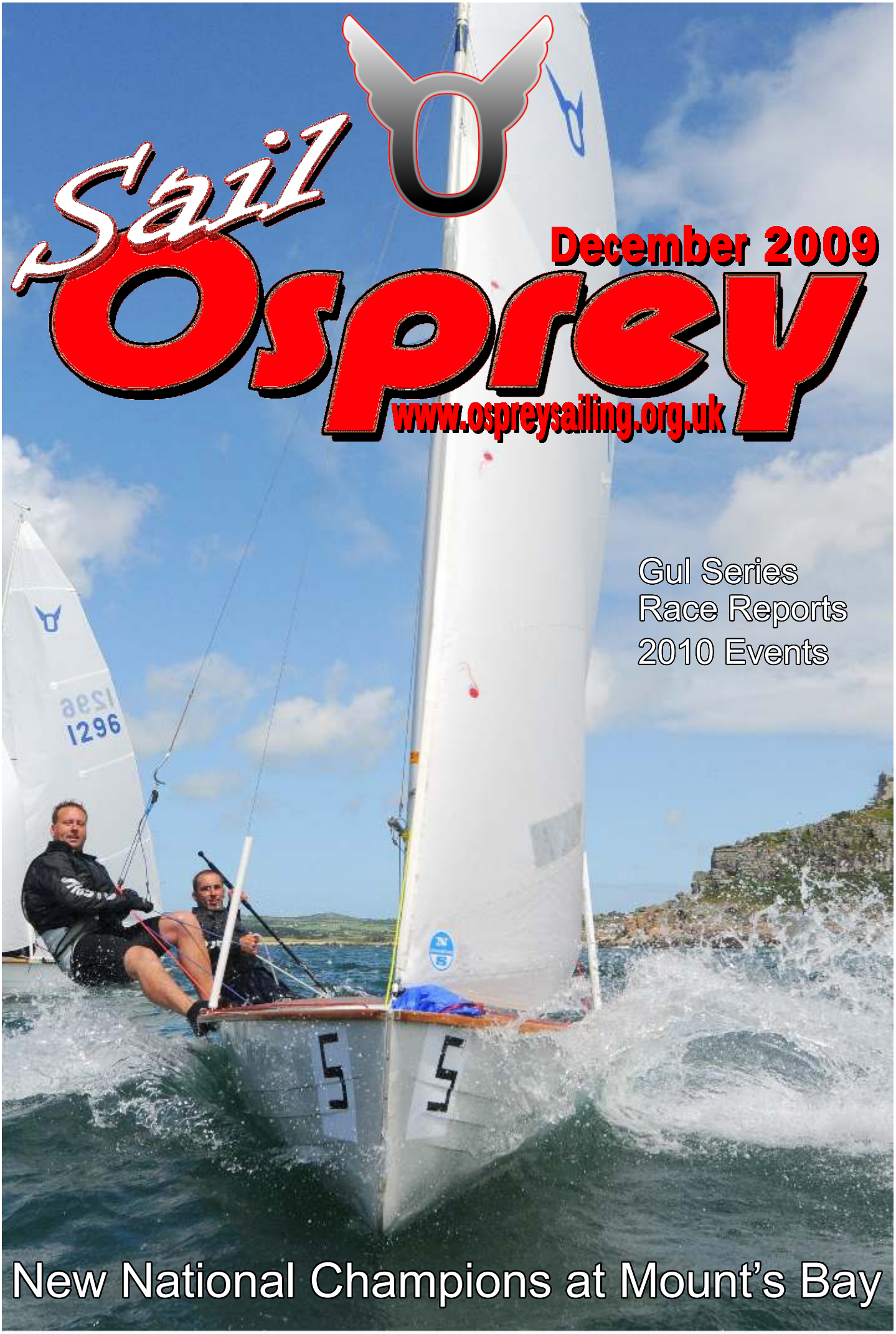
Sail Osprey

December 2009

www.ospreysailing.org.uk



Gul Series
Race Reports
2010 Events

New National Champions at Mount's Bay

Contents

Contacts	p. 2
Gul Advert	p. 2
Chair's Report	p. 3
Treasurer's Report	p. 3
Editor's Report	p. 3
Welsh & Midlands & Gul Event, Blithfield	p. 4
Tenby Osprey Open Event	p. 5
Ospreys at Poole YC	p. 5
Mengeham Rythe Open	p. 6
Coniston Open & Gul Event	p. 7
New Ospreys 2009	p. 8
Alec Mamwell in his Optisprey	p. 8
Poole Open & Gul Event	p. 9
Southerns, Sheppey	p. 10
Bala Long Distance Races & Gul Event	p. 11
From the Deck of Your Own Yacht	p. 12
Birkett & Gul Event, Ullswater	p. 12
Back in the Groove (Baby)	p. 13
Back in the Groove Confirmed	p. 15
Osprey Nationals, Mount's Bay	p. 17
Photolounge Advert	p. 21
52nd Osprey Nationals Results	p. 22
52nd Osprey Nationals Prizegiving	p. 23
Burnham Regatta & Gul Event	p. 24
A Lifetime in Ospreys... Contd.	p. 25
Mount's Bay Open	p. 25
Scottish & Northerns, Kielder	p. 26
Hartley Laminates Osprey Advert	p. 27
Gybing in 30 Knots	p. 28
SGP, Rutland	p. 28
Back in The Good Old Days	p. 29
Last Blast and Gul Event, Rutland	p. 30
2010 Proposed Osprey Events	p. 31

Front and back cover photos © Lee Whitehead: www.photolounge.co.uk

Contacts

Nick Jones (Chairman)
01525 751712 (home)
01212 585993 (seeker)
Nicholas.Jones@serco.com

Ian Madeley (Treasurer)
01142 366873 (home)

Janet Shenton (Secretary)
(& Trophies & Results & Boats4Sale)
01634 363312 (home)
janetshenton@blueyonder.co.uk
janet.shenton@tmbc.gov.uk

Huw Pearce (Webmaster
& Technical Officer)
07971 286773 (mob)
huw.pearce@bcs.org.uk

Arthur Butler (& Editor)
01654 703969 (home)
arthur.butler@smartemail.co.uk

Peter Frith (& Poole)
01202 694845 (home)
peter@shrinkwrap.co.uk

Jonathan Osgood
020 8387 0398 (home)
JonathanOsgood@crossrail.co.uk

Rob Shaw (& Kielder & NE UK)
01388 451179 (home)
07802 299248 (mob)
RDSHLS10@aol.com

Paddy Lewis (& Marketing Officer)
01912 814421 (home)
paddy.lewis@ubs.com

Willy Crichton (Ribble & NW UK)
01254 774359 (home)
07733 293805 (mob)
Billcrichton0001@aol.com

Nick Willis (Hayling Island)
02392 464192 (home)

Mike Stace (Tenby)
01834 844484 (home)
07748 113187 (mob)
mikestace195@hotmail.com

John Shenton (SE UK)
& Wilsonian & Isle of Sheppey
See Janet Shenton
07929 348555 (mob)

Robin Hobson (Shoreham)
01903 531122 (home)
hosbon.robin@ntlworld.com

John Raynor (Hornsea)
01937 842860 (home)
johnraynor82@yahoo.co.uk

Michael Greig (Mount's Bay)
07793 593263 (mob)
mikey.lianne@talktalk.net

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

Website

www.ospreysailing.org.uk



Chair



Well another sailing year draws to a close and I feel it has been a good year again for the Osprey.

I wish to thank Jonathan Osgood for his two years as Chairman of the Association, and all the other members of the previous Committee.

It was nice to see new National Champions and my congratulations go to Colin Stevens and Mikey Greig. Also our thanks should go to Mikey for the sterling work he did at Mount's Bay putting together an excellent Nationals. Hopefully we will return in the near future.

I must also thank Gul for sponsoring **The Gul Series** this year, which I am sure helps us achieve good turnouts. There have been some great prizes on offer, not just to the top crews, to give everyone a chance of winning. I am delighted to announce that Gul will be sponsoring a series again in 2010-I hope that will provide extra incentive for people to come and compete. Talking of Open Events, it was good to see the Travellers Trophy won by a crew from the south for the first time in many years-congratulations to Martin Cooney and Peter Frith. I am certain the North East Ospreys will be trying en masse to return the Sword to Kielder.

Looking forward, we feel we have put together a good Open meeting calendar, and to encourage people to come there will be coaching on the Saturday mornings for those of you who can get there in time. This is intended to encourage everyone to come to at least one event in the year where they will get the benefit of free coaching both on and off the water. So you won't be able to use the excuse "I'm not good enough" any longer, because with good coaching and practise you will improve by leaps and bounds.

The 2010 National Championships will be at Porthpean, who were our hosts in 2007. Everyone that went said they had a great time; I remember the pasty boat well. Janet and I have already met with them; they are giving us an excellent package for the week and your entry fee covers all the socials apart from the final night 'do'. So get the date in your diary and your accommodation booked.

We will be on the Hartley's stand this year at the Dinghy Show and we are trying to put together a promotional CD, so if you have any suitable material please send it to Janet Shenton who is co-ordinating the package.

My own hopes for this coming year are:-

1. To have a 50+ boat Nationals
2. To achieve an average of 15 boats for our opens-to do this we need your help.
3. To see 10 new members to the class and 5 new Nationals competitors
4. To win something-probably the least achievable objective!
5. Finally to ensure everyone has a great time sailing and competing in their Ospreys-perhaps the most important.

Your boats will soon be laid up for the winter and some will be refurbished for the coming year, so I am looking forward to seeing many of you at Blithfield in April for a great start to the new sailing year. With all of that said, I wish you all a great Christmas and an Osprey New Year.

Nick Jones 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 again improved significantly.

National Championships: We had a great turnout and although we had no major sponsorship we managed to make a profit of £800. Thanks very much to Mikey Greig for his magnificent effort.

Once again many of you did not get your standing orders changed to the new rates and left joining till 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 Nick Jones **early** in the new year?

The Association is again in a strong financial position and we intend to use the surplus to provide more to the members and promote the Class. This year will see the return of the spring broadsheet and some other ideas.

Looking forward to seeing you on the circuit next year.

As Ian has only just returned to the treasurership I penned this article on his behalf.

Nick Jones (outgoing Treasurer)
On behalf of new Treasurer Ian Madeley

Editor

Well, this is my second Newsletter as Editor, and (hopefully) it will be a bit easier than the first, having got everything setup already. Thank you for your kind comments about last year's Newsletter. I'm delighted people enjoyed reading it.

The Committee are having more copies printed this year, in order to use them to promote the Class at events such as the Dinghy Show. I can only produce a full edition if I receive good copy, in good time though. This year I received several Open Meeting reports right after each event, during the year, which makes things easier for me, and means you don't have to wrack your memory trying to remember what happened to write an article at the end of the season! I have, however, had to chase many people up as there were no reports for certain events.

I've also been short of images, and a lot of the material has been late once again. Please remember to take photo's, write down funny incidents etc., during the year, and send them in to me. Take a camera with you to an event and give it to someone on the Committee boat or someone going for a walk along the shore-it helps to make the Newsletter more appealing.

Even (especially?!) if you haven't ever written for the Newsletter, please consider doing so-it makes it more interesting to have a variety of content. I can tweak the spelling and content for you too, just give me the raw material… Reports from area reps, clubs etc were asked for, and weren't forthcoming on the whole. It's your class, and Newsletter…

I have not managed to sail as much this year due mainly to work committments, but I enjoyed the Open Meetings I did attend, including the special event at Bala, in which Nick and I competed-report on page 11. I'm looking forward to the coaching sessions-I've been keen to see them being offered for a while now.

I hope you enjoy this edition, and look forward to seeing those of you who travel to events next year again.

Arthur Butler.

Welsh and Midland Championships & Gul GP Event, Blithfield SC, April 18th & 19th



Report by Nick Broomhall

Eighteen Osprey crews competed at Blithfield Sailing Club for the now legendary two-day open meeting event-the first of the year.



Close racing **Photo © Don Stokes**

Although the wind was forecast light, competitors were pleased to see a 10-12 knot breeze on Saturday morning, and when the sun appeared in the afternoon it made for pleasant sailing conditions on day one. With the use of the dreaded "Black Flag" on only one occasion, the Race Officer, Chris Guy and his team overcame the shifting wind conditions to put in five good races without protests.

Saturday

The local Osprey boat builders, Hartley/Hartley, sailing their hastily fitted out new MkIV (only finished the previous day), started out in Race 1 as they meant to go on by overtaking Will Odling/Peter Frith in Swiftwun (1290), who had been first to the windward mark, and subsequently won the first two races. This was despite being involved in a collision with Swiftwun, when most of the fleet decided to form a raft on the approach to the first leeward mark in Race 2, which resulted in plenty of bumping, boring and shouting for water throughout the fleet. The fact that the Race Officer had made specific reference to the new 3-boat length ruling for such events seemed to have been in vain! Viola and Mike Scott in Think Again (1314) came off worst. Being on the inside line, they were forced the wrong side of the mark, much to Viola's displeasure. The incident lead to a bit of a "to do" back in the club house, where Viola was brandishing (and filling out) a protest form! However, following some calming words from her other half and a quick lie down in a darkened room, Viola decided that a preferable option was to turn frustration and anger into speed on the water and went on to win Race 3 ahead of the Hartleys. The win was assisted somewhat by Richard Hartley leaping out of his craft whilst leading the race, during a particularly determined tack on the final leg of the race.



Photo © Don Stokes

Some other competitors decided to improve their swimming technique too by missing the toe straps or unhooking themselves from their trapeze wires (well it was the first event of the season). Particular credit went to a local young crew, Josh Crosby, sailing in an Osprey for the first time, with David Springett in Fish for Tea (1329), who was awarded a special "Best Diving" award at the prize giving. One dip was just not enough for young Josh, who left David to cross the finishing line single-handed!



Photo © Don Stokes

Sunday

After a lively social on Saturday evening, which went on into the small hours, and involved a rather delicious pig and gallons of real ale, the competitors woke to much reduced wind and increasingly shifty conditions. The Hartleys, however, proved not to be phased and went on to be second in Race 4 behind a rather calmer but increasingly speedy Viola Scott, and then won the final race ahead of Dave Carroll/Jonno Baker in Doris (1302).

Hartley/Hartley won the event comfortably on points although the sailing had been extremely competitive throughout the fleet.

Pos	Sail No.	Helm	Crew	Club	R1	R2	R3	R4	R5	Pts
1	1339	Richard Hartley	Mark Hartley	RYA	1	1	4	2	1	5
2	1314	Viola Scott	Mike Scott	KWSC	7	15	1	1	4	13
3	1290	Will Odling	Peter Frith	Poole YC	2	9	2	4	5	13
4	1317	Rob Shaw	Ian Little	KWSC	4	2	3	11	6	15
5	1302	David Carroll	Jonno Baker	Deben YC	8	6	7	3	2	18
6	1311	Jon Batt	Nick Broomhall	Blithfield SC	3	3	8	6	8	20
7	1276	Alec Mamwell	Angela Mamwell	Coniston SC	11	5	10	5	3	23
8	1340	Mike Pickering	Mike Priddle	Mount's Bay SC	5	4	11	8	10	27
9	1337	Paddy Lewis	Tom Holland	KWSC	6	7	5	14	9	27
10	1292	Paul Heather	Jonathan Osgood	Wilsonian SC	9	10	7	9	7	32

Tenby SC Dinghy Open Event, May 2nd & 3rd

Report by Alistair Mackay

What a cracking weekend! Tenby at its best laid on a fabulous show for the disappointingly small group of sailors that gathered here over the May Bank holiday.

Everything was perfect; sunny skies, brisk wind and faultless race management that laid on 6 races over the two days. All this backed up by a friendly beachmaster and great kitchen and bar facilities. What more could you want? The race target time of 50 minutes meant that 5 hours of sailing were put on over the two days and resulted in aching muscles for some, it being so early in the season. Five of the races were triangular courses, with exhilarating and sometimes testing spinnaker reaches, and one windward/leeward race thrown in to add a bit of variety.



Racing in the sun at Tenby

Last year, competitors in the Tenby Open contended with strong easterly winds that resulted in a massive swell and (very unusually for Ospreys) a number of broken spars and limbs. Fortunately this year the brisk northerlies resulted in flatter water and no insurance claims or hospital visits! The Ospreys were joined in the racing by a brace of RS 500's and Phantoms that led to tight racing and plenty of action around the course.

However Martin Cooney and Peter Frith in 'Swiftwun' dominated the Osprey fleet of 7 boats, having close boat-to-boat racing with the leading RS 500 of Tim Wilkins and Heather Martin. However due to the RS's handicap advantage Tim and Heather ended up winning 5 of the 6 races and the overall honours.

The extracted Osprey results were:-

Place	Helm	Crew	Sail No.	Boat Name	Club
1	Martin Cooney	Peter Frith	1290	Swiftwun	Poole SC
2	Mike Stace	Deanna Morton	1326	Shameless	Tenby SC
3	Rolly Squibbs	Marc Sheppard	1316	Suzi Jane	Tenby SC
4	Ken Brown	Chris Butters	1338	Curved Air	Sheppy SC
5	Alistair Mackay	Alastair Knibb	1219	Thumb Tack	Tenby SC
6	Ted Lewis	Matt Goldmatt	1310	Brave New World	Tenby SC
7	Paul Evenden	Anthea Patterson	1327	Alacricity	Tenby SC

Ospreys at Poole Yacht Club

An update from the club with one of the largest Osprey fleets, by Phil Greetham, Poole Osprey Class Captain
A warm hello to all Osprey folk from the Poole fleet!

At times like this, trying to find a half-decent way of getting this article going on the back of nothing much at all, I know why I didn't become a writer! It strikes me that in the greater world of Osprey sailors and supporters, there is a great variety of occupations, of types of character and personality, and of other interests… but the thing we have in common is an interest in the superb, challenging, exciting and frustrating sailing craft we know as an Osprey.

Now, there are always articles about the boat, the way it is rigged and tuned, how to get the best from it, and of course reports from the various events taking place each year. So, my challenge is to present something of interest to a good slice of Osprey people, without playing out more of the same!…

Having failed in this challenge, I'll present more of a ramble around the fleet at Poole and I hope there are some tit-bits amongst this which spark a little interest. If it gets boring, flick through to the event reports, etc…. there should be one of those from the '09 Poole Open somewhere!

I can hardly believe how long ago it was I was first introduced to sailing an Osprey, as a crew. It was my first ever season of sailing in any form and after just 2 trips it was a "I gotta have me one of these…" moment. From that first season crewing, I bought a boat and joined the Poole Yacht Club Osprey fleet in 1980. Some of that fleet of experienced people are still competing in Ospreys today, which is a pretty long stint by any standard. Numbers back then were around a 6 or 7 boat turn-out for club racing. I usually finished 6th or 7th.

Many of you will have visited the 'new' Poole YC clubhouse in recent times… but we have been in this building for only 25 years. The club I joined was housed in a building which was then on the shoreline, but is now about 400 yards inland! Next time you visit, notice the incongruous white building on the left corner as you turn into the ferry port just before the railway line… that was the Poole YC clubhouse back then.

I recall that there were significant fleets not too far from us, in Lymington, Stokes Bay, Shoreham, and Hayling Island.

Our numbers have variously grown and shrunk over the years; with the high spot around the mid-nineties reaching a full count of 26 plus boats, with up to 18 or so turning out for class racing on a Thursday evening… great times, and what sailing a one-class boat is all about. I still usually finished 6th or 7th… but a significant improvement wouldn't you say?

Recent times at Poole have been pretty good too. The 2008 Nationals was a resounding success with a 50+ boat entry, and for the 2009 Open, 16 visitors joined a home turn-out of 13 boats for a great 2-day event. If you were there, have your ears recovered from the live band on the Saturday evening yet?????

And we have our own not-so-pocket rocket in the shape of Pete Frith, usually with Martin Cooney (but he's not fussy), in 2009 taking 1st at Tenby, seconds at Poole and Mengeham Rythe and the Mount's Bay Nationals, and a 3rd at Blithfield along with a selection of trophies from the Nationals (including many of the ones for older sailors!).

So, looking back, there is a lot of good stuff, but there is something to trouble us-

and I suspect other clubs as well… That is just it, we are good at looking back. We do a lot of it. That's because we are OLD! We have the heritage, some of us have raced Ospreys for 30+ years, but we really need to see a good in-flow of enthusiastic younger sailors to keep the fleet strong. There are some, but not enough! And it isn't easy to see how to make this happen in sufficient numbers.

We should be able to reap benefits from the excellent, RYA recognised sail-training which is run at Poole, and which puts dozens of youngsters through its courses every year, but we have yet to find the right way to capture some of these to the fleet. Imagine if we got those who were shining stars from this scheme 5 or 6 years ago and who would really give the fleet grandees something to ginger them up a bit! So, good ideas, please, on a postcard addressed to……!

We're looking forward to a good 2010. The Poole Open is pencilled into the draft sailing calendar (for June 5th/6th). For regular club racing there will be a good fleet, and with the weather gods permitting (who upset them in 2009?), there will be some excellent class racing.

There are also some **very interesting** recent developments including a **HUGE** order for new sails from across the fleet (bulk buying definitely works!). Some boat changes are afoot… the Angrave machine 1281 is up for sale, with a new boat in the offing there, and despite my concern above, we have a 'green shoot' in the form of two really young guys joining us. There is a good deal of winter updating going on, with some determined to challenge Mr. Frith for top honours, plus a healthy interest in a trip to Porthpean for the hols!

The welcome is on the mat for new blood to our fleet from wherever that comes (and genuinely, of whatever age!). Whether you would like to join us temporarily for open events, or permanently to the club fleet, we look forward to meeting you. (Osprey sailors can usually obtain membership to the club.) Perhaps one of you will write something like this load of rubbish in another thirty years???

Phil

Mengeham Rythe SC, May 9th & 10th

Report by Jonathan Osgood

The Ospreys gathered in anticipation at Mengeham Rythe Sailing Club. The forecast was good, with force 3-4 on Saturday and force 3 on Sunday. As Mengeham Rythe can only sail 3 hours each side of high tide it was an early start. Those who chose to arrive on Friday night found a warm welcome by club members and the cost of beer at less than £2 per pint. Mengeham Rythe provided free camping, although I should learn to put the Tent up before going to the bar!

The racing on Saturday was tight, in the forecast force 3 conditions, but Richard and Mark Hartley always managed to come out on top. The course was set as a triangle-sausage and in the first race the National Champions Martin Cooney and Peter Frith led for the triangle with Richard and Mark Hartley within 2 boat lengths. Halfway up the beat for the sausage the national champions decided to show they were fallible and went from first to last by **capsizing**. This left the Hartleys to take line honours, with Paul Heather and Jonathan Osgood 2nd. Martin Cooney and Peter Frith fought back to pip John Shenton and Steve Offer on the line.

In the second race it was Richard and Mark Hartley's turn to lead the race, with Martin Cooney and Peter Frith no more than 3 boat lengths behind. It was then the chairman's turn to capsize and go from 3rd to last. However, lacking the Champions ability, they stayed there arguing over whose fault the capsize was. First were Richard and Mark Hartley, 2nd Martin Cooney and Peter Frith and 3rd the youngest member of the fleet, teenager Alexandra Willis, sailing with dad Nick.

Given the time constraints, the race officer showed great skill and determination in getting the 3rd race off despite having to re-lay the course due to a wind shift. This allowed Adam Ellery, crewed by Peter Greig, to come out for a guest appearance for this race only. Once again Richard and Mark Hartley and Martin Cooney and Peter Frith appeared to be connected by a short piece of elastic. First yet again were Richard and Mark Hartley, with Martin Cooney and Peter Frith once again second and Ellery/Greig 3rd.

The late finish created a challenge for the fleet, beating up the creek to the club against the wind and tide in virtually no water. This provided great practice for roll tacking, or for two of the fleet who left it too late, leg strengthening exercises from wading up the mud; fortunately this was only for a short distance.

At the end of Saturday the middle/back of the fleet was tight with Paul Heather and Jonathan Osgood leading Alexandra and Nick Willis by one point with John Shenton and Steve Offer only a futher 3 points behind. After a barbeque (included in the entrance fee) and good social on Saturday night, Sunday dawned with clear skies.

In the first race Nick Jones (from now on being crewed by Peter Greig), pipped the fleet to the windward mark, but all boats arrived within 5 boat lengths. Alexandra and Nick Willis were unlucky to be left pinned to the mark. Despite their best efforts, by the end of the race Nick Jones and Peter Greig had been passed by Martin Cooney and Peter Frith and the Hartleys, through Martin Cooney and Peter Frith broke the Hartleys monopoly on the bullets.

The wind again shifted, forcing the race officer to change the course for the last race. Nick Jones and Peter Greig had a good beat and were first to the mark. They were unlucky with a wind shift on the reach which forced the race officer to move the windward mark. At the end of the race Richard and Mark Hartley had restored their monopoly on winning, followed by Paul Heather and Jonathan Osgood, with Nick Jones and Peter Greig once again 3rd.

Thanks to Mengeham Rythe Sailing Club for putting on such a good event.

Pos	Boat Name	Sail No.	Helm	Crew	Club	R1	R2	R3	R4	R5	Total	Net
1		1338	R. Hartley	M. Hartley	RYA	1.0	1.0	1.0	(2.0)	1.0	6.0	4.0
2	Swiftwun	1290	M. Cooney	P. Frith	PYC	3.0	2.0	2.0	1.0	DNC	16.0	8.0
3	Light n Bitter	1292	P. Heather	J. Osgood	WSC	2.0	(5.0)	4.0	4.0	2.0	17.0	12.0
4	Waimanu	1291	A. Willis	N. Willis	HISC	4.0	3.0	5.0	(6.0)	4.0	22.0	16.0
5		1335	J. Shenton	S. Offer	IoSSC	DNC	4.0	6.0	5.0	5.0	28.0	20.0
6	Blackbird	1341	N. Jones	P. Greig	RYA	DNC	DNC	DNC	3.0	3.0	30.0	22.0
7		1299	A. Ellery	P. Greig	MBSC	DNC	DNC	3.0	DNC	DNC	35.0	27.0

Dinghy Open and Gul GP Event, Coniston SC, May 23rd & 25th

Report by Alex Mamwell

Seventeen Ospreys from as far afield as Kent, Kielder and Cornwall came to the line at Coniston Sailing Club for the second leg of the Gul Grand Prix Circuit held over the Bank Holiday weekend. They enjoyed three days of excellent weather and winds from the South and South West which enabled the Race Officer to set a series of big courses well suited to the Osprey.



What a view!

The introduction of the fine new Ospreys from Hartley Laminates three years ago, and the generous sponsorship from Gul, has rejuvenated the class and this was clearly demonstrated in the competitive nature of the racing over the seven race series. With four different race winners the eventual outcome was not decided until the final few yards of the last race. Similar battles were fought throughout the fleet.



Heading South

Race one saw Richard and Mark Hartley make some navigational errors whilst leading and this allowed Viola and Mike Scott to take the initiative with a win from Dave Carroll and Jonno Baker in second, and Mike Pickering and Paul Jones in third. The Hartleys regained their concentration to come back strongly in the next race sailed in a stiffish force 3. Rob Shaw and Ian Little came into the frame in second with the Scotts third. After the racing the fleet enjoyed the excellent BBQ and bar facilities provided by the host club.



Dave Carroll in front of Brantwood

Day two dawned with wall to wall sunshine and a mirror-like lake but the wind kicked in and allowed the Race Officer to get the fleet away on time in an excellent force 4. The Scotts kept up their momentum with another race win, followed by a brace of seconds, whilst Shaw and Little responded with a 1-2-3 and Pickering, this time with David Slater aboard, with 1-3-3. Somewhat surprisingly the Hartleys could only manage 4-DNF-4. The fleet came off the water having enjoyed a fabulous day's sailing in champagne conditions and, despite three strenuous races, the party continued well into the night. The Scotts still held the edge overnight but could not afford to relax just yet.



1317 & 1338 & Steam Launch Gondola

The final day saw more sunshine with a bit less breeze and a few more holes. The Hartleys came roaring back with a convincing win followed by Carroll and Baker and Shaw and Little. The Scotts were obviously feeling the pressure and dropped to seventh.



Milling around before a start

With the final results still not settled, the fleet got away, after one false start, for the last race. The Hartleys, determined to make a point, sailed straight into an early lead and remained there until the finish. Carroll and Baker, obviously enjoying a good day, came second again and the Scotts, regaining their form, secured the decent result, a third, which they needed to clinch the series and a very popular win. When the sums were done it transpired that the Hartleys had secured second place and nudged Shaw and Little into third by the narrowest of margins.



Coniston SC, & Hall campsite

Thanks go to Coniston Sailing Club, itself enjoying a renaissance, for proving such excellent hosts, the Hartleys for building great boats, and even better, coming and joining in the fun, and finally to Gul for their sponsorship and likewise joining the fleet on the water.



First beat

Highlights from the weekend:

- The sight of a large group of Ospreys charging around Coniston Water.
- The weather and the wind.
- 2 boats from Cornwall.
- Doug's Beer.
- The competitiveness of the fleet.
- Viola and Mike winning after coming second in this event many times.
- Robin and Nicola absolutely flying in the last race.
- Mike piping guests 'aboard' on Sunday night (and the pies!)
- A vibrant Coniston Sailing Club
- Paddy's commentary on assorted Blithfield videos.
- Mr. Pickering's continued resistance to walking - this could be a hard nut to crack!



Batt & Broomhall chasing Carroll & Baker

And finally a few little scenarios:

Saturday afternoon and Alec, seeing Willie tack, yelled 'Starboard' (twice). Willie replied 'Och, you're alright' and then promptly sailed into Alec. Alec questioned Willie's parentage by suggesting his search for his father would continue to be totally unsuccessful.

Another race, Willie kept magically gaining places ("I was being lifted, lifted" in his words) up the fleet at one part of the circuit. He gracefully, but slightly disbelievingly, withdrew from the race after being told he'd missed the same mark out each lap....



Lovely bit of wood... poised

Monday afternoon, last race and strange things were happening aboard 'Thomas Two'. Was it a slip, was it a trip or was it mutiny?

Sunday evening and Paddy was in full flow commentating on Blithfield 2009 with particular reference to Viola. Having exhausted this topic he transfered his attention to Blithfield 2007. Now Paddy had been waiting for 2 years to confront the 'Doc' with this evidence of his mark rounding transgressions and milked the occasion to the max... Scroll on to Sunday afternoon at the prize giving and the last word went to the 'Doc'. Having presented prizes to the various categories, including the Ospreys, the Commodore announced the 'Slow Handicap' at which point the 'Doc' turned round to Paddy and said "that's you mate". Touché!



Inbetween races

Photos were kindly taken from the Committee boat by **Chris Gutteridge** on **Arthur Butler**'s camera, and by **Rob Swayer** on his (better) camera.



Picture postcard hey?

Place	Sail No.	Helm & Crew	R1	R2	R3	R4	R5	R6	R7
1	1314	Viola and Michael Scott	1	3	1	2	2	7	3
2	1338	Richard and Mark Hartley	DNF	1	4	DNF	4	1	1
3	1317	Robert Shaw and Ian Little	5	2	2	3	1	3	4
4	1302	David Carroll and Jonno Baker	2	4	5	6	6	2	2
5	1340	Mike Pickering and Paul Jones/David Slater	3	11	3	1	3	12	DNF
6	1311	Jon Batt and Nick Broomhall	4	5	7	7	5	4	5
7	1339	Adam Ellery and Sea	8	7	13	5	7	6	6
8	1292	Paul Heather and Jonathan Osgood	9	8	8	4	10	11	8
9	1241	Nick Jones and Arthur Butler	10	6	6	10	8	9	9
10	1276	Alec and Angela Mamwell	6	9	9	12	12	5	10
11	1337	Paddy 'that's me' Lewis and Paul Turnbull	7	12	10	8	8	10	12
12	1163	Don Flannery and Roger Woodhead	12	10	12	9	13	15	14

New Ospreys in 2009

All MkIV's

Sail No	Boat Name	Original Owner	Club
1339	Thomas Too	Adam Ellery	Mount's Bay
1340	Arnold Layne	Mike Pickering	Mount's Bay
1341	Blackbird	Nick Jones	RYA
1342	Best Chance	Richard Hartley	Carsington



Alex Mamwell in his 'Optisprey'!

Osprey Open and Gul GP Event, Poole YC, June 13th & 14th

Report by Peter Frith with contributions from Stuart Maunder and Chris Playfair

30 boats attended a weekend of fun, sun & varied conditions. The dinghy park soon reverberated with clatter & chatter of boats & crews arriving from as far afield as Kielder, Cornwall, Tenby & Belgium. The sun beat down, making it easy & pleasant to rig the boats ready for the first race, the only snag was the complete lack of wind. The forecast was for wind later. The briefing came and went, but still no wind. Owen Peters (our race officer) decided to go afloat anyway, so as to be ready. We all stood around believing there would be the inevitable postponement, but then on cue the wind suddenly arrived, just as the forecast had predicted. A mad rush ensued to launch our boats so as not to miss the 1st race. Owen kindly waited until everyone was afloat before starting.



Photo © Mike Millard

1st race

Will Odling/Tim Mitchell (1331) took an early lead from Martin Cooney/Peter Frith (1290), with Andy Barker/Peter Greig third in their borrowed boat Thomas Too (1339) (thanks doc Ellery). The wind shifted up the 2nd beat, favouring the left-hand side. Martin Lewis/Stuart Maunder (1207) were the first to spot this major shift, taking full advantage to move through the fleet from 6th to first, just rounding the windward mark in front of Martin Cooney/Peter Frith.

Will Odling/Tim Mitchell would have been first, but for an attack of amnesia up the second beat, which stopped them from going through the line. Their subsequent return cost them dear and they finally finished 16th. As the two lead boats rounded for the run Martin Cooney/Peter Frith decided to do a gybe. This proved to be fatal, for the wind decided to choose that moment to fade away leaving them stranded as the rest of the fleet piled over the top, putting them back to 12th. The main beneficiaries of this were Rob Shaw/Ian Little (1317) & Alan Lange/Steve Brown (1272) who ended the race 2nd & 3rd to Martin Lewis/Stuart Maunder who revelled in the conditions & finished a convincing first.

2nd race

Contribution by Chris Playfair (1319)

The race was full of incidents right from the start, with the wind continually shifting up/down & round & round. Peter Reeves /Alistair Watkins (1295) were caught out from the start, finding themselves going backwards as the gun went. Chris Saunders (1336) had 2 interesting moments; the first mounting the rear of Mike Pickering's (1340) in a manoeuvre which had distinctly dodgy overtones-especially as Mike had sold him 1336. The 2nd incident was later on in the race when Chris found a new way to lighten the boat. After tacking with the jib cleated, his crew was flung into the water along with him, still holding onto the tiller extension! In the ensuing melee Chris released it, sending it to the bottom of Poole harbour & a DNF followed.

I have to admit to our own fun and games in race 2. We were lying 11th on the second beat & about to round one of those large soft marks, when a moment's confusion caused us to be entranced like rabbits in someone's headlights. Gaff lost control of the rudder, sending us straight over the mark. Fortunately, Stuart Maunder saw our panic & heard our shouts & managed to fend us off.

Whilst all this fun was going on Jon Batt/Nick Bromhall (1311) were sailing the perfect race, powering away from the rest of the fleet on every leg of the course to win by a country mile from Andy Barker/Peter Greig and Will Odling/Tim Mitchell. Incidentally Mike Richardson (1203) was later heard to say that he would have won had his crew not jumped ship when the heat got to him, falling in the water to cool off.

At the end of an eventful Saturday, with some winners and losers, we all retired to the bar to enjoy a well deserved curry and beer- the ladies did us proud. The evening didn't stop there. A live rock band had been booked for the evening. Maybe they were a little too loud for some, but they could play, and the head bangers amongst us enjoyed it. The drum solo at the end saw the drummer stripped to the waist giving it large; watch out for next year!!

3rd race

Andy Barker/Peter Greig, Martin Lewis/Stuart Maunder & Rob Shaw/Ian Little wriggled away from the rest of the fleet in a shifting breeze which frustrated many, tacking only to find they were being headed again. Martin Cooney/Peter Frith were not immune & found themselves trading places around 8th. Their luck changed as they started the 2nd round of reaches. The sea breeze filled in, accelerating them from 8th to 3rd, knocking Rob Shaw/Ian Little back to 4th, which is how the race finished.



Photo © Mike Millard

4th race

Now with the true sea breeze established the heavier crews showed a clean pair of heels to the rest of the fleet, Martin Cooney/Peter Frith leading from the start with Colin Stevens/Mike Greig (1116) and Mike Taylor/Jon Willey not far behind.

At the prize giving two special awards were made. One went to Owen Peters, our race officer, for once again managing the very difficult weather conditions and the second to Little Idea for finishing his first ever race, sailing with Nick Jones (1341). Many thanks went to Mick Pickering and Gul for their sponsorship and to all the helpers and rescue boat drivers.

Thanks also to Mike Millard who takes lots of great (& free!) photos at Poole.

Next year please put us in your diary- we will try to help with accommodation. Check the Osprey web site for details.



Photo © Mike Millard

Pos	Sail No.	Boat	Helm	Crew	Club	Pts
1	1339	Thomas Too	'The Stig'	Peter Greig	MBSC	7
2	1290	Swiftwun	Martin Cooney	Peter Frith	PYC	8
3	1207	Schlaffino	Martin Lewis	Stuart Maunder	PYC	9
4	1317	Bird of Prey	Rob Shaw	Ian Little	KWSC	11

Isle of Sheppey SC Osprey Open and Southern Championships, June 20th & 21st

Report by Ian Little

Six travellers joined six local boats from the burgeoning Sheppey fleet in what was to prove a frustrating Southern Area Championships for all concerned. It is fair to say that the wind blew a fabulous force 3 to 4 all weekend, apart from the times that the boats were racing.



Race 1 started in a fairly steady F2, Springett and Dixon in 1329 showing good speed off the line with Shaw/Little (1317) and Shenton/Offer (1335) leading the pursuit. In what was to prove the formula for the day, the leaders were steadily hunted down by Shaw/Little who pulled through on the second beat and held their lead until the gun.



Race 2 proved to be a mirror image of R1, Springett and Dixon holding the early lead, Shaw and Little stealing ahead on the second lap as the wind died and backed southerly.



After a shifting of course by the race team the 3rd race started in a fickle F1. Springett and Dixon played the tide best at the windward mark, Shaw and Little rounded the mark only to have to tack for the hitch and everyone else struggled to make any headway at all. Team Dux retained their lead until the final leeward mark but got lagged up with a Cherub on the final beat, Shaw and Little crash tacking their way across the line first. After crossing, 1317 was amazed to see the finish mark making steady progress towards her transom then eventually hit it. The Kielder boys, unsure as to whether they had finished, exonerated themselves with turns just in case. Fortunately for them the R.O. decided that they had cleared the line before catching a loop of rope on their centreboard.



Saturday night was filled with much merriment and an excellent barbeque. The northern team found the Chas and Dave impersonators particularly entertaining, especially their version of Blaydon Races. How we laughed.



Sunday dawned with a cracking F4 but as was par for the weekend this died into a drifter as R4 got underway. Greenland/Atkinson in 1322 tussled with Springett and Dixon around the first lap, Bell/Shaw in 1177 and Saunders/Rochat (1338) all contesting places. Enough breeze filled in to allow the lead boats to finish but several boats fell foul of the time limit. Greenland/Atkinson took the gun with Shaw/Bell second and Brown/Butters in 3rd. Shaw and Little took 4th ahead of Springett and Dixon to take the meeting.



With boats now being washed away towards Belgium, the R.O. wisely decided to abandon R5. Shaw and Little became Southern Area Champions taking the trophy back to Northumberland. Springett/Dixon were 2nd and Greenland/Atkinson's bullet in the last race meant they just pipped Shenton/Offer to 3rd.



Many thanks to IOSSC for their hospitality and organisation. Osprey sailors are now looking forward to their Nationals at Mount's Bay, surely one of the premier venues in the UK to sail this powerful yet elegant lady.



Thanks also to the Commodore of IoSSC for kindly providing the pictures.

All photos © James Bell

Results overleaf:-

Rank	SailNo	Club	Helm	Crew	R1	R2	R3	R4	Total	Nett
1	1317	Kielder W. SC	Rob Shaw	Ian Little	1	1	1	(4)	7	3
2	1329	Ardleigh	David Spingett	Jerry Dixon	2	2	2	(5)	11	6
3	1322	IoSSC	Mick Greenland	Scott Atkinson	4	(6)	4	1	15	9
4	1335	Wilsonian	John Shenton	Steve Offer	3	3	3	(10)	19	9
5	1177	IoSSC/DWSC	Tim Bell	Antony Shaw	(5)	5	5	2	17	12
6	1336	IoSSC	Ken Brown	Chris Butters	6	(9)	9	3	27	18
7	1182	Wilsonian	Paul Heather	Jonathan Osgood	(8)	7	7	6	28	20
8	1338	IoSSC	Chris Saunders	R. Smith/L. Rochat	7	(8)	6	7	28	20
9	555	IoSSC	J. Bell/R. Taylor	L. Rochat/J. Talbot	11	4	10	(DNF)	38	25

Long Distance Races and Gul GP Special Event, Bala SC, July 4th & 5th

Report by Nick Jones/Arthur Butler

In July this year Nick had been sailing for 27 years and in his own words "had never won anything of any real value"-this weekend has finally changed that situation!

The Long Distance race weekend at Bala used to be attended by many Ospreys. We have competed there for the last 3 years, and Alec and Angela Mamwell joined us for the last 2 of those. Initially they came to have a (less chaotic) change to the Birkett, and because we were closely positioned in the Gul GP Series. However, they returned again this year, having enjoyed the event previously.

Bala is a 3.7 mile-long lake set in stunning mountainous scenery, with camping and a town both on-hand. At the Long Distance weekend races the courses set always include a trip up to the end of the lake for the first lap, but then some knitting round a shorter course until the finish.

On Saturday there is a conventional handicap long distance race, with a mixed fleet of around 60 boats. There are usually several FD's, RS400's, Fireballs and smaller numbers of others at the fast end of the fleet. This time there was a foiling Moth too! There were two Ospreys taking part, Arthur and Nick in 1341 and Alec and Angela Mamwell in 1276 (trying out new sails).

The wind was very light at the start and for once we made a good start which was spoilt by a gust-Nick could not get the mainsheet jammer free and we were tipped over hard, half-filling Blackbird with Bala water. Alec and Angela then got away and were not to be seen again. Due to the light airs we did not get rid of the water till we reached the end of the lake. We then started playing catch up, quite successfully. There were some awsome gusts at times on the downwind legs, and it's a great feeling snapping at an FD's heels and then going over it-the Osprey seemed so much livelier! For the Ospreys it was a good day with 1276 coming 3rd and 1341 in 8th.

The FD sailors spent an inordinate amount of time after the race with one of their boats tipped on its side patching and threading things-maybe we'd got them worried? The evening was a typical Bala evening in the Bar with some of the FD guys, but eventually the bar closed and so it was off to bed. For some reason the club treats each day as a seperate event, so quite a few of the competitors leave after the first day, but a few others arrive (including an Int14 on this occasion).

In the morning Nick woke up feeling very tired but we sauntered down to the club and Toby Barsley-Dale had a look at my rig and suggested a few changes, which we adopted. Alec and Ang decided not to race as Ang was feeling under the weather. The Sunday race is a pursuit and so we started 39 minutes after the first boats, in a fleet of around 30 boats. Just before we launched a terrific squall came through and so we raked the rig back then launched with difficulty and many boats capsized around us. Within seconds the squall had gone and Art was sitting in. Thank goodness for an adjustable rig, as we were able to go upright again and the boat was going much better than it had on the Saturday.

We took a long time travel the few yards necessary to cross the start line, and were expecting the race to turn into a drifter, but somehow we picked up and kept moving, with the boats behind us making no impression on us. The rest of the fleet had all tried to sail high, even in the light breeze, and so had travelled slowly, but we could also see they had all sailed into a huge hole.

We discussed tactics, and amazingly were lucky enough to sneak right up in-amongst the fleet before they picked up speed again. By the end of the long beat we had caught and passed the RS400's and some of the Furballs. It cannot be a nice feeling being hunted down! The next phase was a set of reaches up the lake and we gradually progressed up the fleet. At the completion of the first lap only one Furball was in front. Arthur was then having to work as hard at keeping Nick calm as at his sailing!



Nick Jones and "Angela Mamwell"-according to the announcer!

Photo © Dawn Barsley-Dale

We eventually nobbled the Furball by performing better gybes at the marks, lost, then regained the place, and managed to hold onto it by pinching high on a tight 3-sail reach to defend our wind. We were in the lead with 20 minutes to go-oh yes Nick was clock watching. We kept our heads in the boat and kept going. With 5 mins to go we were being hunted by an FD, Furball and an RS400 who had come from nowhere. What do you do with that lot chasing you? Who do you cover? 3 mins to go and we decided we still had a good lead. We saw the RIB which was going to finish the race starting to reverse with us and we knew we had it in the bag. Mentally Nick was drained, but we were over the moon, as were Alec and Ang who were whooping from the race office-they'd been too excited to leave!

Elsewhere...

It seems to have been a good weekend for Ospreys in pursuit races-Dave Springett and Jake Cracknell managed to nobble a load of well sailed Solos in about a force 2 and won their local regatta by about 150 metres. It was the first time DuxDuluxe has ever beaten Steve Ede in 8 yrs of trying.....

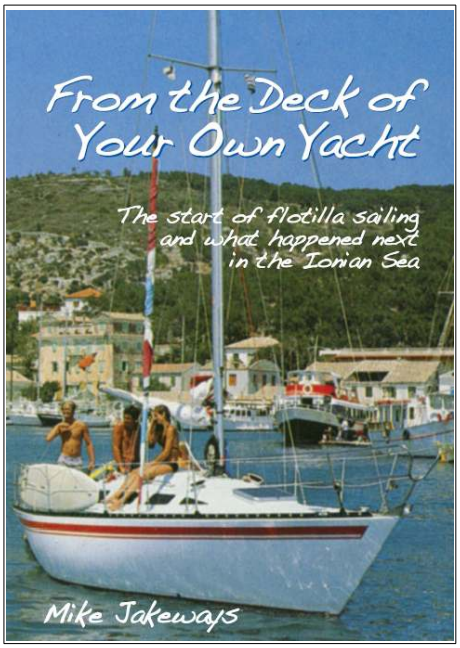
From the Deck of your Own Yacht

A book by former Osprey sailor Mike Jakeways

I used to be a reasonably serious Osprey sailor: I first went to a Nationals at Mount's Bay in 1976, and raced during the rest of the seventies and the eighties, fading away in the early nineties. I worked at both ends of the boat, crewing for three different helmsmen and owning and helming two different wooden Ospreys. I made some great friends in the class and still recognise a good many names in the Newsletter.

As I left the Osprey world I discovered about sailing bigger boats with fridges, in the sunshine. My family found there was more in it for them, helping handle a small yacht in Greece, than dragging a launch trolley up a steep beach in the UK, and we moved from flotillas to owning a share in a boat of our own down there.

I've just published a book about sailing in Greece. It tells how the idea of flotilla sailing started in 1974: how the yachting establishment thought flotillas would encourage the wrong sort of people into sailing, and how Eric Richardson of YCA placed a 25 ft Snapdragon on Victoria station because he couldn't get into the Boat Show.



I worked closely with Eric, and also with others who worked on the flotillas, including Barrie Neilson of Sailing Holidays, to tell the story of the first dozen years and how it became possible to join a flotilla in seventeen different countries and most continents. I was able to reproduce material from the early brochures and from people who sailed in Greece in those early days.

The second half of the book traces the way the tiny harbours and villages of the Ionian Sea have changed since the yachts started coming there in numbers, including interviews with taverna-owners and then-and-now photos.

The book is published by FloMo Publications and it's called "From the Deck of your Own Yacht". I think it will be of interest to anyone who has sailed in those warmer waters or who considers doing so. I hope it won't encourage anyone to leave racing the wonderful Osprey though.

If your local bookshop doesn't have it you can get it though Amazon. Or alternatively Osprey sailors can have it at the reduced price of £12 by sending their address and a cheque to me (Mike Jakeways) at 87, South Road, Oundle, Peterborough, PE8 4BP.

Mike Jakeways

Lord Birkett and Gul GP Special Event, Ullswater YC, July 4th & 5th

Report by Mike Scott

It was a warm and sunny Birkett with only a few showers and a light breeze most of the time. It was great to see Just Pogo back in action going well with new owners Ken Murray and Jon Miller from Royal Northumberland.

On Saturday there was the usual period of adjustment to the huge number of boats. We were weaving our way back towards the club house trying to see if there were any flags up, when the start gun went, so by complete blind luck we had a reasonable position off the line. Rob and Ian were somewhat delayed by a Flying Fifteen making them do turns at the start, but this only seemed to spur them on because when we hit our first hole we could see them storming up the South shore. The Thames A Rater was a continued presence up the long beat-an impressive sight, although calling starboard on it was a mistake in retrospect since it seemed to suck away all the available wind. We caught the odd glimpse of Steve Goacher in an International Canoe (his first Birkett incredibly), but he really looks as if he ought to be in an Osprey.

The windward mark was the furthest island, Cherry Holm. Rob and Ian were just inside us as we rounded-a bit too enthusiastically in their case, as they rather daringly mounted the island-Ian standing ankle deep in water at one point, apparently about to plant a flag on the summit. This didn't seem to slow them down too much. They found a nice ribbon of wind round the North shore as we attempted the shorter but ultimately slower route straight across. The Thames A Rater keel hauled its kite-that looked very expensive… After about 3 hours we crossed the line about a minute and a half behind Rob and Ian-they were 10th and we were 14th and very happy.

Helen Shaw layed on a superb barbeque (hint: come to Burnham in August), and we had a bit of a session in the bar (some more than others).

On Sunday they had turned up the volume on the sound signals-a bit too effectively perhaps since there were two general recalls before the black flag went up. The right hand side had looked so promising, but unfortunately the left paid handsomely just after the start, so this was going to be a long battle. It was Norfolk Island this time, and in the quietish section before it, we plied the left shore, and Rob and Ian worked the right, but we still rounded together (Rob rather more cautiously than the day before). This time we hung onto them and the pair of us gradually caught up Just Pogo which had had a great beat. At one point we were three Ospreys abreast in among a gaggle of RS400s. We just managed to hold onto the inside track at the leeward mark and beat Rob and Ian to the line by 13 seconds, which was unbelievably the difference between 41st and 46th so we beat them by 1 point overall. Phew.

Congratulations to the 3 Ospreys taking part in the 2009 Lord Birkett.

Overall Results:

20th 1314 Viola & Mike Scott
22nd 1317 Rob Shaw & Ian Little
54th 1114 Ian Murray & Jon Miller

These results were from a record total entry of 217. Well done to you all for flying the Osprey flag.

Back in the Groove (Baby)

An update from the Stateside Osprey Sailor Nick Mockridge who has recently rejuvenated Osprey 1222 Flying Star

Both of the following articles were originally posted by Nick Mockridge on www.sailinganarchy.com and are reproduced here with both his and the web site owner's permissions

After 15 years hidden from the light of day in the back of a shed she emerged, her once-immaculate varnish streaked with grime & cobwebs and her wood marked by years of moisture, to greet the weak, English autumn sun once more…

It's not that I don't like boats built of materials like carbon, epoxy, honeycomb Nomex, polyester, fibreglass, etc. They comprise the core of the modern, sleek craft that race on today's dinghy and keelboat circuit, and whether the focus is the latest Maxi or foiling dinghy, like most sailors I can appreciate these breathtaking works of efficient, low-weight and maintenance-free engineering. Indeed, it is the continued development of construction materials and techniques that has helped give our sport a slightly more mainstream credibility and has allowed us to divide our interests, just like automobile collectors, into different categories-vintage, modern and concept. Not surprisingly it is the modern and concept designs that attract the lion's share of the media, while the vintage arm still manages to attract strong support from lovers of wood, antiquity and elegant, timeless design.

I am not immune to the beguiling wiles of either the classic or modern designs myself, but my desires are tempered by reality. A California mortgage, a single-income, a travel-heavy job and a non-sailing family dictate that while I am still free to pursue my sailing dreams, these dreams must be realized primarily in my head, and in practice on a somewhat limited budget and investment of time. Goodbye, then, to any thoughts of a 505 or Melges 24 campaign, or to the soul-fulfilling restoration of some 1940s Six Meter classic or early Dragon. Wonderful boats all of them, but those modern, exotic construction materials do not come cheap and the classics with their teak, brass, copper, varnish and paint simply devour time and money. As for campaign travel…

So where does that leave me? Well, quite frankly, I find myself firmly ensconced in the 70's! Now, mention the '70s to friends or strangers alike and it's bound to elicit a somewhat similar response: a smirk of derision from those who were not around to remember it first-hand and a smirk of guilty pleasure for those of us who lived disco, bell-bottoms and orange, brown and lime color schemes (www.plaidstallions.com)! The '70s remain in limbo, a no-man's land between the exotic classic and cutting-edge modern, resulting in an era that must be secretly appreciated until such time as it is bestowed with an element of respect. Or should it already have respect?

In the '70s Clapton, Bowie, The Stones & Springsteen flooded the airwaves; The Exorcist, The Shining and Apocalypse Now packed the theatres; Andretti, Ali, Spitz, & Borg wowed the crowds; and Vietnam, 3 Mile Island, Watergate, the kidnapping of Patty Hearst and the oil embargo kept us glued to our black and white TVs. All in all, far more compelling than seeing which pop star has shaved her head this week…

The marine world wasn't too embarrassing either: Sailors were introduced to the Laser, Tasar, Hobie 16 & J24; Thor Heyerdahl sailed across the Atlantic in a papyrus boat; Schumann, Bertrand, Pattisson, Melges, Kolius and Conner were all winning Olympic medals; the America's Cup still belonged to America; La Solitaire du Figaro was born; and Tim Coleman broke the 30 knot sailing barrier in Weymouth on "Crossbow 2".

All in all rather an inspiring decade in which, despite the apparent lack of sartorial taste, there was no shortage of character. And because of that I find myself climbing on my soap box (having removed my platform-soled shoes!) to herein proclaim the '70s as a decade to be held aloft, born on our shoulders for all to see, with pride in our hearts and a tear in our eyes…

Okay, so perhaps I have got a little carried away, but in truth I do have a reason to appreciate the quirky '70s. It was a time when, as fibreglass was emerging as the prevalent construction material, UK wooden boat builders made real efforts to excel at their craft. In the '70s, wood was not just stiffer, lighter and thus faster than fibreglass, but it was emerging as a medium through which the discerning boat owner could display his good taste by commissioning his favourite class to be constructed and finished like a piece of luxury wooden furniture. Of course, most of these have since rotted into oblivion, with time taking its toll on much of the remainder, but more than 30 years later I have hit pay dirt- I have got my hands on a dormant, varnished wooden Osprey dinghy.

The Osprey (www.ospreysailing.org.uk) was originally designed for the 1952 IYRU trials for its quest for a new Olympic Class, and competed against such then-new designs as the Flying Dutchman and Coronet (which would be modified to become the 505), as well as more established classes like the Thistle, Sharpie, Hornet, etc. The FD won the trials and went on to Olympic immortality while the Osprey and 505 still managed to show their pedigree and become national/international classes. The Osprey's designer, Ian Proctor, would later become known worldwide for his spar manufacturing company, "Proctor Masts", as well as for a slew of successful small boat designs including the International Tempest keelboat (in which Dennis Conner won his Olympic Bronze medal), the Wayfarer dinghy (11,000 built) and the Topper dinghy (47,000+ built) to name just a few. But I digress…

So I bought wood. Osprey 1222, "Flying Star", was built by Master Boatbuilder Mike Corbin in Lymington, England in 1978, and there could be no doubt when I became her second owner at the end of 2007 that she was indeed a 30+ year-old boat, as time had ravished her once-perfect appearance. Areas of blackened water damage, peeling varnish and warped woodwork indicated that England has its fair share of inclement weather, yet even after this passage of time there could be no hiding the woodworking skill of Mike Corbin, and overall the boat's lines were still true.



Foredeck with lifting varnish and heavily corroded fittings

Due to the nature of the used-boat market, where quality wooden boats are becoming harder and harder to find, I bought her from 6,000 miles away simply by looking at a few emailed photos; out of approximately 1,350 Ospreys built, only a handful

are varnished inside and out, so she was a pretty unusual find and one I could not afford to ignore. Stashed in a shed for some 15 years as Mike Corbin's health sadly deteriorated, she was finally liberated from her dark and damp prison in southern England last year and brought to sunny California to be reborn.

There will be those reading this who are shaking their heads in wonder and saying to themselves, "but a state-of-the-art, maintenance-free fibreglass/polyester/foam sandwich Osprey from Hartley Laminates (www.hartleylaminates.co.uk), including sails, only costs £6,700 ex-tax ($9,500), brand new. Why the heck would he not buy one of those?". Good question, as they're gorgeous boats. But the point is that I wanted the character of wood and the character of age and moreover, had I spent $9,500 on a new boat in these somewhat depressing economic times I suspect that it would have been suggested to me by "she who must be obeyed" that I live in it!

I will not go into detail of the lengths my family in England had to go to in order to satisfy the US authorities that this boat was free of parasites, but presumably the American Customs Service thought there were enough ambulance-chasing lawyers, camera-hungry politicians and powerboat owners in this country already, so the fumigating and red tape was ridiculous… and costly. As was the shipping itself.



Arriving wrapped in under/over covers and bubble wrap

That notwithstanding, after 3 weeks on a storm-tossed sea, the boat arrived in southern California in early 2008, apparently unscathed from her winter crossing strapped in the cavernous belly of a cargo ship. However, her renovation had a very inauspicious start, for despite being protected by her top and bottom covers and then totally wrapped in layer after layer of bubble wrap and packing tape, when these protective layers were peeled off I found her to be full of water, courtesy of the delightful English weather while she sat on the docks in Southampton for 2 days, waiting to be loaded. Fortunately, southern California being what it is, the humidity-free 85°F spring/summer weather made short work of drying out the boat, which prevented any further damage to the woodwork.

When it came to renovation, the varnish (although old and lifting in places) was 2-part and had a tenacious hold on the wood, making stripping it off a nightmare. Application after application of chemical paint stripper and a determined wielding of scrapers, razor blades, wire brushes, orbital sanders and scotch pads made slow, smelly and painful work of cleaning up the woodwork and drove my non-sailing family (and consequently, me!) to despair.

Once the hull was stripped inside and out I was able to see more clearly what work was needed. To my immense relief, any disfigurement to the wood was merely cosmetic; no rot had taken hold, but there were two areas I felt had to be addressed before the boat was enveloped once more in varnish: at the bow where the spinnaker sock ("spinnaker chute" in English!) came out of the foredeck, which simply had purple paint to finish it off; and the transom, which had some areas of water discolouration and had absorbed the paint that had denoted that the boat had originally belonged to Lymington Town Sailing Club. The remedy for both areas was quick, painless and superficial-without the time or resources to remove and build a completely new transom and foredeck, I simply ground back the surface and treated the original areas with epoxy before applying a very thin wood veneer. This approach cost little, added almost no weight and took relatively little time, but the aesthetic improvement was dramatic.





Foredeck before and after





Transom before and after

In an ideal world I would have replaced both side decks too, as time and gravity have given them a rather sculpted contour between the stringers, but I have since decided that they are "character undulations" and should be preserved for posterity… and for my posterior, which fits into these dips quite nicely!

By this time, 6 months had already passed since the boat had arrived in The Colonies, and it was apparent that it was unlikely that she would be ready to race any time in 2008. Indeed, my trips home and abroad ensured that I had to realistically look to the 2009 sailing season before this boat would be ready to race, and so I turned my attention to the combination trolley/trailer. It was immediately evident that there had been no investment of time/money in this vital transportation device: a beautifully thick layer of rust seemed to hold the trolley together; the tyres were works of modern art, displaying a myriad of intertwined cracks; the main hull supports… well… weren't; and the forward hull support was simply fraying rope woven in a criss-cross fashion between the framework of the trolley. All in all it was the sort of thing that one could find in a museum of modern art, at which people stare in horror, proclaim in their minds to be junk but outwardly wax lyrical for fear of appearing ignorant. As I am well known for my ignorance, I was happy to denounce it as rubbish!

However here again, as with the boat, this disfigurement was also cosmetic. With an angle grinder rented from Home Depot, coupled with an hour of grunt work, the trolley revealed that it still had plenty of structural integrity once the rust was removed, and a couple of cans of spray paint completed its transformation. The main hull supports were beefed up and encased in padding and carpeting while the forward hull support, made simply from a piece of steel wrapped in padding and carpet, was bolted to the newly-painted framework. A few hours of concerted effort and two new wheels turned a pile of rust into a highly serviceable trailer.





Combi trailer/trolley before and after

Fast-forward nine months and 8 coats of varnish later to March of this year, and "Flying Star" looks as if she is almost ready to hit the water. Looks can be deceiving! Is she perfect? Heck no, she looks exactly like what she is: a 31-year-old boat that has been worked on by an enthusiastic amateur with time and financial constraints. In truth she is about 85% of where I would like her to be, and next winter I will sand her back smooth and spray a couple of final coats.

In the interim she's sealed and looks halfway decent. I've decided to make Richmond YC's Big Dinghy Regatta (www.richmondyc.org) at the end of March our re-maiden voyage, to support

one of the few clubs on the west coast that makes an active effort to attract dinghy racing, and even welcomes eclectic classes that will never find one-design fleet racing.



Hull mostly finished and mast up for the first time in 15 years

Of course, sailing on San Francisco Bay is hardly a chore, but RYC with its welcoming spirit of camaraderie is a joy in itself. I am scrambling to get her ready for her inaugural US challenge-she had her mast up for the first time in 15 years this past weekend-which will make her the first Osprey to sail in Californian waters for some 35 years.

Despite my unmitigated excitement at getting this boat back on the water after a decade and a half of abandonment I have to admit to a certain amount of trepidation, not so much from the fact that I am using somewhat corroded, broken and super glued 30-yr-old fittings and equally old standing and running rigging (these will all be replaced next winter when I have more time, but maybe I should not mention these details lest I scare my crew back into the safety of his efficient new Viper 640 from whence he came!), nor from the fact that, as she has been totally dismantled and re-rigged, "Flying Star" is anything but tuned, sporting control systems still rigged from the time of flared polyester trouser suits and 'froes. No, it seems that I have a (hopefully irrational) fear that after 15 years of entertaining mice and spiders in the dark, damp confines of an English shed, she won't have the willpower to float! Will she "strut her stuff", "boogie on down" and "shake her funky thang", or will she have matured, put her hot pants in the back of the closet, and behave more like the aging dowager that she is… and plummet to the bottom of the Bay?! Time will tell. Fortunately RYC has good safety facilities…

Nick Mockridge

Back In The Groove Confirmed!

An update from the Stateside Osprey Sailor Nick Mockridge who has recently rejuvenated Osprey 1222 Flying Star

Both of the following articles were originally posted by Nick Mockridge on www.sailinganarchy.com and are reproduced here with both his and the web site owner's permissions

Heart pounding… palms sweaty… mouth dry… Mouth dry? Ridiculous; I'm surrounded by water, but I'm also surrounded by a forest of 505s, Johnson 18s, ICs, FDs, Int. 14s, Contenders, Nacras, Hobies, Prindles, Wetas, A Cats, Wylie Wabbits and a whole eclectic slew of performance dinghies, dinghy-style keelboats and catamarans, leaping off waves and slicing & planing around the starting area.

Face it old man, you've lost your edge; you're out of your depth.

It's the last Saturday morning of March and I'm on the Southampton course of Richmond Yacht Club's fabulous Big Dinghy Regatta, across the bay from San Francisco. If I could spare a moment I might enjoy the Bay Area scenery and the balmy Spring sunshine, but my mind (ever my nemesis) takes me back to when I was a keen and well-practiced youth, privately laughing at those elderly 40-something sailors who had traded their smooth maneuvering and instinctive footwork for a life of deadlines and commitments, their faces mirroring their discomfort of the battle removed from the safety of the boardroom. And here I was, 25 years later, realizing I had become exactly what I once smugly ridiculed.

Truth be told, I was unprepared. I had not tried sailing a performance dinghy in a decade and hadn't raced "in anger" in a lot longer, and here I was in a strange venue in a boat neither my crew nor I had ever sailed before. If that wasn't enough I felt that the eyes of the world were upon me as my ego, always an issue, had allowed me to submit an article to Sailing Anarchy, announcing my intention to re-launch my aged wooden Osprey for the first time in over 15 years. I had preened like a peacock at the favourable response to my renovating and literary efforts and had basked in the attention the glowing varnish had received, but had not considered, for one moment, that everyone would actually want to know how my inaugural US event had gone. I couldn't have been more naive. To make matters worse, my long-suffering friend and occasional crew, Dennis Martinelli, expected me to be on top of my game. He did not know of my timidity and silent whimpering; he was too busy being on top of his game, barking course info, wind angles and competitor locations, blissfully unaware that his focused competence was making me even more rattled!

Up until now this little venture had been most fulfilling: an uneventful 400-mile drive from SoCal to Richmond, a somewhat panicked but successful rigging and preparation ashore as we tried to sort out the 30-yr-old control systems, gratifyingly admiring looks and comments from my fellow sailors and the usual warm and friendly welcome from the Richmond Yacht Club's members. At this moment, however, as I dodged the flying hulls of my competitors, I was rueing the day I had imported this blasted boat from the UK! The forecast 'calm', which had prevented us, and indeed half of the 27-boat Open Dinghy Class, from getting to the racecourse in time for the first race, had been replaced by a viciously gusty 20+ knot westerly and a nasty chop topped off by whitecaps. Many of the locals who were used to this washing machine ride were reveling in the conditions, but even more were inspecting the Bay's infamous mud depths, using their masts as dipsticks. Upturned hulls of Canoes, 14s, Musto Skiffs and Contenders littered the racecourse, their shiny bottoms glistening in the sunlight, and the well-known "badge of courage" (black mud decorating the head of the mainsail) prevalent throughout the fleet.

Something else that was even more prevalent was enjoyment – these conditions, coupled with exciting dinghy, keelboat and catamaran designs and enthusiastic sailors was a pervasive breeding ground for unrelenting grins; the thrilling ride and close camaraderie was better than any drug.

My enjoyment, however, was tempered by the fear of the unknown. I had chosen this regatta to re-launch "Flying Star" based on internet photos taken from the past couple of years, as the mild 8-12 knot breezes and millpond water seemed ideal to test the boat's structural integrity as well as my much-forgotten sailing skills. Where the heck were these depicted conditions now? How would the old girl stand up to the pounding upwind slog and the

roller coaster downwind, spray-inducing ride? How would my rusty abilities fare in these conditions as I grappled with the task of getting the 55-year-old design around the course in close proximity to nearly 30 skillfully sailed speedsters, while sailing through fleets of planing cats and keelboats? With my mind full of questions and no answers, I was starting to panic.



Happy boat and happy crew, having come through the first day of racing unscathed

The answers came all too quickly. My performance sucked! I lumbered clumsily around the blunt end of the boat with all the grace and finesse of an inebriated hippo, but my incompetence was countered at every turn by the sheer brilliance of the Ian Proctor design. The Osprey, despite the fact that it had been developed as an Olympic contender in the early 50s and still possessed plenty of power, has an exceptionally strong, forgiving and seaworthy hull and my 30-year-old example performed like a dream, simply shouldering aside the walls of frothy water that Neptune threw at us upwind and coming onto an absolutely screaming 3-sail - and later a very cowardly 2-sail – plane downwind. While I did manage to run over one of the turning marks, miss some of my competitors by the scantest of margins and forget to get the kite down before heading back upwind, even I failed to capsize (one of just a handful of boats to be able to make this claim!) and all my renovation efforts came through totally unscathed. Indeed, while I was on the very limits of my ability "Flying Star", ably assisted by my crew Dennis, had the temerity to taunt the weather gods, goading them into throwing whatever else they could find at us, with neither showing any signs of being overwhelmed by the Bay's little tantrum. And so it was with a mixture of relief and sadness that we thundered across the finish line of the 4th race and planed back to the safe tranquility and warmth of the yacht club.

Sunday dawned, and the talk around the dinghy park was enough to send me straight back to bed - 25 knots from the north over a strong tide sounded a little excessive to this lake sailor, but loathe to appear the chicken that I am, I gamely sat through the skippers' briefing, during which it transpired that the day's racing involved a 13.5-mile course, pursuit-race style, around islands and various other landmarks, dodging shoals and submerged, unmarked pilings. Are these people nuts? There are sharks out there and the water is a trifle on the nippy side! I don't want to capsize miles from civilization or hit something underwater and go down like the Titanic…

At 11:30 the first boats (a couple of well-sailed Daysailors) set off in a light, northerly breeze, pursued at varying intervals by the rest of the fleet with the fastest boats (the Hobie 20s and Prindle 19s) starting some 45 minutes later. "Flying Star" was making good progress in the light stuff, her long, lean hull and powerful rig allowing her to glide swiftly through the water. At the first mark of the course (a bloody great mountain sticking out of the bay) she, with absolutely no help from me, had reeled in and gobbled up all of the earlier starters except for the Daysailors, and these were firmly in her sights. However, so determined was her idiotic skipper to get to the front of the fleet that he forgot one of the fundamental rules of sailing-in light airs it's quicker to sail twice the distance in slack water than sail directly against a 2-knot current! The smaller boats that my Osprey had so effortlessly devoured were quickly regurgitated as they worked their way along the shore whilst I, on my beautiful varnished steed, floundered helplessly in a dying breeze in the middle of a foul current. D'oh!

Fortunately, Richmond being Richmond, the wind machine turned itself on after only a small amount of drifting torture, and the fleet enjoyed a marvelous charge around the picturesque Bay as the wind built… and built… and built.

Any persistently delusional dreams of glory quickly evaporated as a handful of skiffs and catamarans rocketed past in a cloud of spray and disappeared over the horizon, and even some seriously sloppy sailing on my part failed, just, to cause us to swim at the final leeward mark. We headed to the finish line, powering through the gusts, positioned realistically for a respectable top 10 finish only to discover that my 30-yr-old forestay/jib tack fitting was suffering from boredom and thus decided to give up the ghost… and with it the mast, that snapped cleanly above the mast strut and deposited my trapezing crew neatly into the chilly Bay water. Within minutes we had three RYC rescue boats at our beck and call (clearly no one else was lame enough to need assistance!) and once Dennis had concluded his leisurely bathing we finished our race with our tails between our legs, ignominiously dragged back to the harbour behind an RYC Boston Whaler.



"Flying Star" off to a flying start in Sunday's Pursuit Race

Photo © www.norcalsailing.com

But fear not: we will be back next year with a new, super strong rig-courtesy of fellow "Big Dinghy" competitor and FD sailor, Buzz Ballenger of Ballenger Spars, who kindly took the time to offer invaluable guidance, to take on the Bay sailors once more and try to beat them at their own game. Even if I fail miserably time and time again, I'll be back for more. The Big Dinghy Regatta is a must on the calendar of every enthusiastic dinghy, cat and small keelboat sailor. Round-the-can racing on the Berkeley Circle on Saturday and a round-the-Bay pursuit race on Sunday. Exciting, fun, different. The Richmond Yacht Club has to be one of the friendliest in the country, the race management is superb, the standard of competition second to none and the value for money exceptional.

Thanks to the event organizers, the Richmond YC and all involved who made this event so much fun… and to the 100-or-so sailors who took the time and trouble to express their appreciation for a timeless boat design crafted in the most beautiful of mediums: wood.

Nick Mockridge
Osprey 1222 "Flying Star"
Hickling Broad SC, UK
Santa Barbara SC, USA

Osprey National Championships 2009

The 52nd Nationals were held at Mount's Bay Sailing Club from July 26th - 29th. Report by Mikey Greig

The website forums were a little quiet in the weeks building up to the Osprey National Championships, held at Mount's Bay SC between the 25th and 29th July. No one knew the final number of entries; some were anticipating a fleet number in the late 30's, while others were more optimistic and hoped for a fleet of early to mid 40's. The final figure came in on the Saturday at 43- with one team having travelled down over night to be there for the morning.



John & Tim Bowden in 1088

On the evening of the 25th the competitors assembled in the Clubhouse for the Commodore's welcome, the introduction of the event dignitaries and then it was a case of pinning back the lugholes for the Race Officers briefing. Fortunately, because the target fleet number of 40 was exceeded, it was more likely that gate starts would be used unless the weather played its part. The remainder of the evening was kept for a gentle session of beverages, with the rumours of the weather forecast whispering around the bar.

Sunday morning, and instead of the birds singing in the Cornish sunshine, the competitors were greeted with masts and rigging whistling in the force 4-5 breeze. Believe it or not, there were some competitors wondering whether racing would be going ahead-it only starts to get good in a force 4!!! Things seemed steady enough on the shore but everyone knew that on the water it would be a different story; the Mark boats and the 8ft turning marks were disappearing in the wave troughs. Nevertheless it was time to get the sails up and to face the music.



Shaw & Little hunting in Bird of Prey

9 boats stayed ashore to avoid risking the carnage. The warning signals sounded for the countdown to the start of the practice race. The first attempt was running smoothly until 1338 got in a pickle and 'T-Boned' the pathfinder resulting in a "General Recall". The clocks were reset and the countdown started again. This time there was a clean start but unfortunately "him up stairs" was in an irritating mood. Half way up the beat the wind dropped considerably and swung to the right and turned a nice quick sail into a wallowing one in a confused and large sea. A lot of competitors bowed out at the windward mark and ran back to the start area, which left the early pace setters-George Odling and Simon Spears sailing 1085, and Barrie Reynolds with Matthew Skewes in 1234, taking comfortable first and second places.



Mikes Pickering & Priddle in 1340

After the remaining boats had finished it was a long wait, 1½ hours to be precise, as the wind swung from south to west and back again. Finally the wind settled and held for long enough to get the course set and the first points race got away cleanly. There was an even split as half of the fleet headed out to sea and the others towards Penzance. Rob Shaw and Ian Little had an outstanding lead for the first 2 laps but with the eyes of Andy Barker and Peter Greig burning in the back of their necks they were slowly hunted down and overtaken on a tight reach on the second triangle. Colin Stephens and Mike Greig had their fair share of traffic to get through and also took advantage of the tight reaches to get up to third. The surprise result however was defending champions Martin Cooney & Pete Frith finishing 8th.

The now steady wind allowed a fairly swift turn around and the countdown to the second points race was underway. It appeared that the best start was obtained by those that were gutsy enough to start late. A 1-minute minimum gate heightened the drama, and resulted in a few of the latest starters having to dip the line after the pathfinder had been released.



Russell Gardiner & Paul Jones-Back Again!

Again there was the usual split, but with the wind lifting on starboard it was the late starters who were rewarded and they were in the front-runners around the windward mark. The boats with the better handling made the advantages at the hoist and gybe mark rounding, and this saw Colin Stephens and Mike Greig gybing inside Rob Larke and Robin Hobson and taking the lead. There was only one way up the beat for most boats-hard right. On isolated occasions however there were gains to be made up the left hand side and Andy Barker and Peter Greig managed to pick up the couple of places to slip in to third. At the end of the day it left the two Mount's Bay boats of Andy Barker and Peter Greig and Colin Stephens and Mike Greig in first and second, but all the eyes were again on the position of the defending champions, who only managed to post another 8th place finish.

The evening was enjoyed with a bar quiz which was proudly won by the 'Riff Raff team' (Sharp Family) and the Prize Draw with its array of prizes was drawn. The Osprey fleet of Mount's Bay SC were

proud to be able to subsidise the competitor's barbeque tickets by £5 and also make a Donation of £350 to the Club's branch of TSYT (Tall Ships Youth Trust). On top of these efforts the fleet would also like to thank Chris Nicholls Motors for their donation of sponsorship of £200 and also to express huge thanks to Mount's Bay Pasty Company for the donation of 100 pasties which were greatly enjoyed by the competitors on their return from their visit to St. Michael's Mount.



Awesome reeches!

Monday was expected to be the day for the heavy weights. A good stiff breeze welcomed all the competitors for the start of race 3 but unfortunately the forces of nature conspired to cause 6 competitors to retire. Colin Stephens and Mike Greig sailed a clean race with the only traffic being at the first windward mark where they found themselves trailing club mates Jeremy Williams and Roger Curnow, but this was only short lived as they managed to roll them by the gybe mark and sailed away to an untroubled lead. Martin Cooney and Pete Frith made a huge come back in the race, as some boats chose not to fly the spinnakers down the reaches and allowed Martin and Pete to power their way through to take a second place finish and Richard & Mark Hartley third.

Race 4, and the breeze was still up. Again it was those who started late that took the advantage of the starboard lift. The gods were shining over Colin and Mike who again rounded first and again sailed off enjoying the reaches, and kept their concentration to not make any silly mistakes and not even contemplate leaving the kite in the chute. Martin Cooney and Pete Frith had well and truly put their first day blues behind them and again powered up to second, and ahead of the Hartleys in third. The experience of Andy Barker and Peter Greig managed to rescue a fifth place finish with a spinnaker pole that refused to work and kept unclipping itself from the mast-even on the runs!!

Tuesday. No sun, but the wind blew again. The day's races could have gone any one of five ways: Rob Larke and Robin Hobson showed good speed and were clearly starting to gel as a team; the reigning champions Martin and Pete provided a consistent threat in the enjoyable breeze; Richard and Mark Hartley-if they were given the chance to foot off and get away, who knows when you would next see them; and also the Mount's Bay combinations of Andy and Pete and Colin and Mike who trialled these conditions a week before the event, but unfortunately that ended in injury!!

The pathfinder was across the fleet in exceptional speed, catching a few boats out when they miss-timed their approach. Martin and Pete sailed well and took the lead early down the first reach, which they held on to comfortably to take the win. Colin and Mike had to get through Viola and Mike Scott and George Odling with Simon Spears to reach second place, while Richard and Mark squeezed through the fleet and slotted in third by being the only boat to try something new and hit the left hand corner on the beat.



Heather & former Chairman Osgood shifting

Race 6, and if Martin and Pete had another good result, the Championship would go to a last race decider. Colin and Mike, who after leading the table for the whole event, were looking for the result and hoped to take the event with a day to spare. Martin and Pete started early and Colin and Mike late while Andy Barker and Peter Greig sailed up the middle of the beat. At the first mark Martin and Pete came in from the left and rounded first with Andy and Peter second and Colin and Mike only in 6th. A clean hoist by Colin and Mike combined with a poor one by Andy and Peter meant Colin could squeeze up to third, but with the boats splitting on the beat, Colin and Mike rounded in front of Andy and Peter. Colin and Mike worked hard to try and catch Martin and Pete but it wasn't enough and meant it was all to play for in the last race.

Tuesday evening, and the competitors enjoyed a trip to St. Michael's Mount, were greeted by the castle tenants, James & Mary St Aubyn, and allowed to tour the castle. On their return they enjoyed the pasties donated by Mount's Bay Pasty Co.



The Bowdens in front of the Mount

Wednesday, and the final race held the outcome of the National Championships. Peter Jelliss (Race Officer) postponed the start for 45 mins and then wanted all competitors on the water. Once launched the start was postponed again, and as the rain fell and the wind dropped it was again a difficult task to get the course laid. Colin and Mike tried to force Martin and Pete into a mistake at the start but with them starting near Richard and Mark Hartley, who were themselves searching for Andy Barker and Peter Greig, Colin and Mike took the chance to clear their wind and get to the right hand side, as did Andy and Peter while Martin and Pete stayed to the left and they took the gamble of going all the way to the corner.

Andy and Peter rounded second behind Mick Greenwood, with Colin fourth behind Jon Batt and Nick Broomhall. Colin again sailed to the right hand corner and managed to roll over the top of Jon and Nick and also pipped Andy and Peter to the windward mark, but after a storming beat, Martin and Pete rounded third. The three boats sailed down the run, but as the wind had swung, it was a fetch back to the windward mark and to the delight of Colin and Mike, the Race Officer shortened the course and crowned a new champion for 2009. Martin & Pete finished third to secure second place overall, whilst Andy and Peter had to settle

for 3rd.

Photographs © photolounge.co.uk

Other Perspectives:

Day 1 Reports:

Alexandra Willis (age 12)

It was a bit scary out on the water. Race 1 was very scary, although the wind dropped off during the race. It was really good fun though! The waves were big and the wind was light and fluffy. We finished 13th! YIPPEEEE! There were lots of boats, and it was raining and the water kept on going in my eyes, so I couldn't see where I was going. It got very misty during the second race, and we nearly capsized, because the waves were big, and we did a really bad tack, in which I dropped the mainsheet, in the cleat, on the wrong side of the boat, and I dropped the tiller at the same time. We carried on racing though, and we came 25th! It was great fun! I am looking forward to tomorrow!



Hointing Spinnakers

Jon Batt (age 29¼)

Classic Mount's Bay conditions greeted us for the first day's racing F4-5 and 6 foot waves. Unfortunately wind strength reduced for the points races so we raked the mast upright and off we went. It soon became apparent that going right up the beat was paying, which put us in the top ten. We held onto eighth until the stares of Martin Cooney and Pete Frith wore us down to 9th place at the finish. The conditions stayed the same for the second race. We started so late on the gate that the gate was closed and had to duck down but somehow still ended up 4th at the windward mark and after two good reaches 3rd at the leeward mark. Hanging on to 3rd would have been great, but Andy Barker and Richard Hartley spoilt the glory. Even so, ending up 5th left us delighted with the first day

A hard day's racing (I wish I was still 29¼) and off to refresh in the bar looking forward to more of the same tomorrow.

Viola & Michael Scott

We sailed out to the course in big winds ready for a testing day. The practice race was notable for the general recall in the first gate start caused by Russ Gardner T-boning the pathfinder. Should definitely have gone to Specsavers. Halfway up the first beat the wind suddenly switched off and veered to the west greatly assisting those on the right of the course, but leaving all competitors wallowing around under powered in enormous waves. The change of wind direction meant a lengthy wait for the start of the first points race as the wind gradually tracked back to the south and the course could be re-laid. The wind gradually returned, and the last race of the day felt better as us pond sailors started to adjust to the conditions-9th place for us and a welcome return to the beach after a long day on the water.

Day 2 Reports:

Alexandra Willis

I got a bit scared today. We capsized 3 times in the second race! It was good fun! Someone (not us) managed to get their spinnaker caught around one of the club racing buoys! It looked really funny. We came 21st in the first race, and 36th in the second race, despite the three capsizes! We managed to tear the spinnaker in three places, and bend the spreader! It was good fun, but it was very windy, and mildly wavey!



The Think Tank (Cormie & Grant)

Andy Barker & Peter Greig
(feeling older than they did on day 1)

Another classic Mount's Bay day, and again local boat 1116 sailed by Colin Stephens and Mike Greig was the pick of the bunch and dominated both races in peerless fashion. A dry day and building breeze was enjoyed by all. Spinnaker pole issues put pay to a result for us in race 1-by the time we had slipped back to 10th place in the standings we called it a race and returned to shore to remedy the issue. Race 2 provided a good close battle (except for Colin & Mike who did a horizon job on us all!). Generally the right hand corner of the beat was favoured, although there were occasional gains to be had out on the left for the brave few-this was our saviour more than once-most particularly on the final upwind leg where we avoided cover and gained 2 places. The reaches were hard and fast, and all but Mike & Colin decided to take the 2 sail option on most occasions. The forecast for tomorrow is even more breeze, so sorry for the lack of detail, but I'm off to bed!

Ian Little & Rob Shaw

Another clean start had us heading out to sea on starboard. Hedging bets up the middle of the course didn't pay off as those who hit right benefited from a last minute shift. We rounded the windward mark in about 10th place with boats bunching up in front and behind. The first reach was right on the limit of what our new monster kite would take, the second reach being more comfortable. Spectacular racing in clean waves, force 4 winds, surfing in toward the mount.



Rob Shaw and Ian Little blasting along

Steady progress ensued and lying just inside the top 10, disaster occurred at the windward mark as we first hit it then blew over against it, filling up. The subsequent turns allowed several boats through including the two Kielder boats who found the whole episode highly amusing. Fortunately, two reaches and a sausage later, found us in 15th, not where we would like to be but when the sun and breeze are in abundance in Mount's Bay, who cares!

Day 3 Reports:

Alex Willis (age 12)

Wet, wet and windy. Today was good fun once we were out there. We came 16th and 20th! It was good fun! On the way in, we got hit by a squall! Force 8, which was very scary! We got flattened! **(You weren't the only ones! Ed.)**

Dr Dolittle aka Adam Ellery

As one of the larger members of the Osprey fleet, I was able to use my weight well on another windy day at Mount's Bay (and almost had to hike). I must confess to ignoring Pickers call of Starboard on the first beat which elevated my position some-

what. It was also fortuitous that 3 of the top boats suffered breakages and several others had mishaps. However, if you are a Cornish pirate, you take whatever flotsam washes up, hence me finishing fifth and being volunteered to write this report. In the previous race I finished 6th-another nosebleed position, just behind the Stig. I thought that I had him nailed when I saw him capsized on the run but he was lucky to right his boat and round for the last beat just ahead of me. Tomorrow is due to have more wind-bring it on!



White Star in a tightly-fought reech

Mick Greenland & Lee Marriott

After successful repairs to 1322 on day 2, collecting 2 non finishes, the chase was on to catch up on our postion from day one. Strong winds and heavy swell presented us with a new challenge. As one of the lighter crews in the fleet, conditions proved challenging yet thrilling. Speeds of 15 to 20kts were reached by all of the fleet with or without the spinnaker. The day's first race start was reasonable with us settling into 10th position at the windward mark. The decision to use only two sails for the tight reach was a mistake and several positions were lost, this was not repeated on the next set of reaches and good boat speed allowed us to keep up with the heavier boys. As a result we continued our good speed upwind and on the second lap we pulled back a couple of places. After an increase in wind strengh, conditions became more interesting, but we only lost 2 places. We finished the race on a moral high and ended up 15th. The second race of the day saw an even better result when we rounded about 15th, and with others breakages, this allowed our maintained position to end up as 12th. After a tiring day 1322 aptly named 'Peek a Boo' showed her true colours when a squall came through flattening her and showed off her rear end for all to see.

Ken Brown

On day 3 the heat turns up, with wind blowing a steady F5 and huge waves. These were the most demanding conditions yet. For the first race we made some changes to the rig with some position change results upwind. We managed to keep the boat upright offwind, having some moments at the corners but avoided swimming and came in 24th position.

For the second race, further adjustments to the rig were carried out resulting in an improvement in position on the morning, with a 15th position. As the days proceedings came to a close, a squall hit, heavy rain and 40+ knots making the return to beach rather interesting. Safety cover attended several capsized boats with a mast break to John Shenton's blue mean machine. All returned safely. All in all an exciting and rewarding day resulting in moving up the rankings from 22nd to 19th on day 3.

Day 3 Summary:

Colin Stephens' seemingly unasailable lead has been eroded. The current National Champions Martin Cooney and Peter Frith have been creeping up towards the lead and with 2 bullets today to add to their 1st and 2nd yesterday it all comes down to the last race. If the series was decided by discards it would all be over, but tomorrow the fat lady sings: if Cooney/Frith score a bullet, the series is awarded by last race position in the event of a tie. If the race is cancelled because of high winds, then Stephens, crewed by Mike Greig have it based on discards (3 versus 8). If the race is sailed and Cooney/Frith score lower than first Stephens has it.



The Hartleys in the sun in front of the Mount

3rd and 4th places are a straight shoot out between Andy Barker/Peter Greig and the Hartleys-identical on points and discards with Barker having finished the day's last race holding the overnight advantage. Rob Larke and Robin Hobson, having had 2 race mishaps cannot now challenge and hold a 3 point and discard advantage over the trailing pack of 3 boats.

Race 5

As has been the norm, the pathfinder has an advantage and George Odling crewed by Simon Spears in the most succesfuly Osprey ever (Infidel) led the pack round the windward mark. Cooney/Frith led the catch up and had taken the lead by end of the first reach. A decision by Larke/Hobson not to fly the kite on the second reach, which initially looked to be the right decision, meant that they dropped off and the five boats in front opened a gap. George Odling then had kite trouble at the drop and over they went. Larke/Hobson banged left away from the oft-favoured right and came back into contention. By now the order was Cooney, Stephens, Hartleys, Barker, Larke. On the final run Barker stuffed it in, but recovered to a distant 5th just ahead of the next pack, the lead four boats being within 60 seconds of each other.



And stop...

The second race started in slightly more wind and at the windward mark it was the usual suspects at the front, Cooney led Hartley (both had started early and benefited from a 10 degree shift over those that started later), Larke was third followed by Stephens and Barker. At the gybe mark the rudder pintle casting failed on Larke/Hobson's boat and it was race over for them. The Hartleys then had their outhaul blow on the next beat and likewise for them. All interest in the rest of the race wained for this author, surfice to say it was Cooney/Stephens/Barker at the gun. The benefit, and there is always a benefit, was that we were stood in the bar with a consolation beer when the squall blew through.

For the final day there are 3 weather forecasts with the lowest being 20 knots and highest being 50. The fleet is tired, battered and exilerated with Mount's Bay at its best and Cornish beer being the cheapest in the land (£1.60 for a pint of Ruddles!)

Day 4 Reports:

Alex Willis (age 12¾)

Helm to the flying white boat from HISC.

A bit boring! We were sent out about an hour before the race actually started, because they put up a postponement. It was cold and wet because it was raining, and the clouds brought a dense and chilly atmosphere with it. In the actual race, we came

11th! It was good fun! They did shorten course because the wind completely died! It was cold but good fun!

Barry Reynolds

After a long wait and testing time for the race officer, the wind finally settled long enough for him to lay a course. Poor visibility, slight sea and shifting winds looked for a difficult time ahead. We banged right as it normally pays with winds swinging from Southerly to Westerly. We tucked up on the gateboat and the wind swing meant we nearly took out his outboard. We were 7th round the windward mark, the first reach was broad because of the swing and we gained 2 places that we held to the finish.

Russ Gardiner (badly missing Dave)

A consistent theme with more waiting for the ever variable wind to settle on day 4. Eventually, after a long cold shower we were off. With a poor start we recovered reasonably by going up the right side of the beat to round the windward mark respectably. After 2 steady reaches the second beat was more successful, as we gained a few positions, only to lose them on the run by not gybing immediately on the mark to take advantage of the wind shift. The final one sided beat to the finish was fairly uneventful, but for drifting off into thoughts of what could have been with Dave's downwind spinnaker skills!

Robin Hobson, Crew on 1206

Many thanks to Rob Larke (and Mike Pickering for organising it) for stepping into the fold at a late hour. Rob had not sailed an Osprey before and a windy Mount's Bay was a baptism of fire. 1206 is a thirty year old Creasy boat that has been pimped and brought up to date and in this, her first real test since upgrade, she performed beautifully. We had a mixed bag of fortune, showed real pace most of the time, had a couple of ultimately expensive incidents whilst lying 2nd and 3rd respectively, but were pleased to be in the mix at the front of what is a very competitive fleet. Moments to savour-the inclement weather in July in Cornwall, the wild reaches, the price of the beer and the warmth of hospitality in MBSC, the quiet chats with the boys from Sheppey, the weather, the pasties-the craic. Thanks for a brilliant 4 days. Roll-on Porthpean next year for more of this.

Viola Scott, Helm 1314, Think Again

We were looking forward to a week in sunny Cornwall but not really surprised to be greeted with wet weather and strong winds-indeed we relished the challenge! As a light crew accustomed to ponds, the big waves took getting used to but we raked back and set to. The competition was strong and all our efforts only got one result in the top 10 in the first two days and our Kielder compatriots were leaving us behind. Then just as things were looking up on the third day, after some fabulous reaches, we had complete rudder failure leading to a terrifying tow back in, in what felt like huge seas. That left us counting a DNF in our total. Day four and we required a result! Things started well but a bad decision on the run in fading winds saw us slip to 12th. However that was enough to move us back up the results to 15th overall.



Lee Whitehead Photography

All images from the Osprey Nationals 2009 are online for available to view and purchase.
If you have any questions or need anything feel free to contact me.

9 Carwynnen Close, Praze, Camborne, Cornwall, TR14 0JY, e: info@photolounge.co.uk - m: 07887 573135

2009 Osprey Nationals Results

Pos	No	Sail	Boat	HelmName	CrewName	Team	Total	Nett	R1	R2	R3	R4	R5	R6	R7
1	5	1116	Lethal Weapon	Colin Stephens	Michael Greig	MBSC	11	6	(3)	1	1	1	(2)	2	1
2	16	1290	Swiftwun	Martin Cooney	Peter Frith	PYC	25	9	(8)	(8)	2	2	1	1	3
3	2	1299	Georgia	Andy Barker	Peter Greig	MBSC	63	14	1	3	(DNF)	(5)	5	3	2
4	25	1342	Best Chance	Richard Hartley	Mark Hartley	CSC	68	17	4	4	3	3	3	(DNF)	(7)
5	32	1206	Indecision	Rob Larke	Robin Hobson	SSC	118	30	7	2	9	8	4	(DNF)	(DNF)
6	14	1317	Bird of Prey	Rob Shaw	Ian Little	KWSC	55	30	2	6	8	(15)	(10)	8	6
7	8	1296	White Star	Jeremy Williams	Roger Curnow	MBSC	90	33	5	7	6	4	11	(DNF)	(13)
8	22	1339	Thomas Too	Adam Ellery	Christopher Ryan	MBSC	94	35	12	(DNC)	5	7	6	5	(15)
9	18	1311	Oh Spray	John Batt	Nick Broomhall	BSC	97	39	9	5	(14)	(DNF)	12	4	9
10	35	1085	Infidel	George Odling	Simon Spears	RSYC	100	44	11	(12)	7	9	7	10	(DNF)
11	43	1331		Will Odling	Stuart Maunder	RYA	135	47	10	14	4	(DNF)	13	6	(DNF)
12	6	1340	Arnold Layne	Mike Pickering	Mike Priddle	MBSC	78	47	6	11	(13)	11	8	11	(18)
13	28	1337	Baa Baa	Paddy Lewis	Tom Holland	KWSC	90	48	(23)	(19)	10	12	9	7	10
14	42	1280		Steve George	Mark Somers	MBSC	147	59	(DNF)	15	11	10	(DNF)	9	14
15	11	1314	Think Again	Viola Scott	Mike Scott	KWSC	153	65	15	9	16	13	(DNF)	(DNC)	12
16	3	1322	Peek a Boo	Mick Greenland	Lee Marriott	IoSSC	154	66	19	16	(DNF)	(DNC)	15	12	4
17	37	1234	Later	Barrie Reynolds	Matthew Skewes	MBSC	138	69	17	13	20	14	(25)	(DNF)	5
18	9	1195	Another One Bites the Dust	Richard Marshall	Rob Kemp	PYC	108	71	14	10	(18)	17	16	14	(19)
19	24	1334	Back Again	Russell Gardiner	Paul Jones	CSC	142	78	18	(20)	12	19	(DNF)	13	16
20	40	1291	Waimanu	Alex Willis	Nick Willis	HISC	142	81	13	(25)	21	(36)	20	16	11
21	21	1335	Kymothoe	John Shenton	Jonathan Gibbons	WSC	133	83	(24)	18	15	18	14	18	(26)
22	30	1199	Merlyn	Chris Winzar	Simon Pryce	PSC	133	86	20	17	(23)	21	(24)	20	8
23	19	1338	Curved Air	Ken Brown	Chris Butters	IoSSC	145	91	16	(30)	19	(24)	19	15	22
24	33	1292	Light & Bitter	Paul Heather	Jonathan Osgood	WSC	147	100	22	21	(24)	(23)	21	19	17
25	1	1341	Blackbird	Nick Jones	Arthur Butler	RYA	194	106	(DSQ)	27	(DNF)	16	17	17	29
26	4	1276	Jennifer	Alec Mamwell	Angela Mamwell	CSC	162	112	(25)	23	22	22	22	(25)	23
27	23	1004	The Think Tank	Peter Cormie	James Grant	MBSC	189	117	27	24	(28)	28	18	(DNF)	20
28	29	1088		John Bowden	Tim Bowden	WSC	210	122	26	28	26	20	(DNF)	22	(DNC)
29	12	1336	Hoof Hearted	Chris Saunders	Rob Smith	IoSSC	187	122	21	22	(34)	30	(31)	24	25
30	20	1155	Silver Spray	John Mills	Carolyn Mills	SSC	193	127	28	31	(33)	(33)	23	21	24
31	15	1325	Seaing Red	Robin George	Nicola George	GMSC	202	133	30	29	(35)	(34)	30	23	21
32	38	1294	All Torque	Roger Edwardson	Robert Edwardson	KWSC	218	142	29	26	30	(32)	29	(DNF)	28
33	26	425	Blue Bird	Claire Sharp	Rebecca Knee	MBSC	219	148	31	33	(36)	(35)	28	26	30
34	27	1272	Yabba Dabba Doo	Alan Laing	Steve Brown	PYC	243	155	(DNC)	(DNC)	17	6	DNC	DNC	DNC
35	36	1177	Puma	Ian Deeley	Antony Shaw	DWSC	246	158	(DNC)	(DNC)	32	29	26	DNF	27
36	31	521	Geronimo Rides Again	Don Pipes	Greg Byrom	KWSC	260	172	32	32	37	(DNF)	27	(DNF)	DNC
37	10	1329	Fish for Tea	David Springett	Jerry Dixon	BSC	270	182	(DNC)	(DNC)	25	25	DNC	DNC	DNC
38	41	1183	Hydrobates	Lee Allen	Chris Goymer	IoSSC	274	186	(DNC)	(DNC)	27	27	DNC	DNC	DNC
39	34	1295	Big Girls Blouse	Peter Reeves	Stephen King	PYC	275	187	(DNC)	(DNC)	29	26	DNF	DNC	DNC
40	13	1181	Magician	Willy Crichton	Brian Kelly	RCC/OSC	282	194	(DNC)	(DNC)	31	31	DNF	DNF	DNC
41	17	1197	Bus	Mark Mahwhinney	Chris Both	IoSSC	308	220	(DNC)	(DNC)	DNF	DNC	DNC	DNC	DNC
41	7	529	Ripple	John Beasty	Simon DeJong	IoSSC	308	220	(DNC)	(DNC)	DNF	DNC	DNF	DNC	DNC
41	39	555		Roger Taylor	Jenny Taylor	IoSSC	308	220	(DNC)	(DNC)	DNF	DNC	DNC	DNC	DNC

Osprey National Championships - Prizegiving

A few drinks, prizes and speeches. Here are a selection of photos from the celebration at the end of this year's Nationals.





















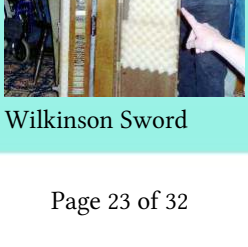


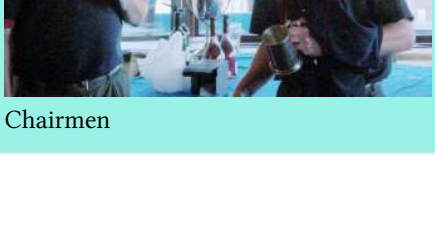







2009 National Champions


Wilkinson Sword


Chairmen

Burnham Week & Gul GP Event, Royal Corinthian YC, Aug 29th - 31st

Reports by Alec and Angela Mamwell, and Helen Shaw

Angela and Alec's report:

We really enjoyed participating in the Osprey part of Burnham Week. The weather and the wind were excellent and the courses interesting, testing and good fun-something often forgotten these days!

With only nine stone on the wire we struggled to get the best out of the boat in the lively conditions. Our worst moment came after two and a half hours racing on the Saturday, when, a hundred yards from the finish, we were taken aback by a vicious gust concealing a twenty or more degree shift which rolled us in to windward with the crew on the wire. The subsequent inversion saw us testing the quality of the Burnham mud and we can afirm that the mud is very sticky! Despite this, and what seemed an age to right the boat, we only lost one place.

Our most enjoyable moments were during the Monday race when we enjoyed some full-on two sail reaches. We particularly enjoyed riding the Dragons tail-surfing on their wake-when we got mixed up with their race for a few legs. Flying past them whilst they made stately progress was particularly satisfying.

A word of thanks to The Royal Corinthian for organising and hosting this very enjoyable event would seem most appropriate, along with further thanks to Rob and Helen Shaw for their part in the planning and making sure that all competitors had a cracking time. We hope that we will be in a position to come again next year.

Helen's view of Burnham Weekend '09

Wow what a weekend... As most of you know Rob & I shared many a happy time competing in our youth & every time we went down to visit family we always talked about doing Burnham week again. Four years ago we decided to have a go at bringing back this fantastic event to the fore of the Osprey circuit. One of the things that always made Burnham stand out was the fantastic mix of social & sailing-where else can you have a great sail followed by Pimms on the balcony?

Once we decided to go for it Rob's enthusiasm knew no bounds. At every open meeting he beat the drum about how great it would be to attend Burnham-no easy task as it falls on the August Bank holiday weekend. So when 4 boats joined us that first weekend it was great. The Friday night there we went for a curry in town, the Saturday we held an impromptu BBQ & on the Sunday the Royal Corinthian very kindly organised a meal for us in the trophy room. All this on top of a party on every night in one of the yacht clubs within the half mile radius of the Royal Corinthian. With Rob's parents kindly sponsoring the prizes everyone went away from the prize giving with something to remember the weekend by.

So we wondered-could we build on the numbers and perhaps get 10 boats in 2008? Robert's parents very kindly agreed to continue to sponsor the event, Wendy Eagling the club side & Roger Mant the rescue cover, which left Rob to bang his drum & myself to liaise between the parties & keep everyone informed as to how we were doing on numbers. As the BBQ had proved to be popular the first year, we decided that this would be our contribution to making the event special and memorable. It worked! We had 12 boats and 11 competed. Which brings us to this year... 15 boats mmmmm?

Mike Pickering agreed to the regatta being a Gul event and we had an amazing 16 boats competing in near perfect conditions. The sun shone, the wind blew and the Pimms flowed and the Saturday BBQ was a huge hit. I took over my daughter in law's kitchen, & with the help of my 4 year old grandson Joshua, we produced enough food for the BBQ. But the Osprey fleet as always showed their appreciation & kindness by (unbeknown to us) organising a collection, which they presented to us at the dinner on the Sunday evening. Poor Rob for the first time in his life was at a complete loss for words, so well done guys-for once you shut him up! The Saturday BBQ was always considered as our contribution to making Burnham part of what it was & what we wanted it to be. We did not want to make it an added cost to our friends who joined us, and therefore we decided that we would split the collection between Essex lifeboats & the North East Air Ambulance service.

So next year... 20 boats is the aim, so if you have not been in the last 3 years don't just take our word for it, speak to the other guys who came this year to hear from them how much fun they had. The trolley dollies Janet, Jill & Steph have been booked, and yes, I will be doing the BBQ on the Saturday night & I have booked my daughter in law's kitchen in advance along with Joshua's help. This time we will have a box for any donations, which again will be split between Essex Lifeboats and the North East Air Ambulance-so sorry, Rob will still be talking! We have already booked the trophy room for our dinner on the Sunday, Roger Mant with rescue cover as well as taking some fantastic photos, Rob's parents to sponsor the prizes and (bless her) Wendy of the Royal Corinthian.

So if you feel like having a great fun filled weekend with fantastic sailing amongst some super yachts in great company at a unique event and a unique venue pencil in August bank holiday weekend next year and bring the family because they will just love it-don't take my word-ask some of the other wives.
Love Helen xxx



Photo © Rod Tinsley

Results (Note: R1 did not take place)

Pos	Sail	Boat	Club	Owner	Pts	R2	R3	R4	R5
1	1317	Bird of Prey	KWSC	Robert Shaw	4	1	(3)	2	1
2	1340	Arnold Layne	MBSC	Mike Pickering	4	(2)	1	1	2
3	1177	Puma	DWSC	Antony Shaw	11	(7)	2	5	4
4	1336	Hoof Hearted	IoSSC	Chris Saunders	11	3	(6)	3	5
5	1337	Baa Baa	KWSC	Paddy Lewis	11	(4)	4	4	3
6	1182	Light n Bitter	WSC	Jonathan Osgood	17	6	5	(7)	6
7	1335	Kymothoe	WSC	John Shenton	20	5	7	(8)	8
8	1338	Curved Air	IoSSC	Brown/Butters	22	8	8	6	(17)
9	1341	Blackbird	RYA	Nicholas Jones	28	(17)	9	9	10
10	1276	Jennifer	CSC	Alec Mamwell	29	(10)	10	10	9

A Lifetime in Ospreys. Part 2

Nick Jones

Well, in the last Newsletter I told you how I first came to be sailing an Osprey, having bought my first boat and done some initial events with Keith Dingle. We then came to our first National Championships at Tenby, south Wales, in 1188 Popocatepetl. Travelling down to Wales was a long journey but then we were all excited about our first Nationals. Arriving in Tenby with a boat in tow for the first time was an experience to say the very least-the narrow roads and particularly the tight turn down into the club. There were Ospreys everywhere, both in the car park in front of the club and the tiny beach beside it. This was good for a newbie as everyone was close together and we soon made friends with other Osprey sailors.

We had no real expectations of good results, but were there just to have fun-and that we certainly did. The weather was excellent and with wind and bright sun everyone was burnt to a chip. The only race that stands out in my mind was where I first met one of my many Osprey friends. Keith and I were well at the back going up the second beat, with about four boats behind. We rounded the windward mark and popped the kite for the run, which had turned to a broad reach. Rounding just behind was this blue boat called Vitamsea. Keith was by now hard out on the wire and we were trucking down the reach, when suddenly he was enveloped in spinnaker! We cried protest and all the other boat did was to carry on regardless, taking Keith clean off the wire. When we returned to shore I lodged my first ever protest and this was when I met Don Flannery for the first time. In the hearing all he could say in his defence was "he luffed very hard". Whether I did or not I cannot say. Needless to say, as that was Don's defence, we won the protest and made a great friend along the way. The week as a whole was very enjoyable and despite our poor result, Keith and I resolved that it would not be our last Nationals-little did I realise I would still be doing them in 2009. I still remember my first Nationals in a special way and I would love to return to Tenby in the next few years.

After the Nationals we went back to the club resolving to improve our sailing. Our next event was the Jack in the Basket at Lymington, which in those days was the traditional end-of-year sail. Keith and I arrived early and were putting the boat together when we noticed the jib tack was lifting from the foredeck. Feeling a bit fed up we started to de-rig. Then I learnt something else about our fleet, which still exists now. Nick Willis came over and said "We'll get it sorted". He went off and came back with a new rack. "Now we need someone small enough to go in the tank". He then called Samantha Mant over, thrust a spanner in her hand and sent her up in the tank and all was duly fixed and off we went. I cannot remember any more about the event but that led me to realise what a great set of people the Osprey fleet were. Keith and I spent the winter and following summer practicing and our next event was the Nationals at Poole.

We arrived at Poole and they decided they were going to do some scrutineering and, guess what? My mast was too far back-well at least the said scrutineer thought so. He still sails in the fleet occasionally, so I won't name him, but even with another name a Rose can smell as sweet. Keith and I could not get the mast to step as the shrouds were now too short… Anyway to cut a long story short, Nick W came to our rescue again and sorted out the measurement and everything was in fact OK.

The event was good fun, apart from the long sail out, which even in my early 30's was quite taxing. My only sailing memory of the week was an enormous shift up the last beat, which resulted in us passing about 15 boats.

Our next National Championships was my first visit to Mount's Bay. This was my first windy Nationals, and where I started to gain my reputation as being injury/accident prone. We only managed to finish one race, but in those conditions that was no mean feat. I think it blew force 6 all week. On the Wednesday Keith and I were hit by a massive gust and I was thrown into the mainsail, banging my head on the mast just below the spreaders. This resulted in me getting concussion, which was to occur again 20 years later, with another visit to Penzance Hospital, but more about that in a few years time. I enjoyed the Nationals as a whole, but this was Popercatoptle's last Nationals with me, as in the autumn I bought 1233-the Nationals winning boat. Well, that brings me to the end of 1986 and the rest will have to wait for my next instalment.

Nick Jones.

To be continued…

Mount's Bay Open, MBSC, Sept. 5th & 6th

MORE THAN JUST A NATIONAL'S HANGOVER IN MOUNT'S BAY

Report by Mikey Greig

After the excellent quality sailing and the local successes at the National Championships a month earlier, Mount's Bay Sailing Club always anticipated that visiting sailors might be thin on the ground for their 2009 open meeting and the Panmorra Cup competition held in September.

Saturday provided a steady 3-4 South westerly breeze, and the locals turned up in expectation of at least a few foreign faces and rigs going up. Unfortunately this was not the case, and even the local turnout was poor. Fortunately, Mike Pickering had organised the services of Peter Greig to compete with at the front end of his MK 4 (1340), while three MK 3's of Steve George and Tom Somers (1280), Peter Cormie and James Grant (1004) and the newly crowned National Champions, Colin Stephens and Mike Greig (1116) provided the remainder of the competition.

In race 1, Mike Pickering and Peter Greig got off to a flying port-tack start and made good height up wind to lee-bow the close competition and develop a comfortable lead. With Peter still finding his feet in the front end, the slick team work of Colin and Mike in a fluctuating breeze meant that the gap was closed down. They eventually over-hauled them after the penultimate gybe, as Mike & Pete suffered from a spinnaker sheet over the end of the boom. The race finished with 1116 in 1st, 1340 in 2nd, 1280 in 3rd and 1004 in 4th.

In race 2, Colin and Mike got the best start and held the lead until the last lap, when their spinnaker pole up-haul broke, compelling them to sit out the last two reaches under just two sails. Anybody who will recall their peerless reaching display on day 2 of the Nationals will perhaps then understand why the chasing fleet (unaware

of the breakage) were also nervous to fly their spinnaker on the reaching legs!! Ultimately however, Steve & Tom had enough legs to pass Colin on the second, broader reach, to win, but Mike Pickering's attempt to do similarly was halted by a shortened course. So Colin was spared blushes and finished 2nd, with Mike Pickering in a frustrated 3rd and Peter Cormie in 4th.

Due to the poor turnout no food was organised, but plenty of alcohol was consumed. It is not clear whether late night communication issues resulted from the alcohol consumption of the caller or the limited vocabulary of the staff in a nearby takeaway, but eventually a pizza and kebab buffet was organised for the hard core few that stayed the distance to the early hours.

Day 2 dawned with a similar breeze, but was more overcast. In race 3, Mike Pickering rounded the windward mark second but showed some serious downwind speed and was able to roll over the top of Colin and Mike soon after the gybe, and threw down the gauntlet. The lead was however short lived, as a better running technique allowed the gap to be closed and a pass made. Steve & Tom were also not far off the action, and a slow hoist on the 2nd triangle by Mike & Pete meant another position was conceded. It ended with Colin 1st, Steve 2nd, Mike 3rd and Pete in 4th.

In race 4, Colin again made the most of the ever improving downwind legs and pulled out a comfortable lead to take the race and the event overall, with Steve (2nd) beating Mike (3rd) to take second overall, and Peter Cormie again in fourth. As that sequence of results meant that there could be no change to scores by completing the final race of the series, the competitors voted with their feet and retired to shore.

MBSC would like to extend warmest thanks to the club volunteers on the water for running the event-they actually outnumbered the competitors!!

Pos	Helm	Crew	R1	R2	R3	R4	Net
1	Colin Stephens	Mike Greig	1	2	1	1	5
2	Steve George	Tom Somers	3	1	2	2	8
3	Mike Pickering	Peter Greig	2	3	3	3	11
4	Pete Cormie	James Grant	4	4	4	4	16

Osprey Open & Scottish & Northern Championships, Kielder Water SC, Sept. 12th & 13th

Sunshine greeted the thirteen Ospreys who came together at Kielder for the Scottish and Northern Championships. It was fantastic to have two visiting crews all the way from Sheppey, and Martin Cooney and Peter Frith from Poole, as well as regular visitors.

A reasonably steady force 3 from the west propelled Cooney and Frith into a huge lead in the first race. Paddy Lewis and Tom Holland also went well for a 2nd with Rob Shaw and Ian Little warming up nicely with a 3rd. Jon Batt and Nick Broomhall were looking good for a place but unfortunately missed the gate.

In the second race Rob & Ian managed a beautiful port end flyer, somehow threading the needle between Viola & Mike Scott and Cooney/Frith who were on starboard at the pin end. They held on for the win with the Scotts losing a long battle with Cooney/Frith & having to settle for 3rd.

Race 3 started with the Scotts and Mick and Theresa Greenland well OCS and having to sail back. Shaw and Little kept up the good work to score another win, and the overnight lead, ahead of Cooney/Frith and Batt/Broomhall. The race was shortened in a dying breeze but the final run saw much place changing, with Paul Heather and Jonathon Osgood putting in an early gybe to claw back 6 places and finish 4th.

Sunday started windless but the predicted fickle northerly arrived eventually. The race officer had received a resounding mandate for getting away quickly rather than waiting an age for a perfect start line. For race 4 this meant a noisy raft at the committee boat end and a race of very mixed fortunes. Batt/Broomhall and Lewis/Holland pulled out a hefty lead but crossed the finish line to ominous silence-OCS. Shaw and Little had a miserable experience at the windward mark, sinking into their own private hole as the fleet passed them on either side. The race went to Cooney/Frith with the Scotts second, Alec and Angela Mamwell 3rd and skiff specialists Fergus Holland and Paul Turnbull 4th. Fleet returnee, Roger Edwardson, was surprised, but not dismayed, to find himself on the receiving end of two protests in this race.

The final race was characterised by huge swings in the wind. The Scotts picked the right shifts to take the race comfortably ahead of Batt/Broomhall and Cooney/Frith.

So Cooney and Frith took the Championship-two years in a row for Peter, with different jockeys. Many thanks to the very strong race management and patrol teams, and the galley and bar people who delivered the usual excellent Kielder hospitality.

Report by Michael Scott

Pos	Helm	Crew	Club	R1	R2	R3	R4	R5	Points
1	Martin Cooney	Peter Frith	Poole	1	2	2	1	(3)	6
2	Robert Shaw	Ian Little	Kielder	3	1	1	(5)	4	9
3	Viola Scott	Mike Scott	Kielder	4	3	(5)	2	1	10
4	Alec Mamwell	Angela Mamwell	Coniston	5	(7)	7	3	6	21
5	Paul Heather	Jonathon Osgood	Wilsonian	6	6	4	(8)	5	21
6	Jon Batt	Nick Broomhall	Blithfield	(14)	4	3	14	2	23
7	Paddy Lewis	Tom Holland	Kielder	2	5	9	(14)	7	23
8	Fergus Holland	Paul Turnbull	Kielder	9	(11)	6	4	10	29
9	Nick Jones	Arthur Butler	RYA	10	8	(11)	6	9	33
10	Roger Edwardson	Robbie Edwardson	Kielder	7	10	8	(14)	8	33



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



READY TO RACE: with aluminium spars and Dacron sails

£7,995 incl. VAT

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.

mark@hartleylaminates.co.uk
01332 369751
Hartley Laminates
Parcel Terrace
Derby
DE1 1LY
www.hartleylaminates.co.uk

Osprey Association
For more information and membership visit
www.ospreysailing.org

OSPREY

www.hartleylaminates.co.uk

Gybing in 30 Knots

Martin Lewis (Poole YC) investigates some mis-information and gives some tips on how to gybe in difficult conditions

Many years ago I was sailing a transom sheeted 505 in a well attended open meeting in Christchurch bay. The wind was howling and the course was littered with upturned boats. To gybe you had to pull in the mainsail as far as you dare, run by the lee until the the boom started to lift and then slam in reverse helm as the boom crashed across the boat, and this was all done facing aft! If your timing was good and you had judged the wave correctly you would survive.

In those days Paul Elvstrom had a great influence on sailing and had described in his book how to do a perfect gybe. He said the centreboard should be only a third down as otherwise you would trip over it. This was accepted without question and for years the gybe mark was a disaster area. There were only two boats that didn't capsize at Christchurch and both used two-thirds plate. The problem with using a third plate is not the gybe itself but the likely roll to windward, immediately after the gybe.

So how do you gybe an Osprey in 30 knots? First of all you need to reduce the force on the mainsail as much as possible. There are three ways to do this, firstly fly your spinnaker, it is much easier to gybe with the spinnaker up. Secondly you need to gybe the boat at maximum speed surfing down a wave. Thirdly you can release the kicker a little to allow the top to twist off. If you let off too much the boat will become unstable. Releasing the kicker also keeps the boom end away from the water if things get a little out of hand! Set the centreboard to half down (the boat is more stable than a 505 so needs less plate).



Osprey 1207 doing her stuff in a blow
Photo © Colloryan

Now the helmsman steers the boat dead downwind, the crew is sat in the middle of the boat muttering his "Hail Marys" and as the boat surfs down a wave the helmsman pulls as hard as he can on the mainsheet, and executes the gybe while steering straight. As the boom slams across the boat the rudder is used to control any roll and this is where you find out just how good your rudder/stock/tiller are. Any slop in the rudder pintles, bend in the tiller or cavitation in the rudder will make the difference between success and failure.

If the boom will not move then your timing is wrong and the boat is not moving fast enough, so wait for the next wave and try again. I will never ask the crew to help with the gybe as if I can't pull the boom over I know my timing is wrong. If the spinnaker is up you will always be able to gybe, but be aware that the spinnaker can collapse on a dead run due to turbulence from the mainsail. This means you should approach the gybe at an angle sufficient to keep the spinnaker pulling properly, and only go on to a dead run at the last minute. Before you gybe, put on both twinners to stabilise the kite.

If it is really blowing the helmsman will not be able to safely steer the boat and drop the spinnaker at the same time, so the crew should come back and drop the kite to the chute, then go forward and remove the pole while the helmsman pulls in the rest of the spinnaker with one hand on the tiller.

The worst scenario is a gybe without a spinnaker in flat water. The force on the mainsail is very high and the trick is to go into the gybe at full speed. This means luffing up to gain speed and rapidly bearing away and throwing the boom across. It is not easy and might justify a tack around if you are not confident of the outcome.

Gybing in 40 knots, not recommended-tried it once and broke the boom!

Martin Lewis

Symmetric Grand Prix, September 19th & 20th, Rutland SC



Report by Jerry Dixon who travels from Belgium to compete at Osprey events

I was asked to write a few words about this year's SGP event at Rutland; it was the first SGP I have attended & before going on, I must say that when I decided to go I had great expectations of a fantastic end of season sail against lots of Ospreys as well as the added dimension of other competing fast classes-Javelins, 505's, FD's Fireballs etc etc. In my mind was a vision of Rutland water filled with an armada of fast racing classes, exhilarating sailing to be had & a lot of ribaldry & rivalry between the classes…

So, imagine my disappointment, having travelled all the way from Nieuwpoort, across the channel & then to Lincolnshire, to find that on a beautifully sunny autumn weekend I was one half of only 3 Ospreys & there were a total of 3 other boats-2 Javelins & a solitary FD. A bit of a serious disconnect between perception & reality this year unfortunately…

As it turned out it was a great weekend anyway; the sun was shining & very warm for the time of year (it was T-shirt weather) & the winds rather on the light side. Consequently the first race was postponed & the pursuit race, starting from the shore, was abandoned. However, I managed to top up my sun tan & as usual the crowd that went were great fun to be with. The conditions on Sunday were also light, so it was an opportunity for the light wind specialists to do well after another season of mainly windy competitions…

It struck me as I travelled home what a disappointment the turnout must have been to those who had gone to all the trouble to organise & advertise the event & to make it memorable for the participants…

We were treated to a dinner at the club in the evening, served very fine food & were plied with drink; the entertainment following the dinner was an excellent disco laid on by the FD team. Due to the rather disappointing numbers there weren't many girls to go round, but I'm sure the lady Javelin team would have had the time of their lives, providing they fall for the sporty, well over 40 types…

I suppose the moral of this story is that the events on the calendar will die if they are not properly supported; Rutland SGP ought to have been a brilliant event given the thought & organisation that went into it. It is an event that nearly everyone can manage to get to, given its location in the

middle of the country &, of course it is a marvellous place to sail. Other years have seen large turnouts of Ospreys, & the class has won the event several times recently.

My sincere thanks to the organizers & to John Shenton for offering me a ride in his freshly repaired (ex broken mast) Osprey. Thanks too, to those other intrepid travellers who all combined to make it another great sailing weekend. Fingers crossed that next year it will be better supported-as it really does deserve to be… **Jerry Dixon**

Rank	Class	Helm	Crew	No	Club	PY	R1	R2	R3	R4	R5	Total	Nett
1st	Hornet	Stangler	Mike Guy	2132	RSC	973	1	(DNF)	1	1	1	12	4
2nd	FD	Toby Barsley-Dale	Gareth Russell	369	WSC	879	(7)	1	3	5	2	18	11
3rd	Osprey	Nick Jones	Keith Dingle	1341	RYA	940	4	3	2	4	(5)	18	13
4th	Osprey	Paul Heather	Jonathan Osgood	1182	WSC	940	5	2	5	2	(7)	21	14
5th	Javelin	Andrew Foulkes	Matthew Bothfield	442	None	926	3	5	(6)	6	3	23	17
6th	Osprey	John Shenton	Jerry Dixon	1335	WSC	940	6	(DNF)	4	3	4	25	17
7th	Hornet	Dawn Barsley-Dale	Pete Hadfield	2072	WSC	973	2	4	(7)	7	6	26	19

Back in *'The Good Old Days'*...

I first saw Ospreys club racing in Mount's Bay when on holiday in August 1971 and later discovered that I had been watching legends such as Robertson, Mathews, Curnow, Woolcock & Roxburgh to name but a few. Not having done any sailing at all, seeing those guys out there with trapezes and spinnakers flying, I decided that I wanted some of that and on returning home went to make enquiries at Bell Woodworking as to where Ospreys were sailed in my area. Chasewater was the place where I met Mark Peek, Alfie Hawksworth, Tom & David Mager.

Tom and David took me for a sail in their boat and I was really hooked-literally! Out on the trapeze in a force five was all I hoped it would be… Yipeeeee! Later that year I came across a dinghy in a canal boat yard. To my surprise & delight it was an Osprey. When I took it over to Chasewater, Mark said it looked more like an Ostrich as it was painted white all over & I mean ALL over. This was to hide……. what? However the price was right, so that was how I became the proud owner of……. Flying Fanny!? A change of name was **most** important! Since I knew nothing about sailing Geronimo seemed to be about right.

That winter Geoff Booth & I spent long hours cleaning all the paint & varnish off. The fore and aft decks were so badly stained, we decided that the only thing to do was to paint them again, but the side decks and cockpit were reasonable so we varnished them, then off to Chasewater for Easter with our red main, genoa & no spinnaker. We spent a lot of time learning by our mistakes & became quite experts at righting the boat after capsizes too numerous to mention. We were persuaded by the rest of the Osprey fleet to go down to Mount's Bay for the Nationals and had a great time. By this time I had invested in white sails and a spinnaker. We did much better than I could have hoped for, & Mount's Bay Sailing Club has been my favourite venue ever since. That was in the days when Geronimo was getting much better racing results than of late & 100+ boats was the norm.

It may be that Greg (who crewed for me in the 2009 Nationals) will be heading back to New Zealand in the near future and if he does, that will be that! I had a superb time sailing with him, & it was great to be back at MBSC, meeting some of my old friends again. I shall be back! However, being at an age when perhaps I should consider making a move out of racing (What do you mean-not before time?!) and that I have been interested in cruising for some time (although perhaps not quite to the extent of T'iasgai's travels) I have bought a main sail with two sets of slab reefing and furling gear for the Genoa. Does anyone know of a Enterprise jib or similar in reasonable condition? The cruise of T'iasgai was first published in the Osprey Newsletter in December 1974 and I thought this extraordinary tale could do with a reprint.

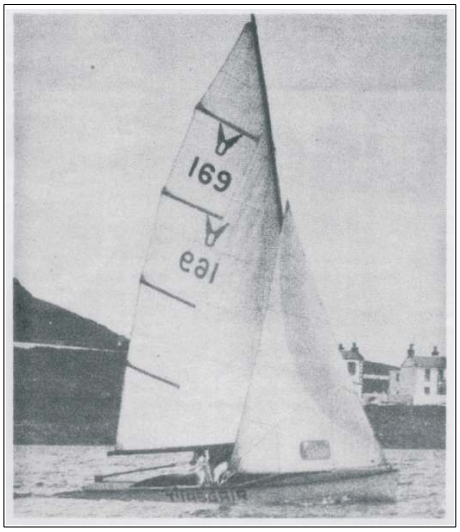
Don Pipes

the cruise of t'iasgair

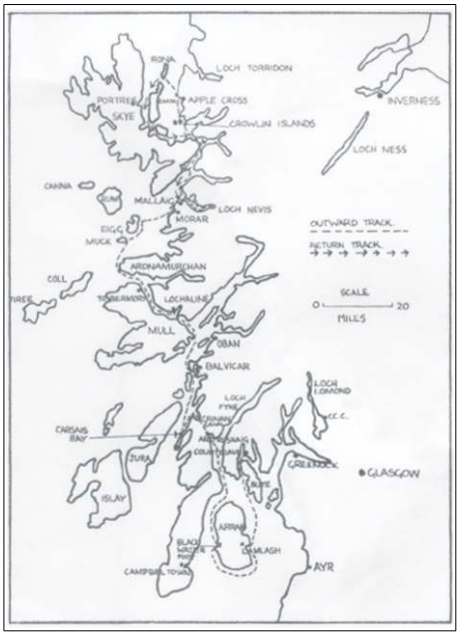
Reproduced from the National Osprey Newsletter 1974

In August of this year we took Osprey 169 "T'iasgair" (which means Osprey in Gælic), for a cruising holiday on the West coast of Scotland.

We set off from Colintraive on the Kyles of Bute, where we left the car and trailer, and sailed southwards between the Isles of Bute and Arran, rounded the Southern tip of Arran and headed Northwards up the Kilbrennan Sound and Loch Fyne to the Crinan Canal. Once in the Sound of Jura, we headed south to Charsaig Bay before turning north again through the Dorus Mor with its 8 knot tide race, past Shuna to Seil Island. We then sailed on through Cuan Sound to Duart Point and the Sound of Mull. Rounding Ardnamurchan Point we headed out into the Atlantic to visit the islands of Muck and Eigg.



T'iasgair under sail



Route taken by T'iasgair on her epic cruise

Returning to the mainland and Morar, we sailed around Loch Nevis before heading north through the Sound of Sleat and Kyle Rhea to the Crowlin Islands, the Applecross peninsula, Rona, Raasay and Portree on the Isle of Skye. Our cruise ended back in Morar where we beached the

boat before returning to Colintraive for the car and trailer.

We had decided that our greatest danger was that of capsizing and turning completely upside down. Therefore, to combat this we fitted masthead buoyancy-simply an inflatable buoy/fender attached to lugs riveted on the top of the mast. The large sail area would obviously prove a handful in heavy weather, especially as we had a total crew weight of only 18st, so we carried a suit of "Enterprise" sails which were used successfully in preference to reefing, which we had already tried and found to take too long.

The boat had to look after itself while we changed sails or made repairs at sea, so we made a sea anchor which we kept permanently tied to the mast. When the anchor was required it was simply thrown overboard and clipped to the forestay by means of a climbing karribiner to give a direct pull. So long as the tiller was tied amidships, this held the boat into the sea.

Equipment was kept dry in polythene bags and the more vital articles (spare clothes, camera, binoculars etc.) were kept in the polythene containers that Wessex supply with their emergency flares.

Pulling the boat up the beach to set up camp for the night was a constant problem which we solved by using 3 inflatable "Rolla boat" bags and a block and tackle system by using an anchor as the fixed end.

The stoney beaches did create further problems in that the bags were very easily punctured.

We experienced winds of up to Force 7 but found our preparations to be more than adequate. The boat was made more stable by the extra weight of equipment, but one interesting point was that we could (with a planing hull) sail against foul tides without much effort, and we did in fact sail through Dorus Mor against a strong tide.

At the end of our 400 mile journey we both agreed that the Osprey is indeed a fine sea boat and if fitted out properly, is a good cruising dinghy.

by Alastair & Jean Pratt from Clyde Canoe Club

Essential Equipment Carried and Required:

Flares	2 Kampamatts	Camera/Binoculars	Tent & Flysheet	Set each of spare clothing
Meths	Spare Rope	2 Sleeping Bags	Charts/Maps/Compass	Spare Shackles, Cleats, Glue
Torches	Oilskins	2 Indian Paddles	Pots and Pans, etc.	Set Ent Sails (Spare) & Battens
Spare Tiller	First Aid Kit	Spinnaker (Small)	Osprey Main, Genoa	Light Fisherman's Anchor
3 Rollaboats	Sea Anchor & Warp	Plywood, Tools, etc.	Primus & 1 gal Paraffin	Always carried 10 days food.

Osprey Inland Championships and Gul GP Event, October 24th & 25th, Rutland SC

The Ospreys arrived for the last Gul event of the season and the Inland Championships at Rutland Water. The wind looked perfect even if the mist and fog blocked out the lovely scenery.

The first race began in a force 3-4 and with visibility clearing it was turning out to be a great day. On the first leg the fleet split left and right. John Batt & Nick Broomhall sailed fast to reach the windward mark first, followed closely by Richard & Mark Hartley, then Paddy Lewis & Tom Holland. The fleet was closely packed down the first reach. Some skilful sailing by Mike & Viola Scott and Rob Shaw & Ian Little led them to overtake at the wing mark leaving Lewis & Holland in fifth. Having dominated the race from beginning to end Batt & Broomhall finished with a good lead, although the fleet was still tight with most finishing on the same leg.

For the second race the wind had shifted and began to really blow. Shaw & Little sailed fast in the increasingly difficult conditions, with Batt & Broomhall and the Hartleys close behind. With the wind gusting now up to around 25 knots it was a difficult call on the kite and most decided not to hoist. A capsize from the Hartleys at the wing mark finished their race and allowed Lewis & Holland to move into 3rd. There were a few capsizes and breakages, but the Osprey fleet was competing well with good close racing. Shaw & Little came through to win, followed by Batt & Broomhall, with Lewis & Holland 3rd.

Most of the sailors sought refuge in the lee of the creek to change settings and wait for the next race. The wind stayed strong, forcing a few competitors to retire, but the majority of the fleet were racing hard. Shaw & Little led the third race, but a couple of operator errors in the testing conditions allowed Batt & Broomhall through at the leeward mark and Lewis & Holland at the next windward mark. Positions at the front stayed the same until the finish, and then it was time to return to the bar and tell tales of exciting three sail reaches and the odd swim.

As the next day dawned the wind was even stronger, but the sun was shining and the fleet were keen to hit the water. In the 4th race it was survival conditions from the off. Batt & Broomhall had a good start, followed again by Shaw & Little and Lewis & Holland. Unfortunately, after an epic kite run, Batt & Broomhall capsized, letting Shaw & Little through. It was then just a case of staying upright to stay in first position which would win them the championship. They managed this... until moments after the finish line where a spectacular capsize mangled their mast. Despite this bad luck it was a great win for Rob Shaw & Ian Little in 'Bird of Prey'. This was the final meeting in the Gul Travellers Series, which they also won.

The 5th race was abandoned to stop the carnage that was consuming the lake.

All in all the weekend was a great success, with some testing but exciting conditions and close racing throughout the fleet, with not only the winners positions decided on count back. Many thanks to Rutland, the race committee and the rescue crews for providing us with so much fun!

Report by Tom Holland

Rank	SailNo	HelmName	CrewName	Club	R1	R2	R3	R4	Total	Nett
1	1317	Robert Shaw	Ian Little	KWSC	2	1	(3)	1	7	4
2	1311	Jon Batt	Nick Broomhall	BSC	1	2	1	(3)	7	4
3	1337	Paddy Lewis	Tom Holland	KWSC	(4)	3	2	2	11	7
4	1314	Viola Scott	Mike Scott	KWSC	5	(6)	5	4	20	14
5	1326	Mike Stace	Deanna Morton	TSC	(7)	5	4	5	21	14
6	1182	Paul Heather	Jonathan Osgood	WSC	(6)	4	6	6	22	16
7	1276	Alec Mamwell	Angela Mamwell	CSC	(8)	7	7	7	29	21
8	1323	Richard Hartley	Mark Hartley	CSC	3	(DNF)	DNC	DNC	42	29

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!

17th & 18th April Inland Championships Blithfield SC	*Once more we start the year at Blithfield SC. Friendly club, onsite camping, centrally located and great food and beer. Large turnout in recent years.* **Contact: Nick Broomhall nick.broomhall@btopenworld.com**
8th & 9th May Welsh and Midlands Tenby SC	*We've been back to Tenby a few times recently. Come and support this growing Osprey fleet.* **Contact: Mike Stace 01834 844484**
15th & 16th May-Choice of Opens Ribble Cruising Club & Gul Event Mount's Bay SC	*Ospreys have been sailed at both of these clubs for many years. Take your pick.* **Contact: (RCC) Willy Chrichton 07733 293805** **Contact: (MBSC) Michael Greig 07793 593263**
29th - 31st May Coniston SC	*Fantastic turnout this year, stunning views, challenging sailing, camping nearby, usually an evening at the Mamwell's house. The club now provide food too.* **Contact: Alec Mamwell 01539 441922**
5th & 6th June Poole YC	*Large established Osprey club, many of the best Osprey racers sail here-come and compete! They've provided free accommodation recently to encourage visitors.* **Contact: Peter Frith 01202 694845**
26th & 27th June Gul Event Shoreham	*We used to often have events at Shoreham, so it's high time this club is due a revisit from the Ospreys...* **Contact: Robin Hobson 01903 531122**
3rd & 4th July-Choice of Special Events Long Distance Races @ Bala SC Lord Birkett @ Ullswater SC Royal Sovereign Regatta @ Eastbourne SC	*Regatta events with mixed fleets. Go and show off the Osprey...* **Contact: www.balasc.org.uk** **Contact: www.ullswateryachtclub.org** **Contact: http://www.sailing-at-eastbourne.co.uk/zikula**
24th - 30th July National Championships & Gul Event Porthpean SC	*We went to Porthpean for the Nationals in 2007; friendly club, pasty boat, beautiful scenery. Lets try to get another 50+ turnout.* **Contact: Janet Shenton 01634 363312**
28th - 30th August Burnham Regatta Royal Corinthian YC	*Large, famous regatta event-incorporating Osprey Open. Big, increasing Osprey attendance. Come and play.* **Contact: Rob Shaw 01388 451179**
11th September Round the Island Race Isle of Sheppey SC	*Sheppey SC has a keen fleet of Osprey sailors. Join them for this special event!* **Contact: John Shenton 01634 363312**
18th & 19th September Kielder Water SC	*Friendly club, large reservoir, free onsite camping. The Kielder Osprey fleet are the most dedicated travellers to other events-visit them!* **Contact: Paddy Lewis 01912 814421**
9th & 10th October Gul Event Isle of Sheppey SC	*After the Round the Island Race you'll know your way... pop along to their Osprey Open.* **Contact: John Shenton 01634 363312**
30th & 31th October Rutland SC	*It seems to have become a tradition in the last few years to have our Last Blast at Rutland. Large expanse of water, camping nearby.* **Contact: Janet Shenton 01634 363312**

Remember to visit the Osprey Class Association web page where you can use the forums to ask (and answer!) questions, keep in touch with other Osprey sailors, read race results, place and read adverts for boats, equipment and crews and to check for any changes in the event schedule:

www.ospreysailing.org.uk


www.ospreysailing.org.uk