scoring codes used

Code	Description	Points
DNC	Did not come to the starting area	52
DNF	Started but did not finish	51
RDG	Redress - points set by protest hearing	32
ZFP	20% penalty under rule 30.2	Varies

http://www.pooleyc.co.uk/

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www.ospreysailing.org.uk

Osprey National Championships - Prizegiving

A fabulous meal, a few drinks, prizes and speeches. Here are a selection of photos from the celebration meal at the end of a GREAT Nationals.


















First Year on the UK Open Circuit



Jerry Dixon has been travelling to the UK from Belgium to compete and join in the fun on the UK Osprey scene

My love affair with the Osprey goes way back to the late 1960's when my father was stationed at RAF Changi in Singapore. My family were all enthusiastic members of RAF Changi Sailing Club, where I sailed in a Cadet (there were three, Snap, Crackle & Pop!) & my parents in the GP 14 fleet. I crewed in the GP 14's from time to time, but was considered too small to sail Osprey, much to my frustration. I can't remember exactly how big the fleet was, but all the boats were called after punctuation; there was Apostrophe, Colon, Semi colon, Full Stop etc etc. They were great days. We sailed in shorts, barefeet & a lifejacket…

Winding forward to the early 1990's; I hadn't seen an Ospey since 1971, though I knew they were still sailed in the UK. I was then in Holland, working for a Logistics company & one day, walking through a small harbour on the Brielse Meer close to Rotterdam, came across two old boats for sale. Cutting a long story short, together with a friend we each bought 50% of the better of the two boats & sailed it recreationally for a few years. However, the mast foot eventually split through the king plank, all our homemade repairs failed under the strain & the boat ended its life as one of the world's coolest looking fishing boats somewhere in Belgium!!

Fast forward again, & thanks to the internet I came across the Osprey website & saw number 259 for sale. The owner was based at Morecambe but kindly agreed to meet half way down England at a motorway stopover to allow me to review the boat; I travelled up from Folkstone, had a quick look under the cover, liked what I could see in the half darkness, so we sorted out the financial arrangements & I took the boat back with me. It was pretty old, but I sailed it on the sea at Nieuwpoort in Belgium & had many gear failures, the most serious being a broken rudder in windy conditions a couple of kilometers away from the safety of the marina!!

In 2006 I went to the London boat show, & looking across the hall, to my amazement saw the Osprey insignia on a sail in the far distance. I made a beeline to the stand, which is where I met master salesmen Richard & Mark Hartley. As soon as I saw the Mk 4 I was hooked; I explained to Richard I needed a bit of time to decide if I would commit myself to placing an order there & then & that I would go away & think about it. After another 10 minutes of being unable to drag myself away, I threw caution to the wind & bought one on the spot, probably the only spontaneous decision I have ever made!!

So here I am, eager to be part of the Open circuit & what a baptism it has been this first year. My very first event was the Osprey Nationals at Poole, straight in at the deep end; no tentative testing of how warm the water is for me. Together with my crew, Tomas Schmidt, we stayed for the duration of the competition with Chris Playfair's family, who were to prove the most fantastic & kind hosts.



Racing at the Nationals with Tomas
Photo courtesy Sailing Scenes

As it turned out, we had a pretty eventful Nationals, Tomas & I hadn't sailed much together before the competition so were pretty green behind the ears. To give you an idea how green, I used to rig the genoa on the outside of the side shrouds, because I didn't know better until Mark Rush (no less!!) pointed out very gently my enormous gaffe!!

On the first day, the boats were launched in batches of 10 & we wanted to be on the water early, so were in the first batch. Unfortunately I discovered a pulley had come off the shroud tension just before we were going to launch, so in the time it took to fix we went from being in the first batch to being the last boat to launch. We approached the start-line just after the start gun, going in the opposite direction to 50 other Ospreys, so I had various stressed souls asking me, not so kindly, what the ****** hell I was doing!! The language would have done Jonathon Ross proud. Undeterred (I know a few expletives myself) we threaded our way through the chaos & safely crossed the line to start.

It was quite windy, we were very inexperienced & so had an almost inevitable capsize during the said practice race!! Unfortunately a much bigger disaster was shortly to follow. During the first real race, I went too close to a small fishing buoy & snagged it's mooring line underneath the boat. Tomas shouted a warning "we're being followed", I looked behind, saw straight away the bobbing buoy attached to the transom & rammed up the centre board. I thought we had escaped with just a momentary loss of speed & slippage to leeward, but sadly, a few minutes later there was an almighty crack & the tip of the centerboard actually appeared in the water next to the boat. It had snapped just under the centreboard casing. We were ignominiously towed in, with a very heavy heart. I genuinely thought my sailing at the Nationals was over on only the first day of a four day championship.

I should have known better. I put the word out once the fleet had returned that I needed a Mk 4 centreboard & within an hour Robin Hobson conjured one from the back of his car & the Hartley's were on the phone busy seeing if one could be brought down express from Derby. My sincere thanks to Robin for the centreboard & to the Hartleys for all their very well intentioned efforts. Between them they were determined we should be able to sail on!!

Day two, the first day on the open sea, was very, very windy, but it was on the two windy days that Tomas & I actually got our best results; it was very exciting sailing with lots of spectacular capsizes (not by us!!). By Monday night, with a few finishes finally under our belts, I felt we officially belonged to the fleet!! Tuesday, racing in the harbour again, we came back down to earth when I sailed upwind directly into the tide & finished one race to my shame & Tomas's incredulity absolutely last!!

Another word about Chris Playfair's (our host's) very talented family. His son fronted the band that provided the Saturday night entertainment at the Nationals. The highlight of a splendid evening was a completely spontaneous duet by his son

singing, accompanied by the piano player from Humphrey Lyttleton's original band (who co-incidentally happened to be at the club that very night), a wonderfully unique & memorable moment. This article gives me another chance to thank Chris & his family for their wonderful hospitality, and also the event organisers at Poole who thought up the hosting sceme.

The Nationals were absolutely terrific, from all points of view; the sailing was magnificent, the camaraderie & friendliness of everyone I met, never to be forgotten & the solidarity when someone had any kind of gear failure commendable. My thanks to all for all the help I received & I would also like to single out Nick Jones for all his help & advice - what a marvellous ambassador for the class he is.

I met David Springett at the Nationals, together with his crew Jake, & because Jake is joining the Royal Navy, teamed up with David for the Burnham & Sheppey Open meetings. We had two pretty good campaigns in two marvelous sailing environments & I am so glad I took the trouble to travel to them. David in the meantime has become a good friend & I have learned a lot from sailing with him - which bodes ill for David for next season when I will be back competing in my own boat!!

The photo on page 6 shows very well why Mr Springett is nicknamed the Mud Muppet. I was told you can't sail with him without getting muddy feet. I didn't know what on earth this mean't, but the photo gives an important clue! Note that he was the helm on the day of the races & that I, the crew, nevertheless stayed safely in the boat. I learn very quickly…



Crewing for the Mud Muppet at Burnham

My final event of this year was the "last blast" Open at Rutland, 24/25th October. I sailed with Donna, a friend of many years who had said she always wanted to trapeze sail. She had only ever sailed recreationally so we arrived at Rutland on the Friday, a day early to get some practice in. By Friday evening she could tack, fly a spinnaker & even spinnaker gybe, & I thought she might be my secret weapon if the winds were light the next day.

Unfortunately on the Saturday we caught the edge of a storm & it was blowing close to 30 knots, with vicious gusts up to 35 knots. We went out, but it was immediately obvious as soon as we sailed beyond the shadow of the shore, that it was going to be survival weather. It made sense to retire gracefully, though we had a scoop & a capsize before getting safely back on dry land. We were in good company; two other Osprey's decided caution was the best policy & most of the Flying Dutchmen called it a day, given the conditions. Sunday was kinder & we completed both races, with Donna managing the spinnaker on all the runs & most reaches, a real achievement from an exceptionally plucky girl.

So that was my first season on the circuit. I've discovered it's so much fun, it's addictive & just like Arnold…I'll be back…next year…



Gul Grand Prix 3rd Round Report, Mounts Bay, August 2nd & 3rd

Robin Hobson describes this fantastic event, which was held at the venue for next year's Nationals. The crews of 12 boats found reserves of energy just 2 weeks after the Nationals at Poole to compete for both the Panmorra Cup and in the Gul race series.

As usual, the weather forecast was only partially right and the promised Cornish sunshine partially materialised. The pasties were good though!



Mikes Pickering & Cox

The long distance crews from Kielder Water came down on the Friday in order to join the club evening race, to find that the course boats did not want to leave harbour. Being Ospreys, an impromptu sail of 5 boats (3 local, 2 Kielder) was organised to sail to Mousehole and back in the gentle force 4/5 south westerly before retiring to the bar.

Saturday kicked off with sunshine that lasted for all of 2 hours before the cloud and wind arrived and 12 boats set off for the 1pm start. Local boat 1116 helmed by Colin Stephens and crewed by Mike Greig threw down the gauntlet and blasted away, showing the National Champions, Martin Cooney and Peter Frith (1290), the way home with Mike Pickering and Mike Cox (1336) in third.

As is happening all over the Osprey fleet, two former Osprey sailors returned to compete in this event. Mike Cox and Andy Postle were welcomed back to the fleet after some 20 years and 16 years absence respectively. Andy, sailing with Robin Hobson had shown good boat speed, but as happened at the Nationals, they had to return to shore to sort a couple of set up snags in their first outing of 1206, the revamped and restored Martin Creasey missile.



Andy Postle back after 16 year absence

In the second race, 1116 showed good speed and led from the first mark to win by 2 minutes. 1206 were in second but an interesting gybe allowed 1290 and couple of others through. 1206 caught up on the beat but did not have quite enough to catch the National Champions.

The sport of Mounts Bay carpet boat race was introduced to the Kielder crews at the barbecue and this interesting pastime is now believed to be heading north.

Sunday dawned grey and horrid. Peter Greig, sailing with wife Kelly, decided that the golfing look was good - you know the one - where the top of the baseball cap is missing, and when the rain came down you sussed why! Lighter, more fickle winds greeted the class and whilst there was goodish trapezing to start with, by the third race it had disappeared. The lighter conditions suited two other boats, enter from the right, Jeremy Williams and James Curnow (1296) and from the left Viola and Mike Scott (1314).



Main halyard repairs!

At the windward mark in the first race, 1296 was in the lead and they held onto it for the reaches and next beat. The pack was never far behind and on the run, 1206 stormed 50 yards ahead into the next beat. This lead was held comfortably on the first reach but once round the gybe mark the weather started to change and the reach went broad to virtually a run. 1296 pushed 1206 high and everyone closed right up, but 1290 and the Scotts in 1314 had dived under the battle to give a lively mark rounding where 5 boats converged, 1206 and 1296 on starboard and the other 3 on port. At this point 1206's luck continued when the rig tension fitting came away reducing the tension by about half and increasing rake by about 4". The pack split and reconverged at the finish line 1314 first, followed by 1296, 1290, 1206 and then 1116.



1206 prentending to be newer than she is!

4th race, game on. 1296 was fast out of the blocks again followed by a very close pack. The wind was shifting by up to 20 degrees. The Cornish boys decided this was the ding dong race with Colin Stephens attacking Jeremy Williams all the way down the run, swapping gybes (physical not verbal - that was saved for the bar afterwards!) but at the end of the shortened course it was 1296, 1116, 1290 and 1314 taking 1206 on the line by a nose. The race was notable for its massive wind changes where the run became a kite reach and the beat a 2 sail return fetch - hence the shortened course.



1290 in front of St Michael's Mount

The wind died, moved round to westerly, the mist rolled in and it rained. After 40 minutes of cold misery the race started. 1296 and 1206 were milling round the pin end desperately wanting a port tack start - 1296 tacked onto starboard just before the fleet charged the line, 1206 ducked transoms on port in order to keep speed up. Once over the line the fleet did a synchronised tack onto port to get out of the tide and at the first mark it was 1296 followed by 1206 and a few unfamiliar faces. At the gybe mark it remained the same but at this point the wind left, the rain came down. Those that went left, 1296, 1290, Adam Ellery and Angelo Spencer-Smith (1299) gained, those that went middle or right did less so. The Scotts did enough to nick third. The finishing order being: 1296, 1290, 1314, 1299 and then 1206.

Where did all of this lead? - 3 boats tied all on 9 points. If the rules had been "discard next", it would have been 1290 first, 1296 second and 1116 third, but they weren't, so the money, choccies and silver went to Jeremy Williams and James Curnow who deservedly won in tricky conditions.

Fantastic racing, brilliant hospitality. Bring on the 2009 Nationals - but do not let Mikey cook at the barbecue. You will be there all night…



Enjoyment or pride?



Well here's a fall anyway!

Results						
Pos	Sail No	Helm	Crew	Club	Tot	Net
1	1296	J. Williams	R. Curnow	Mounts Bay	15	9
2	1116	C. Stephens	M. Greig	Mounts Bay	22	9
3	1290	M. Cooney	P. Frith	Poole YC	12	9
4	1314	V. Scott	M. Scott	Keilder	23	14
5	1206|1318	A. Postle	R. Hobson	Shoreham	30	17
6	1337	P. Lewis	T. Holland	Keilder	31	21
7	1336	M. Pickering	M. Cox	Mounts Bay	30	22
8	1299|1324	A. Ellery	A. Spencer-Smith	Mounts Bay	44	31
9	1182	P. Heather	J. Osgood	Wilsonian	42	31
10	425	P. Greig	K. Greig	Mounts Bay	43	33

Burnham Regatta Report, Royal Corinthian Yacht Club, August 23rd & 25th

Eleven Ospreys braved the Bank Holiday traffic to play a part in Burnham Week, in what will hopefully become a regular fixture in the Osprey calendar.

Saturday gave a moderate westerly, which led to an interesting 3 sail start and a run down the Crouch estuary. Early leaders Will and Melissa Odling in 1331 made best use of the conditions and pulled away from the fleet to record a win. As the wind dropped Viola and Mike Scott in 1314 used their light weather skills to sail into second with Rob Shaw/Ian Little in 1317 taking third.



Rob & Ian Resetting and Tidying

A fabulous barbeque was had by all on Saturday evening at Camp Osprey, thanks to Helen Shaw and her mobile burger van.

Sunday dawned with overcast skies and a brisk southerly gusting into F5. The heavier airs suited Shaw/Little who hung on to the lead all the way round the course.

Race 3 started with three teams tying for the lead. 1331 and 1317 elected to 3 sail reach through the start line. This proved disastrous for the Odlings who had to retire due to a spinnaker sheet tangle, and only good luck kept Shaw/Little from burying themselves in the estuary mud. Good speed was shown by John Shenton/Adam Treadwell in 1335 and Paul Heather/Jon Osgood (1292), with Dave Springett/Jerry Dixon in 1329 and Tim Bell/Chris Saunders in 932 also pushing hard off the line. As the fleet rounded the first mark to beat up the Roach, the sun came out, the wind picked up, and all were reminded what a great place Burnham is to sail. Shaw/Little began to revel in the conditions and worked their way through the fleet. Some spectacular neck-and-neck racing with the Scotts ensued, Shaw/Little eventually getting through to the lead which they kept to the finish, Mike and Viola in second and Shenton/Treadwell sailing a very consistent race for third.

Sunday night saw a formal Osprey dinner in the RCYC Trophy room and the sort of partying Burnham Week is famous for.



Time for some Partying

Monday, race 4, was a gusty south westerly, and the chocolates still all to play for. Another 3 sail reaching start and another capsize for the Odlings effectively put them out of the picture. A real tussle at the front between 1317 and 1314 ended when the Scotts capsized after a gybe and retired. This left Shaw/Little to continue round unchallenged - though Shenton/Treadwell, Heather/Osgood and Springett/Cracknell were all tussling hard for second place. Shaw/Little took the gun with Shenton/Treadwell continuing their renaissance to take second and

Heather/Osgood third.



Shenton/Treadwell going well

RCYC even brought their prize giving forward to allow competitors to get on the road (other clubs please take note!). Final results were first Shaw/Little (1317) taking the trophy back to Kielder Water SC in Northumberland, Mike and Viola Scott (1314) second, also of KWSC and Shenton/Treadwell (1335) of Wilsonians SC in third.



Nick with scratch crew Sam

Mention should also go to Nick Jones (1338) who sailed a very consistent series with scratch crew Sam Fowler who had never trapezed before, Anthony Shaw (1177) who sailed the last race also with scratch crew having broken his regular crew Ian Deeley on Sunday, Kelvin and Richard Fowler for making their Osprey debut and Lee Allen and Mark Mawhinney who broke their boat in the first race but found alternative entertainment with their best friend Stella.

Special thanks to Royal Corinthian Yacht Club of Burnham for supporting and hosting a very successful event.

Ian Little.

A few pictures of when it all goes horribly wrong!



Editor & Treasurer sailing flat and fast…
Photo © Sailing Scenes



Amazing what a tangle things get in



Cold and tired, we've all been there



Two's company. Photo © Sailing Scenes



The Odlings get that sinking feeling



“Big Red” winning the battle
Photo © Sailing Scenes



Help on the way just incase
Photo © Sailing Scenes



Is that “Sink Again”? - sorry Viola!



Wooooah!
Photo © Sailing Scenes



Submerged obstacle
Photo © Sailing Scenes



Nice flag!
Photo © Sailing Scenes

A Lifetime in Ospreys

Nick Jones

In 1980 I was looking through our local free paper and saw this boat called an Osprey advertised. I had never sailed in my life, but a friend and I fancied a go. We met the chap at Stewartby Sailing Club and he took us on the water in a drifter. Naturally Ian and I thought "This is easy." so we parted with £450.00 and my life in Ospreys began. The boat was number 458 "Ban Clone".

A few weeks later we had joined Stewartby and we turned up, with confidence and a due amount of naivety. We met this bloke called Roger Mant who asked us about our sailing and when we said we had not done any at all he looked a little surprised and said "You do realise that learning to sail in an Osprey is like learning to drive in a Formula One racing car". This was a very true statement and we fell over many times in the first few weeks. Please don't comment: "So what's changed 30 years later?"!

The following summer we took part in our first open meeting, which was at Stewartby. When I arrived, there was this long-haired, hippy type person just getting off his motorbike. I thought to myself, "This cannot be an Osprey sailor." - how wrong I was! It was Tiger Bridges, who many of you will know was at that time Oscar Chess's crew. In the next couple of hours I met many new people and felt that this was a crowd I was happy in, albeit I was a bit in awe of their boats and skills. I had a really enjoyable weekend, although I can't remember for certain where I came, but I think last would be a fairly certain bet. My only clear memory was that there were 28 boats attending – those were the days.

The following winter saw me strip my boat back to wood all over and replace some of the fittings, which even then were out of the arc. It was a job I did not enjoy particularly, given my practical skills, which are poor to say the least – yes I know you are all recalling how many times you have helped me out in the dingy park – all I can say is a big thanks to you all, and that this is what makes the class special.

With the boat refurbished and looking pretty (well it was in my eyes) it was off to Blithfield for my first open meeting. Graham Mant had agreed to crew for me, and the first race went very uneventfully, but the second race is fixed in my memory banks. Graham and I were going up the first beat – in last place, but in touch - when suddenly he plunged into the water as his trapeze attachment had come undone! We righted the boat and set off on the other tack – yes you've guessed it we had a repeat performance…

Once recovered from the experience Graham asked me what knots I had used. I replied "Reefs" - after all they were the only knots I could tie. I have progressed a bit since then… Graham suggested we went in and give the boat a run over and use the correct knots and fixings. Since that day I have endeavoured to get it right, but everything in front of the thwart (and anything behind it that I can possibly blame on them!) is down to the crew. In the evening I was talking to Mike Mooney who was the owner of Leader Sails. He sold me a main of 1178 Psycho but as 458 had out board jib sheeting he did not have a matching Genoa.

After Blithfield I met up with Keith who was to be my crew for the next 5 years - yes some people can put up with me for that long! We spent all summer practicing at the club and ventured forward for our first open meeting together at the end of the season at Lymington Town sailing club. Hilary came with us and got herself a ride on the committee boat, unbeknown to Keith and I. We sailed out to the "Jack in the Basket" and the race started. We were doing our best, but falling further and further back. We were lapped by every boat in the race…



In those days there were no time limits in the S.I.'s and Hilary heard the race officer say, "The bar will be closed by the time those guys finish". Needless to say, she did not say who she was, but neither did she leap to our defence! Anyway when we did get back everyone was really encouraging, but the encouragement was to get another boat. Thanks Richard Marshall and Nick Willis.

The winter saw me hunting for a new boat and I eventually found 1188, "Popercatopetl", and as soon as it was warm enough, Keith and I started practising. We resolved that we would attend our first National Championships at Tenby, so in late July, off we went to a venue that I have loved ever since. I would hope that we can return there soon (Tenby Fleet please note).

Nick Jones.

To be continued…

Gul Grand Prix Round 4 and Scottish and Northerns, Kielder Water SC, September 6th & 7th

The competition was hotting up at this stage of the Gul Series. Kielder SC have a growing fleet of Osprey sailors who travel to many of the events on the circuit. They're a friendly, well organised bunch, and their Open is always great fun with plenty of good food and onsite camping.

People swam, flew and drove to Kielder Water for this penultimate event in the Gul Grand Prix Series. One mile south of Scotland and 25 miles north of Hadrians Wall, Kielder Water is a beautiful remote lake in Northumberland. Torrential rain, howling wind from the North and low lying cloud might be less preferable than sunshine and nice force five from the west but we took what we could from the experience - fantastic northern hospitality, inexpensive food, good beer and common feeling of suffering, set against Sunday bringing four seasons in one day.



We took what we could from the experience

The journey North on Friday was **damp**. Those masochists that camped at least had the benefit that the KW midges had drowned. Getting changed before rigging the boat was de rigour, stepping the mast in the lulls from the savage gusts essential. It seemed that the forecast had had an impact on the other fleets. Ospreys however are a hardier breed and the lure of expensive goodies from Gul had them appearing from their eyries. I can wax lyrical about rain drops dripping off the nose, the oft-repeated comments, "it only blows from the North a couple of times a season" and, "it is rare to have two consecutive bad days, never mind three", but dear reader you want to hear about the racing.

This event dragged out a few heavy weights (metaphorical if not quite physical). Oscar Chess, ace helmsman and many throned national champion of the class, stepped in to the back of the current champion crew (Peter Frith's) boat. Following his 2 hour prep talk from Peter, Oscar felt comfortable with the 2 pieces of string he was then allowed to pull. Ex FF supremo Steve Goacher arrived to add to his Osprey experience, helming Nick Broomhall, and there were a mixture of the usual suspects and less so - (Dave's Uncle making his first appearance of the year).

Saturday at 1 pm the whistle went (the horn had packed up by this stage and a whistle was all that was left) - game on. Paddy Lewis and Alastair Smith hit the windward mark first - unfortunately for him, hit was accurate and turns were required. Mike Pickering and Robin Hobson took the lead - a healthy one at that - but then it was felt a buoyancy check at the gybe mark was necessary. Oscar and Peter, fresh from their own pre-start buoyancy test, swept into the lead and held it to the finish. Paddy Lewis showed fabulous boat speed and climbed back to second ahead of the ever present Rob Shaw and Ian Little.

Whilst Oscar and Peter won the second race, it was fair to say that comfortable was not really a description of 30+mph gusts and 10 degree wind shifts, but their mastery of consistency prevailed and tactics like magicing a split in the main to spill wind from the top of the sail only helped their cause. Mike Pickering and Robin Hobson, on a mission following their fifth in the first race, were narrowly pipped into second. Rob Shaw got third.

Unfortunately the leading three decided that an extra lap was necessary (the whistle being lost in wind howl even though the line was not long). It was especially hard for Rob and Ian as Mike and Robin opted for a full water look to the cockpit halfway down the run that had allowed Rob through to what he thought was second. What merriment that caused in the bar afterwards. Moments of particular joy were Steve Goacher literally claiming the pin end of the line as his own - first hitting it and then capsizing on it - total mastery of ownership and then Paddy Lewis going for capsize of the day with Alastair sticking his head through the middle of a new Kevlar main…

The race officer then said it was time for tea so in we went. A straw poll was then taken about race 3 and the democratic majority settled for the tea and cake.

Sunday - and to everyone's surprise it was still raining. Unfortunately a lot of the wind had gone and a force 2 with some interesting gusts and shifts was the order of the day. Wet limp flags and a whistle meant four boats missed the start. Steve Goacher, second to last over the line, some 2 minutes after the whistle, showed fantastic speed to climb to fifth. Your author was over 3 minutes behind, but the results were a first for the Scotts, second for Oscar and Peter and third for Russ Gardiner and Ollie Hobson.



To everyone's surprise it was still raining

Race four saw a very short race where Rob Shaw was able to pick the right shifts to win from Steve Goacher and the Scotts, and then the race officer sent us in for lunch.

After a lovely hot lunch from the legion of willing ladies, we were pushed out into the cold for the final battles. It was looking to be between Oscar and Peter and Rob and Ian. Steve Goachers pre-

occupation with getting over the line early (first race) and hogging the pin (second) on the Saturday had cost him dear. Despite this, Steve decided to step up a gear, and stormed it, winning by a healthy margin. Rob stepped up to the mark and nicked second and Paddy Lewis split him from Oscar with third.

With the wind picking up and the slightly bigger course, it needed Rob to win or finish in the top 3, two places ahead of Oscar. Steve Goacher made no mistake and hit the front, Oscar followed him round. For Rob in third, it was at the windward mark second time round that Ian decided the pressure was too much. Leaping over the side claiming to have missed his trapeze, he abandoned Rob to his fate. Fortunately Mike Pickering avoided both the boat and Ian, despite having his head in the boat hoisting the kite. On the next beat Mike overtook Oscar and the order did not change to the finish.

During the Sunday racing we had had no wind, force 4/5 gusts, deluge rain, sunshine and fog/mist, but it was true to say it had been a good adventure.

Oscar and Peter had won, Steve Goacher got second on count back and Rob Shaw got third. Great weekend…

Results

Sail Number	Helm	Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Nett
1290	Oscar Chess	Peter Frith	Mumbles YC | Poole YC	1	1	2	4	4	3	15	11
1311	Steve Goacher	Nick Broomhall	Royal Windemere | Blithfield SC	4	6	5	2	1	1	19	13
1317	Rob Shaw	Ian Little	Kielder Water SC	3	3	4	1	2	5	18	13
1119	Ross Gardiner	Ollie Hobson	Coniston	6	4	3	7	5	4	29	22
1206	Mike Pickering	Robin Hobson	Mounts Bay SC | Shoreham SC	5	2	11	8	7	2	35	24
1276	Alec Mamwell	Angela Mamwell	Keilder Water SC | Coniston SC	7	5	6	5	9	7	39	30
1337	Paddy Lewis	Alistair Smith	Kielder Water SC	2	14	9	9	3	8	45	31
1314	Viola Scott	Mike Scott	Kielder Water SC	14	7	1	3	6	14	45	31
1182	Paul Heather	Jonathan Osgood	Wilsonian SC	14	14	7	6	8	6	55	41
1325	Robin George	Nicola George	Great Moor SC	14	14	8	10	10	10	64	50
11811	William Crichton		Ribble CC	14	14	10	11	11	9	69	55
1338	Nick Jones	Richard	RYA	14	14	14	14	14	14	84	70
1294	Roger Edwardson	Robbie Edwardson	Kielder Water SC	14	14	14	14	14	14	84	70




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."
"If you like the idea of a Bentley GT, this could be the dinghy for you"
Jeremy Evans Y&Y
The Hartley Mark IV Osprey
from the pen of Phil Morrison
www.hartleylaminates.co.uk
The Hartley Mark IV Osprey
LENGTH: 5.35m
BEAM: 1.75m
MIN HULL WEIGHT: 134kg
IDEAL CREW WEIGHT: 130-210kg
MAINSAIL: 9.3sq.m
JIB: 4.65sq.m
SPINNAKER: 19.9 sq.m
PN: 940
For a test sail (demonstrations available all over the country) or more details contact Mark Hartley at Hartley Laminates.
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OSPREY

Gul Grand Prix Final Round, Combined with the Symmetric Grand Prix, September 20th - 21st, Rutland SC

Fresh from drowning and freezing at Kielder, the Ospreys turned up to sunshine and the light stuff at Rutland Water for the final event in the Gul Grand Prix Series.

Martin Cooney and Peter Frith (1290) - the current National Champions - re-united for this final event and just needed finish in the top 3 to win. Rob Shaw and Ian Little (1317) just needed to finish in the top four to guarantee second and Robin Hobson with his 5th jockey, Peter Gray, in five events (1318) needed a miracle to better third and it all came down to the last 60 yards in the last race sailed.

The event was sailed in extremely tricky conditions, with light airs, huge wind swings and a short course which all made life very interesting. The SGP format started with a pursuit race. Whilst this race did not count towards the Gul series it helped people work out what was happening on the water.

Purely for sake of interest (as the results did not count) Martin and Peter finished first, Rob and Ian second and Peter and Robin third.



Cool!

The next 2 starts were straight forward mixed fleet line starts. The fickleness of the wind and the shortness of the line made for a couple of attempts to get the races off. Willy Crichton and Nick Broomhall (1311) banged right and were lead Osprey, second in the SGP fleet behind Strangler (Hornet and eventual winner) at the windward mark. 1318 rounded about fifth in the overall fleet with Viola and Mike Scott (1314) third. The ensuing reaches/runs (hard to tell at times) saw the Scotts go high to take Willy to windward whilst 1318 ducked low. Willy, having none of it, took the Scotts off course allowing 1318 and also 1317 through beneath them. At the finish 1318 took a second on the water behind a 505 to finish ahead of 1317 in second, 1314 third and 1311 hung on to fourth.

The third (second) race had another false start which meant a quick line change and black flag. The conditions had changed again; the left side of the beat looked good. All of the *fast* boats had gone pin end and watched the *slow* boats eke out a lead. It changed and those that had seen the lead and moved over to the right, suddenly saw those with perseverance on the left get breeze and scoot forward. Stuck in the middle it looked bleak.



Beautiful weather, but tough sailing

The wind changed again and everything evened up. Lead Osprey this time though was Alec and Ange Mamwell (1276) chased by 1318, 1317 and 1314. Alec had enough of a lead not to be closed down by wind from behind leading a 20 plus boat pack in on them. 1318 went low again as the Odlings (1331) led the chasing pack in on breeze out to the left of the course. Going low paid, as 1318, closely followed by 1317, just got round the mark as the pack arrived together with about 4 boats on starboard, the rest on port. The raft caused a large amount of loud amicable banter as boats collided including a lady Fireball sailor loudly demanding turns from *someone*, one of those situations where technical correctness makes no impact on the outcome. Unfortunately her luck took a turn for the worse, managing to capsize on the next beat in 2 mph of wind.

As the breeze died, everyone hoped the finish would be at the windward mark. It was not to be. With 50 yards to go 1318 had overtaken 1276. They were to windward and ahead when the wind gods struck again, a shift, and Alec and Ange got round just before it really died. Somehow Peter and Robin hit the mark, did the 360 and then sat there as first 1314 then 1317 sailed by with an assortment of others. As the pack moved down the first reach, 1317 had pulled clear to only a couple of hundred yards behind 1276 (it was that type of day!) with 1314 just behind. 1318 gybed out and went low and caught enough wind round the outside as the mass of boats all covered each other. 1318 snuck in just ahead of 1290, who somehow were charging through the middle of the mass on a gust (although their score was recorded as 5th?!) on a very difficult downwind mass finish.

For the series, this last bit of 60 yard madness had elevated Martin and Peter from an 8th place to third which meant they finished 6th overall - enough to add to the 5 points accumulated which gave them 11 points overall. Rob had dropped from 2nd to 8th which meant he was 5th overall for the event and scored 13 points in the series and Peter and Robin had gone from 5th to 2nd enabling them to win the event, drop a discard of 8th also scoring 13 points in the series but putting them second overall on count back.

None of this was known at the time, as the only results being posted were those for the SGP and there was still Sunday's racing to come, and various discrepancies in the recording were not addressed until Sunday.

Sunday dawned sunny and windless, racing was postponed and then correctly abandoned at 11:15 and the calculations were done.



Gul Series Winners

Many thanks to Gul for sponsoring the series which has proved a huge success and will be repeated for 2009 when it is hoped that the first Osprey Europeans will be taking place in Holland.

Gul Series Results							
Pos	Sail No	Boat Name	Helm	Crew	Club	Total	Nett
1	1290	Swiftun	M. Cooney|O. Chess	P. Frith	Poole	43	11
2	1318	IV Play	A. Jackson|D. Dubrijovic	R. Hobson	Shoreham	21	13
3	1317	Bird of Prey	R. Shaw	I. Little	Kielder	45	13
4	1336	The Black Pearl	M. Pickering	E. Hobson|A. Ramsden	Mounts Bay	34	24
5	1314	Think Again	V. Scott	M. Scott	Kielder	56	24
6	1276	Jennifer	A. Mamwell	A. Mamwell	Coniston	61	29
7	1292|1182	Light 'n Bitter	P. Heather	J. Osgood	Wilsonian	51	39
8	1338	Curved Air	N. Jones	A. Mackay|A. Butler	RYA|Tenby|RYA	74	42
9	1325	Seaing Red	R. George	N. George	Great Moor	75	43
10	1337	Baa Baa	P. Lewis	T. Holland	Kielder	84	52

Overall SGP Team Results

The Osprey Class won the team event for the **second** year running. That was partly due to our good turnouts, but also thanks to some skillful sailing. There are also some interesting statistics on the Fast-Sail web page analysing attendance at the SGP relative to Nationals attendance - both our Nationals turnout and participation in the SGP look very impressive compared to other classes.

Overall SGP Team Results					
Class	No	R1	R2	R3	Tot
Osprey	12	25	35	43	103
Fireball	4	115	81	96	292
Javelin	4	112	120	144	376
505	3	162	139	128	429
Hornet	2	153	166	163	482
FD	2	195	196	178	569

Overall SGP Individual Results

Just in case anyone doesn't know, the Symmetric Grand Prix consists of events for fast single trapeze racing dinghies with traditional symmetric spinnakers. See www.FastSail.org for more details. The events employ a Gold, Silver and Bronze fleet system, varying the handicap of the classes for different abilities of sailor. Willy Crichton and Nick Broomhall in 1311 got the top SGP Osprey result finishing 2nd (with the Silver fleet handicap) overall.



Examining the Prizes

Overall SGP Individual Results					
Pos	Class	Sail No	Helm	Crew	Club
1	Hornet	2132	Strangler	P. Rogers	Rutland
2	Osprey	1311	W. Crichton	N. Broomhall	Ribble|Blithfield
3	Hornet	2186	L. Woodland	J. Bailey	Maldon
4	Osprey	1318	P. Gray	R. Hobson	Shoreham
5	505	8935	R. Short	A. Short	Rotherham
6	Osprey	1276	A. Mamwell	A. Mamwell	Coniston
7	Osprey	1317	R. Shaw	I. Little	Kielder
8	Fireball	14954	B. Priest	T. Saunders	Staunton Harold
9	Osprey	1290	M. Cooney	P. Frith	Poole

Isle of Sheppey SC Osprey Open, October 11th & 12th

Four visiting boats joined seven local boats from Sheppey's rapidly growing Osprey fleet. The visitors travelled from Wilsonian SC, Kielder Water, and Jerry Dixon even travelled from Belgium with Hannah, a beautiful blonde, in tow!

Following huge breakfasts, we rigged our boats in no wind and a heavy mist. Eventually the sun broke through, the wind filled in and we made our way to the start area for the first race.

A heavy port bias made a port tack start the obvious choice; it was almost impossible to cross the line on starboard, although a few managed it. The start was won by Paul Heather and Jonathon Osgood (1182) who also rounded the windward mark first. On a very tight first reach, most went low, but Rob Shaw and Ian Little (1317) went high and sailed into the lead, which they held for two and half laps.

On the final beat Mick Greenland and Scott Atkinson (1322) went left and benefitted from a massive lift, taking the lead which they held to the finish. Rob Shaw and Ian Little finished second, followed by John Shenton and Adam Treadwell (1335) and David Springett and Jerry Dixon (1329). Further down the fleet, in the light and shifty conditions, places changed often and lessons were learnt.

The wind increased slightly for the second race, but remained very shifty. Copying the starboard starters in the first race, most went for a starboard start. Rob Shaw and Ian Little, with 30 seconds to go, sat on the port pin, unhindered. They made a cracking start and led from start to finish with Mick Greenland and Scott Atkinson following hard on their heels to finish second.



Spinnaker action

Further down the fleet racing was close, with Chris Saunders and Robin Wilkinson (1336) holding third until a poor

kite drop let David Springett and Jerry Dixon through. There were some very close finishes with Chris Saunders and Robin Wilkinson only a second ahead of Paul Heather and Jonathon Osgood. Racing was equally close between Paul Wiseman and Ken Brown (697), finishing in sixth place just a second or so ahead of James Bell and Lynne Rochat (555).

Brothers Lee Allen and Mark Mahwinney (1183), sailing their recently launched and beautiful Creasey boat, made the most of the glorious sunshine by discarding most of their clothes! They had no trouble passing John Shenton and Adam Treadwell who were "trawling" for their supper at the time. John Beasty and Simon de Jong (529) did well to beat Rob Smith and Zoe Ralph (824) to tenth place, having stepped up to an Osprey from a Wayfarer just a few weeks ago.

Sunday started with no wind and a very heavy mist, covering most of the island. With three races scheduled, it was disappointing but understandable that the OOD abandoned racing having waited hours for the mist to clear.

So with only two races to count, Rob Shaw and Ian Little (Kielder Water) and Mick Greenland and Scott Atkinson (Sheppey) were tied on points. Rob and Ian won the event with the best result in the last race (Rule A8.2). David Springett and Jerry Dixon (Brightlingsea SC) finished third.

Our thanks go to the Isle of Sheppey SC and in particular Dean Abra (OOD), his assistants and the rescue boat crews for staging the event.

(Photos © Chas Bedford)



Overall winners Rob & Ian

Pos	Sail No	Helm	Crew	Club	Net
1	1317	R. Shaw	I. Little	Kielder/Creeksea	3
2	1322	M. Greenland	S. Atkinson	Sheppey	3
3	1329	D. Springett	J. Dixon	Brightlingsea	7
4	1336	C Saunders	R. Wilkinson	Sheppey	10
5	1182	P. Heather	J. Osgood	Wilsonian	10
6	1335	J. Shenton	A. Treadwell	Wilsonian	12
7	1214	P. Wiseman	K. Brown	Sheppey	13
8	555	J. Bell	L. Rochat	Sheppey	15
9	1183	L. Allen	M. Mawhinney	Sheppey	17
10	529	J. Beasty	S. de Jong	Sheppey	20

Last Blast of the Year, Rutland Open, October 25th - 26th

Ospreys gathered at Rutland for the new "LAST BLAST" TROPHY, kindly donated by Nick Jones, for the final Osprey Open event of the year. "Blast" was very apt this year…

You had to be tough to do this event; Saturday was forecast winds of between 20-25 knots. What actually materialised was more like 25-30 knots with some extended vicious gusts. 3 races where scheduled, 3 races were sailed back to back - survival being the name of the game.

This event was shared with FD, Javelins & Contenders; only the Contenders & Ospreys stayed out in numbers with the others finding the 1st race just too much to handle.

The 1st race saw Rob Shaw & Ian Little in 1317 lead at the windward mark from Tim Rush & Peter Frith in 1290, with Mike Taylor & John Willey 1297 just behind. Kite up, Rob & Ian sped away down the reach only to take an early bath in a vicious gust; Tim & Peter capitalised, sailed past, dropped their kite & wore round the gybe mark. The wind continued being gusty and shifty, deterring any spinnakers. The beat saw Tim extend his lead and nobody flew spinnakers on the run. The race continued without place changes to the finish.

In the 2nd race Tim & Peter relished the increase in wind and built an impressive lead at the windward mark from Rob & Ian. In an attempt to catch up, Rob & Ian went for the kite on the reach again and with impressive speed they nearly caught up. Once again the gybe mark proved their undoing. When they finally got the boat back upright the spinnaker was wrapped round the spreaders and it took an age to get sorted in the conditions. Tim now led from Will & Simon Odling in 1331 with Paul Heather & Jonathan Osgood 1292 a rocky 3rd having just survived a near capsize, and two rounds later this was how the race finished.

This race was unusual because never before whilst sailing Ospreys (over 20 years) on a 2 sail reach on flat water, has the boat driven straight down past the mast (the famous green wave - or brown if it took place at Kielder) with the rudder out of the water. Fortunately it bounced back up and we did not lose too much ground.

For the 3rd race, the race officer decided to make it a short one to finish the day. The Javelins & FD class were seriously down on numbers by now - only one Javelin & two FD's took part, the FD's sailed round with mains only. For the Ospreys it was full on, and once again Tim was unchallenged. The race finished Tim & Peter 1st Rob & Ian 2nd Will & Simon 3rd. A very tired Osprey fleet returned back to the clubhouse to swap stories & have a beer or two…

It was Ian who had the best story, it turned out he had badly broken his finger **(lengthways)** during the **second** race, but being someone who does not like to give in, had made light of it to Rob and insisted he was fine to do the third race. The break proved to be too bad however for them to continue on the Sunday & they wisely took no further part (Ian, hope you're mending and got plenty of sympathy at home).

Sunday morning arrived with a damp force 2-3, and it was time for the Odlings to star. From the start they dominated with Mike & Jon giving chase, Tim & Peter were left fighting with Nick Jones & Arthur Butler in 1338. This is how the final places ended up, but only after Nick & Arthur nearly had Tim on the line. It transpired however that they were sailing with one shroud considerably longer than the other, taking the edge off 1338's glory…

For the fifth and last race the wind increased to a steadier force 3 and Tim & Peter got back in the groove, closely winning from Mike & Jon, with the Odlings 3rd.

"Last Blast" Results											
Sailed:5, Discards:1, To count:4, Entries:7, Scoring system:RYA Appendix A											
Pos	Sail No	Helm	Crew	Club	R1	R2	R3	R4	R5	Tot	Nett
1st	1290	T. Rush	P. Frith	Poole	1	1	1	(3)	1	7	4
2nd	1331	W. Odling	S. Odling	Harlow|Blackwater	(4)	2	3	1	3	13	9
3rd	1297	M. Taylor	J. Willey	Marconi	3	(DNC)	DNC	2	2	23	15
4th	1317	R. Shaw	I. Little	Kielder	2	4	2	(DNC)	DNC	24	16
5th	1292	P. Heather	J. Osgood	Wilsonian	(5)	3	4	5	5	22	17
6th	1338	N. Jones	A. Butler	RYA	(8 DNF)	DNC	DNC	4	4	32	24
7th	1320	J. Dixon	D. Melton	Gouda	(DNC)	DNC	DNC	6	6	36	28

A few more pictures:

Before-and-after pictures of another resurrected Osprey





Thanks to lots of hard work by Gary Hynes (No Idea on the forums) and family. I'm sure people will continue to offer advice and encouragement via the forums to newcomers to sailing, or to those just discovering the delights of Ospreys. I hope you have some great voyages next year!

And a couple more (hopefully!) funny pictures to finish off…



Wait a minute, I can nearly reach the Zimmer frame…



Thanks for shielding us from that shirt!

And all that's left for me to say is that I hope reading this has given you a warm Osprey glow, and inspired you for next season. Take Care, and I look forward to seeing you on the water and in the bar next year! Ed.

WHAT'S ON & WHERE

*This year the **Gul** series and the **Wilkinson Sword** Travellers' Trophy will again run independently alongside each other. It would be fabulous for the class to see attendances at Open meetings and events continue to grow.*

Please note that this is a provisional schedule only - please check nearer the time before making arrangements!

18th & 19th April **Welsh & Midlands & Gul Event** **Blithfield SC**	*Blithfield SC kicks off the season again this year. Friendly club, onsite camping, centrally located and great food and beer. Oh and some racing…* **Contact: Nick Broomhall**
2nd & 3rd May **Tenby SC**	*Tenby has a keen and growing fleet of Ospreys. The class used to have Opens at Temby regularly and Nationals have been held there too, so let's support their revival.* **Contact: Mike Stace 01834 844484**
9th & 10th May **Mengeham Rythe SC**	*This club hosted an Open last year, for the first time in a long while. The club offers fantastic racing and has produced some top notch sailors.* **Contact: Jonathan Osgood 02083 870398**
16th & 17th May OR 13th & 14th June TBC **Gul Event** **Poole YC**	*Poole has the largest Osprey fleet and some of the best sailors in the class race there. Come and test your skills!* **Contact: Peter Frith 01202 694845**
23rd & 25th May **Gul Event** **Coniston SC**	*Fantastic scenery, fine ales, camping nearby. Relaxed atmosphere usually includes an evening up chez Mamwell. Gul Event this year too.* **Contact: Alec Mamwell 01539 441922**
20th & 21st June **Southern Area Championships** **Isle of Sheppey SC**	*This club hosted an Osprey event last year and has its own fleet of Ospreys.* **Contact: John Shenton 01634 363312**
4th & 5th July - Choice of Special Events **Long Distance Races @ Bala SC** **Lord Birkett @ Ullswater SC**	*Regatta events with mixed fleets. Take your pick: Ullswater is much larger but both have something special to offer as well as great scenery.* **Contact: www.balasc.org.uk** or **www.ullswateryachtclub.org**
26th & 29th July **National Championships** **Mounts Bay SC**	*Amazing sailing, large local Osprey fleet. Lets see if we can get an even bigger turnout than at last year's Nationals.* **Contact: Michael Greig 07793 593263**
8th & 9th August **Lymington SC**	*Regatta event - Lymington Town Regatta.* **Contact: www.orpreysailing.org.uk** or **www.ltsc.co.uk**
29th & 31st August **Gul Event** **Burnham Regatta**	*Major event in the sailing and yachting calendar. Crowds and parties galore! It's a Gul event this year too.* **Contact: Rob Shaw 01388 451179**
5th & 6th September **Mounts Bay SC**	*Back to Mounts Bay for more great racing and pasties.* **Contact: Michael Greig 07793 593263**
12th & 13th September **Kielder Water SC**	*Onsite camping, great value food and friendly hosts. The Kielder crowd are some of the most dedicated travellers, so how about a trip Up North to visit them?* **Contact: Paddy Lewis 01912 814421**
19th & 20th September **FastSail SGP** **Rutland SC**	*Lets see if we can win the team prize at this event for the **third** year in a row!* **Contact: Ian Madeley 01142 366873** also see **www.fastsail.org**
3rd & 4th October TBC **Hornsea SC**	*Hornsea are a long term host of Osprey Open meetings. An unusual & friendly event on a lake near the North Sea.* **Contact: John Raynor 01937 842860**
24th & 25th October **Inland Championships & Gul Event** **Rutland SC**	*Has hosted the SGP & Osprey Opens recently. Large reservoir and spacious club house and camping nearby. Centrally located venue easy for most people to get to.* **Contact: Jonathan Osgood 02083 870398**


www.ospreysailing.org.uk