
Sail
Osprey
December 2010
www.ospreysailing.org.uk
Gul Sponsorship
Race Reports
2011 Events
Mk IV wins National Championships

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Chair



Well what a great year this has been for the Osprey. We had an excellent National Championships at Porthpean & the event saw the first Mk 4 National Champions with Tim Rush & Robin Toozs-Hobson showing the rest of the fleet the way home in 1331. I must put on record my thanks to Porthpean who were without doubt excellent hosts & you, I am sure, will be pleased to learn that we have booked again for 2014. Also we had some great sponsorship from several companies-Gul, Hartley Laminates, Allen, D. G. Buscombe & Selden, which meant we could give many spot prizes down the fleet. Also we raised £350 for the RNLI.

The turnout at Opens was a little down on last year but in the current economic climate I think this was only to be expected & I hope we will return to better numbers in 2011.

In the coming year we are going to Lee on Solent for our National Championships & as this is going to be a 4 day event starting on the 24th July, I would really like to see a return to a 50 boat attendance. There is only a short sail out to the course & I am sure everyone who attends will have a great time.

In March we have our training day at Blithfield a week before their Open Meeting. Tim Rush is going to be doing the coaching & numbers are limited so if you are interested please send £7.50 to Ian Madeley & get yourself booked in. It should be possible to leave our boats there for the Blithfield Open the following weekend.

I'm delighted to tell you that **Gul** are sponsoring the Osprey Class again this year, & that we're thinking of having a Silver Fleet competition at the Nationals rather than a series of events. Further details nearer the time…

Well that concludes my report & may I take this opportunity to wish you the very best for the New Year & look forward to seeing you on the circuit in 2011.

Nick Jones chairman@sailosprey.org.uk

Treasurer

Well what a year! Not only have we had some great sailing & good turnouts at events but our financial situation has been maintained..

National Championships – We had a great turnout & although we had no major sponsorship we managed to make a profit. Thanks very much to Nick Broomhall for his work on the Clothing which ensured the event made a return. Also I should mention the contribution made by John Shenton who collared a number of sponsors at the Dinghy show.

Once again many of you did not get your standing orders changed to the new rates & left joining till later in the year. This has meant that I have had to spend more time on the Treasurers job than I would have hoped.

The association is again in a strong position & we intend to use the surplus to provide more to the members & promote the class.

Looking forward to seeing you on the circuit next year.

Nick Jones
On behalf of Treasurer Ian Madeley

Editor

This is the 3rd year I've Edited the Newsletter, & so I'm stepping down. I've got a system going now, but compiling the Newsletter is a **lot** of work. I'm very grateful again to Blithfield & Nick Broomhall in particular, who promptly provided a great report with images (& permission to use them granted by the photographer). It really makes the Editor's job easier, & allows bits of the work to be done on rainy days & spare moments during the year. This edition also has some reports from first-time, or irregular contributers to the Newsletter, who have written great articles when asked to. So thank you to Bob Hodkinson, Mick Greenland, Lee Marriott, John & Caz Mills & Ian McDonald as well & the people who wrote race reports from the Nationals.

However there are half a dozen clubs & events not written up here because noone has written a report, despite me chasing them. I posted on the Osprey web page 3 weeks before the deadline on 15th November, & had some contributions. I re-posted on the 9th Dec (already too late to get the Newsletter finished, printed, & delivered) naming & shaming the clubs & events which I have had no report for, & although the thread has been read 365 times, I received no further contributions.

Information from the committee was also very late, so the Newsletter is extremely late this year. The Editor can only try to produce an enjoyable read if they're given material. Supplying images in good enough quality & checking for permission to use them, & who to credit would make the Editor's job a lot easier. I've had to track down images & investigate ownership. I've also had to try to find & organise advertisements, which shouldn't be part of the Editor's job.

I'd also like to thank Peter Frith, who phoned to see if there was anything he could do to help when it became apparent that the Newsletter was delayed, & of course Alec & Angela Mamwell & others who are regular contributers to the Newsletter.

I cannot emphasise enough that the Newsletter & Osprey webpage are good ways of advertising this great class, & posts with few responses & lack of photos & reports do the class a disservice. Lack of a report from one year's event at your club won't encourage people to attend next year either.

So please try to remember to take a camera to some events next year, give it to someone on the committee boat, or jot down a funny event. Have a go at writing something-the Editor can always hone it a bit. Why not write a report on training you've organised at your club, update us on the Osprey fleet at your club or other news.

This year has seen a Mk IV win the Nationals for the first time, & luckily there was an engaging photo of it for the cover! Porthpean were fantastic hosts again, I certainly enjoyed the Nationals. It'll be interesting to see how the 4 day Nationals go this year. I'm also looking forward to the coaching sessions-I've been keen to see them being offered for a while now, hopefully Blithfield will get an even larger turnout to their Open because of them. It'll be interesting to see if they make people any faster….

So, I hope this edition reminds you of the summer & sailing our wonderful boat. I hope to see more people out on the visitor circuit-remember people are much more likely to travel to your event if you've attended theirs! Let's have some fun & competitive racing, & good write-ups to promote the class with too!

I'll leave you with a photo of next year's Newsletter Editor **Jerry Dixon** after an enhausting windy day at Burnham….

Arthur Butler



Photo © Dux Deluxe (his usual helm…)

Inland Championships, Blithfield SC, April 17th & 18th

Report by Nick Broomhall - BSC Osprey Fleet Captain

On a bright & warm April Saturday morning at Blithfield Sailing Club in Staffordshire, nineteen Ospreys assembled, from as far a field as Mounts Bay in Cornwall in the south to Kielder Water SC in the north, to compete for to the coveted Osprey Inland Championships 2010. The competitors were greeted by a north westerly light & variable breeze, giving the Officer of the Day, Bill Watson an opportunity to utilise the full extent of the specially extended sailing area for this prestigious event.



Photo © Don Stokes

The first race started with a beat down the full length of the lake with the start line near to the clubhouse at the south eastern corner of the reservoir. The beat was followed by a series of tight reaches and jibes round the marks back down to the leeward mark, which proved to be a wake-up call for many crews who had not sailed over the winter months. However after only three legs of the course completed the wind totally disappeared for the leader Richard Hartley and his son Mark (Carsington SC) whom, at this stage, were a clear leg in front of the chasing fleet. The wind then filled in from behind (doesn't it always!), giving Martin Cooney crewed by Peter Frith (Poole YC) an opportunity to take the lead from the unfortunate Hartley's, which they then held onto until the finish. The Hartley's held on for second followed by Paddy Lewis and Tom Holland (Kielder Water SC) in third.



Photo © Don Stokes



Photo © Don Stokes

During a brief lunch break the Officer of the Day decided to set a shorter course due to the increasingly fickle breeze. However Bill Watson eased some of the reaches to provide the competitors with more variety and tactical opportunities. Cooney/Frith were first round the windward mark in Race 2 with Hartley/Hartley close behind. These positions remained for the majority of the race until Hartley/Hartley seized on a favourable shift and passed the leaders to finish as the winners of the second race. Lewis/Holland finished in second, followed by Andy Barker crewed by Peter Greig (Mounts Bay SC) in third.



Photo © Don Stokes

The Third race on Saturday was sailed on the same course as Race 2 and provided very close competitive sailing throughout the fleet. At the front, Cooney/Frith, were being shadowed by Hartley/Hartley most of the way round with little chance to overtake in the very light winds. The Hartley's almost seized their chance in the short finishing upwind leg when they tacked early % almost overhauled Cooney/Frith at the gun, failing by the narrowest of margins (well about 2 feet). The home team of Batt and Broomhall finally showed some degree of competence by finishing close behind the aforementioned in third place. By holding off the Hartley's, Cooney and Frith had a one race lead overnight.

The evening was spent catching up with sordid gossip and tales of the sea, in between feasting on roast hog and three, yes I said three, barrels of the finest Black Country real ale that money can buy.

Sunday dawned to more warm April sunshine, a raging thirst for most competitors, and virtually no wind, as most competitors emerged from their alcohol-assisted slumber. The absence of wind led to the inevitable postponement of Race 4!



Photo © Don Stokes

A light south easterly breeze did make an appearance by 10.30am, which fooled the race officer enough, to start the fleet from the opposite end of the lake from that of the previous day, with the windward mark near to the clubhouse. Unfortunately as the leading pack of 5 boats, led by John Bowden and his son Tim Bowden (the latter suffering from over excesses of the night before!) approached the top mark; the wind vanished leaving most of the fleet marooned. The leaders and the chasing peloton managed to drift on, mainly due to momentum. The leaders just managed to round the next mark by which point the Officer of the Day had seen enough and so Race 4 was abandoned. This was much to the displeasure of the author of this report who, with his helm, had managed to manoeuvre into third spot when the signal was made. On reflection perhaps he should have plied the race team with sufficient free alcohol on Saturday night to influence the decision making in his favour!



Photo © Don Stokes

Following much deliberation and several 180° wind shifts, racing was abandoned at noon and the overall results were calculated based on the races sailed on the Saturday, which was sufficient to constitute a series.

Congratulations to Martin Cooney and Peter Frith from Poole Yacht Club on their victory - worthy Osprey Inlands Champions 2010!

Rank	SailNo	HelmName	CrewName	Club	R1	R2	R3	Total	Nett
1	1290	Martin Cooney	Peter Frith	PYC	1	(7)	1	9	2
2	1343	Richard Hartley	Mark Hartley	CSC	(2)	1	2	5	3
3	1337	Paddy Lewis	Tom Holland	KWSC	4	2	(7)	13	6
4	1339	Andy Barker	Peter Greig	MBSC	3	3	(5)	11	6
5	1317	Robert Shaw	Ian Little	KWSC	(5)	4	4	13	8
6	1311	Jon Batt	Nick Broomhall	BSC	(8)	8	3	19	11
7	1329	David Springett	Steve Hundon	ASC	6	(11)	6	23	12
8	1322	Mick Greenland	Chris Saunders	IoSSC	7	6	(14)	27	13
9	1314	Viola Scott	Mike Scott	KWSC	(10)	5	9	24	14
10	1285	Ian McDonald	Jonathan Gibbons	BSC	9	10	(21 DNC)	40	19
11	1276	Alec Mamwell	Angela Mamwell	CSC	11	9	(13)	33	20
12	1299	Adam Ellery	C Royal	MBSC	(15)	13	8	36	21
13	1318	Louis Geeson	Bob Hodkinson	BSC	(14)	14	11	39	25
14	1292	John Shenton	Jonathan Osgood	WSC	13	12	(15)	40	25
15	1341	Nick Jones	Arthur Butler	RYA	(18)	16	10	44	26
16	1088	John Bowden	Tim Bowden	WSC	16	(17)	12	45	28
17	1181	Bill Crichton	Martin Knott	RCC	12	(18)	17	47	29
18	1163	Don Flannery	Roger Woodhead	RCC	(17)	15	16	48	31
19	1197	Mark Mawhinney	Jamie Andres	IoSSC	19	(21 DNC)	21 DNC	61	40

Mengeham Rythe SC, May 1st & 2nd

Report by Jonathan Osgood

A friendly welcome, free camping and cheap well served beer encouraged most of the competitors into the bar on the Friday night. The launching at Mengeham is tidal, but the sailing is done out in Hayling Bay. You launch, sail out of the creek, over the bar and into the bay. This is a shared event with the Finns but launching is well organised with both Finns and Ospreys helping each other on the slip.

Saturday morning dawned with a gentle breeze enough to beat the tide and into the bay. The race officer had clearly not prayed to the wind gods, and was forced to delay the start as the wind, blowing force 1 to 2, refused to settle. Eventually the race officer dropped the AP and started race 1. As the gun went the wind shifted forty degrees but the race officer, correctly held his nerve and the wind ticked back. In the light and shifty conditions 1292 (Heather and Osgood) positioned themselves slightly to windward of the fleet. 1291 (Willis and Willis) went low followed by the new boat 1344 (Shenton and Offer). The wind filled in from the leeward side and by the windward mark 1291 had clear lead from 1344 followed closely by 1341 (Jones and Butters). 1292 having crossed the fleet after the start were along way back. 1291 were showing the fleet how it was done in the lead while 1344 and 1341 traded positions for the triangle and the run. By the final leeward mark 1291 were well clear and the next 3 boats rounded nose to tail, 1341 followed by 1344 and then 1292.

For want of anything better to do 1292 tacked off and tried to draw 1344 into a tacking duel but 1344 was having nothing of it. Once again the increased pressure was on the leeward side of the course and 1344 pulled away from the pack with 1292 also passing 1341. The race was won by Alex Willis sailing with dad in 1291 with 1344 2nd.



Jonesy's Masterclass Photo © Jon Osgood

As the fleet watched the Fins complete their race the wind built to force 3, combined with a blue sky this lead to ideal sailing conditions. Race 2 started and at the windward mark 1344 lead from 1291 with a gap to 1292 and 1341. 1344 kept the lead for the triangle and the beat. On the run 1344 and local boat 1291 went left to avoid the tide 1292 went right lee-bowing the tide which paid off. By the leeward mark 1292 had gained the lead with 1291 getting past 1344 just ahead of 1341. At the line 1292 had retained the lead with 1291 just piping 1344.

Still in the champagne sailing conditions race 3 got under way with a closely fought start. As the windward mark approached 1341 in the clear lead over-stood allowing 1292 to lead round the mark. 1291 suffering when with a splash as the crew was tea-bagged as the mainsail fell down. 1292 pulled away as 1341 and 1344 had a real battle round the triangle and sausage with some slick kite handling allowing 1344 to pass 1341 into 2nd at the leeward mark. All the good work was undone at the drop however as problems allowed both 1341 and 1291 past. This showed the benefit in perseverance as 1291 had to stop to pull the main back up. Results. 1st 1292 2nd 1344 3rd 1291.

The entry included the meal and social on Saturday night and many tales were exchanged over a few beers with all competitors having a chance of winning. The forecast was not promising with the worst being 0 to 1 knots of wind from all directions. Sunday dawned with the forecast lack of wind however by launching time the race officer was forecasting a steady F3 to 4. Although the wind forecast was obviously wrong the cold and rain had arrived.

Once again launching was well organ-

ised with Nick Jones showing all how not to do it. He launched without getting the rudder down or board down, and drifted straight up the mud (see picture). Not to be deterred they pushed off and shot across the creek onto the mud bank on the other side. Third time proved to be lucky!!

Race 4 set off in the race officers F3 to 4. 1341 was late to the start line starting after the Finns. 1291 lead off with 1344 in close pursuit. 1292 tacked off early and got a luck lift towards the windward mark. In the increasing breeze 1344 passed 1291 on the beat so at the windward mark 1292 lead from 1344 with 1291 close behind. The order remained same until the run when 1291 jostled with 1344 for 2nd place with 1292 in the lead. 1344 decided to settle the positions by rounding the Finn mark and not the Osprey course. 1st 1292 with 1291 second and 1344 scored a DSQ.

For race 5 the wind increased to F5 gusting F7 for the final race and with the decreasing temperature and a secure position 1291 decided to go in and get warmed up. 1344 showed the fleet how it was done by leading from start to finish. At the windward mark 1341 and 1292 rounded together a fought down the first reach. Both boats suffered at the jibe with 1341 having a terminal capsize and 1292 ending up with a wine glass for a spinnaker. 1344 continued to pull away and won comfortably from 1292 in 2nd.

On the way back in the wind continued to grow and it was the turn of Heather and Osgood to demonstrate how not to do it. Not content with an embarrassing and spectacular capsize in front of all the HISC members when Heather fell out of the boat (I don't think I said anything) they also capsized on the slip in front of all of the Mengeham members.

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

Rank	SailNo	HelmName	CrewName	Club	R1	R2	R3	R4	R5	Total	Nett
1	1292	Paul Heather	Jonathan Osgood	WSC	(3)	1	1	1	2	8	5
2	1344	John Shenton	Steve Offer	WSC	2	3	2	(5 DSQ)	1	13	8
3	1291	Alex Willis	Nick Willis	HISC	1	2	3	2	(5 DNF)	13	8
4	1341	Nick Jones	Chris Butters	RYA	4	4	4	3	(5 DNF)	20	15

Welsh & Midlands, Tenby SC, May 8th & 9th

Rank	SailNo	HelmName	CrewName	Club	Total	Nett	R1	R2	R3	R4	R5
1	1317	Rob Shaw	Ian Little	KWSC	5	4	(1)	1	1	1	1
2	1342	Ted Lewis	Matt Goldwait	TSC	12	9	2	2	2	(3)	3
3	1338	Ken Brown	Chris Butters	IoSSC	22	13	(9 DNC)	6	3	2	2
4	1326	Mike Stace	Deanna Morton	TSC	20	16	(4)	4	4	4	4
5	1316	Roly Squibbs	Ben Jones	TSC	26	19	3	3	6	(7)	7
6	1219	Alistair Mackay	Alastair Knibb	TSC	30	21	(9 DNC)	5	5	5	6
7	1345	Paul Redford	Steve Garvey	TSC	35	27	5	7	7	(8)	8
8	1341	Nick Jones	Keith Dingle	RYA	38	29	(9 DNC)	9 DNC	9 DNC	6	5

Osprey Club Coaching at Kielder Water 2010

Article by Viola Scott

Kielder was very excited at the end of 2009 to see that we would have potentially 12 Active Ospreys in 2010. It looked as though we would be able to achieve boat on boat situations throughout the fleet. What we needed to do was enthuse the new boats so that come the spring series they would be on the water, taking part.

Over mulled wine and sparklers, watching an old GP14 blaze up on the bonfire, we decided to organise a couple of coaching days in March to get the boats set up to best advantage, to reveal some secrets about handling a performance dinghy and build camaraderie amongst the fleet. Rob, Ian, Paddy and Tom all volunteered to help. Dates were suggested and finally slotted into the KWSC calendar.

Day 1:

Dry but grey, Wind WSW Force 4 to 6-and a high level of water as the snows had been melting for some time. Not ideal conditions for getting novices on the water. However almost everyone we expected turned up bursting with enthusiasm and joy to be near water again. There were nearly as many prospective coaches as trainees-although all of us were hoping to pick up tips from Rob.

Firstly there were Graham Thumwood and Kirstie McAlpine in Two Bob Bit 1245-lovingly re-varnished over the winter. They have had an Osprey for over a year but not found the time to really get comfortable as the wind increased. Also Ruth Hawkin had bought the famous Frustration 1273 from Netley in the autumn and was keen to start an all girl crew with Nancy Burn. Ravi Cabral and Neil Gammack had also been shopping and bought The Beast from Coniston, needing a bit of TLC to get them on the water. Gavin Gulliver Goodall was hoping someone would want a helm to add to an Osprey. Geoff Brown and Carlton Garrick pretended their Javelin was an Osprey for the day as they were longing to get a bit closer on the water.

We started off with an indoor session trying to explain how crucial set up is to being able to sail an Osprey with comfort and control. There was a fair amount of scepticism in the audience-the idea that mast rake might make the boat easier in a wind seemed too farfetched. However we persevered and went outside to do a LOT of measuring and tinkering on all the newbie boats. We measured mast rake in three positions, spreaders settings with Rob's template, took tension measurements and left lots of bits of tape here and there to be able to get to known settings quickly.

We also checked the general state of the boats. The Beast had an alarming tendency to fall apart as tension was introduced, but luckily Neil had an ebay mistake in the boat park which produced a seeming never ending supply of spare parts. Finally the jib bow fitting began to lift so they had to discover the delights of entering the foredeck-

and the panic of wondering if they would they ever be able to get out again….! Other boats discovered faulty split pins, failing string, niggles with foils-all good to get sorted at the beginning of the year.

As the wind rose, rather than abated we decided not to go out on the very chilly water, but had a warming indoor session on race strategy, enlivened by the sight of Paddy and Tom trying to windsurf in the freezing conditions. We did not feel any inclination to join them and they did eventually get warmed up over a delicious dinner provided by Helen Shaw.

Day 2:

A month later, and although still grey we actually got boats on the water.

Getting the boats rigged and on the water's edge took all the morning but we did use the time to look at settings for kicker, cunningham and outhaul and what they do to the rig. Over lunch we planned some exercises to do to get technique built-and to do this we paired up experienced sailors with novices. We started off with the absolute basics-tacking slowly, getting in and out on the trapeze, playing about with the controls to show changes of shape in the main. Some teams progressed to spinnaker work-and discovered the importance of a non-slip surface for the crew on a reach. This led to capsize practice which turned out to be comfortingly quick to resolve. Now all we needed was a series of weekends with gentle breezes to build confidence….

Did we end up with 12 regular racing Ospreys? Were there more Kielder Ospreys at the Nationals? Was it all a success?

Well, not completely. The season started with strong, cold winds which understandably did not encourage our novices out. Then, sadly, one by one, some very valid reasons cropped up stopping our budding Osprey fleet from growing more than a little. The most demoralising outcome was when one helm decided that what they really liked sailing best was a Drascombe Lugger. Ok, so they have a new baby and the Drascombe is more family orientated, but still…. a Drascombe instead of an Osprey! Our greatest success is Graham and Kirstie, who decided to attended the Nationals at Porthpean. They really enjoyed their week in Cornwall and their sailing came on with leaps and bounds.

Would we do it again? YES, we will. We already have a new prospective crew lined up for training in the spring. The dates are pencilled in and we are hoping to pick up tips from Blithfield training session at the beginning of 2011. Although our fleet has not become the Poole of the North we do feel we have sowed some seeds for the future.

Ribble Osprey Open & 1st Gul Event, May 15th & 16th

Report by Mike Scott

GUL PERFORMANCE APPAREL



Photo © Ribble Cruising Club

Ribble Cruising Club has hosted its first Osprey open meeting for many years, and what a treat it was for the six visiting Ospreys who joined five local boats on this remarkable stretch of the Lancashire coast. It was trailed as a 'tidal' venue and this quickly proved to be something of an under-statement. Racing is only possible in a three hour slot around high water. Low water is literally **no** water. A highly professional shore party helps the boats to hit the water for two races of markedly different character, one on the flood and one on the ebb, and scoops them back onto their trolleys as the water gurgles away.



Photo © Wally Gardiner

The first race got away in a force 3-4 Westerly and the fleet was straight into a nip and tuck short-tacking battle up the North shore, standing into the mud until the centre-board jumped. Any extra seconds on the seaward tack were brutally punished by lost boat lengths. Judging the sprint out to the windward mark in the channel proved critical. Rob Shaw and Ian Little (Kielder Water SC), led at the windward mark, closely pursued by Jon Batt and Nick Broomhall (Blithfield) and Russell Gardiner and David Slater (Coniston).

The run provided an all too brief respite for the crews before the long slog began again. Rob and Ian held on for the win from Jon and Nick, but Viola and Mike Scott (Kielder) managed to over-haul Russ and Dave to take third.



Photo © Ribble Cruising Club

Race 2 began at the turn of the tide, and the local crews headed for the south shore to take advantage, along with Russ and Dave who led at the windward. John Auty and Martin Atherton represented the home fleet in the leading pack. Rob and Ian took the lead in the second beat, and a capsize by Russ and Dave cost them dear on the final run, putting them down to 5th. Nick Jones and Arthur Butler (RYA) won a tight battle with Viola and Mike to take 3rd behind Nick and Jon.



Photo © Ribble Cruising Club

The club laid on a splendid dinner, and Commodore Richard Freeman gave a warm welcome to the fleet. Sadly Willy Crichton's attempt to introduce us to karaoke met with a luke warm response. Sorry Willy - we were just too tired!



Photo © Ribble Cruising Club

Sunday brought more wind - a sparkling force 4-5, still from the West. The short tacking seemed even more hectic. Rob and Ian, Russ and Dave and Viola and Mike fought it out in the lead group. The course provided a zig-zag across the tide, testing a range of skills. On the second beat Russ and Dave pulled out a hefty lead and won the race from Rob and Ian, with Viola and Mike resisting a late charge from Jon and Nick to take 3rd. For the home boats Alex Beach and Martin Knott sailed well for a 5th, Willy Crichton and Anthony Adshead had their best result of the weekend, but unfortunately Don Flannery and Roger Audsley broke their mast in the mud.



Photo © Ribble Cruising Club



Photo © Ribble Cruising Club

In the final race a lumpy sea had built up giving lovely surfing conditions on the runs for those whose arms were still working. Rob and Ian won the race and the event from Jon/Nick and Russ/Dave. Nick and Arthur again prevailed in a very testing two lap battle with Viola and Mike. Alec and Angela Mamwell competed hard to the end, and were always a threat. Many thanks to Race Officer Richard Elsdon, and to the excellent patrol and shore teams, and of course to the superb galley and bar people who kept us fed and watered throughout.



Photo © Ribble Cruising Club



Photo © Ribble Cruising Club



Photo © Ribble Cruising Club

Rank	SailNo	HelmName	CrewName	Club	R1	R2	R3	R4	Total	Nett
1	1317	Rob Shaw	Ian Little	KWSC	1	1	(2)	1	5	3
2	1311	Jon Batt	Nick Broomhall	BSC	2	2	(4)	2	10	6
3	1334	Russ Gardiner	Dave Slater	CSC	4	(5)	1	3	13	8
4	1314	Viola Scott	Mike Scott	KWSC	3	4	3	(5)	15	10
5	1341	Nick Jones	Arthur Butler	RYA	5	3	(7)	4	19	12
6	1276	Alec Mamwell	Angela Mamwell	CSC	(7)	6	6	6	25	18
7	946	Alex Beach	Martin Knott	RCC	10	7	5	(12 DNF)	34	22
8	1256	John Auty	Martin Atherton	RCC	6	8	(12 DNS)	12 DNS	38	26
9	1205	Willie Crichton	Antony Adshead	RCC	9	9	8	(12 DNF)	38	26
10	1163	Don Flannery	Roger Audsley	RCC	8	10	(12 DNF)	12 DNS	42	30
11	1218	Andy Jones	Robert Jones	RCC	11	11	(12 DNF)	12 DNS	46	34

Mount's Bay Open, MBSC, May 15th & 16th

Report by Mikey Greig

This year's Osprey at Mount's Bay saw a 100% increase in visitor numbers. Last year the Open Meeting attendance suffered after the efforts of the fleet to travel down for the Nationals, so it was great to welcome the 4 visitors this time. The presence of the top 3 performers at the 2009 National Championships led to a heated event.

A nice steady force 3 breeze and sunshine was in place as the competitors rigged up their boats which increased as they took to the water for the 13:00hrs start.

The races were all nip and tuck and no one managed to blast off into the distance and put their own stamp on the up and coming National Championships.

Colin Stephens and Mike Greig managed to win 2 out of 2 races. Andy Barker and Peter Greig would have mounted more of a challenge but they suffered spinnaker pole troubles and had just jumped into a strange boat.

Martin Cooney and Peter Frith were always on consistent form and managed to overcome the troubles of their spinnaker sheets shredding during one of the well renowned Mounts Bay reaches. The Brotherly love of the Odlings was nice to see with them back in the boat together in Infidel. At times got her singing the right tune and showed impressive boatspeed.

After a fish and chip!!!! supper provided by Bens Cornish Kitchen in Marazion, Stuart Maunder kept the visitors entertained with his Irish "Knock Knock" jokes, and a few soft drinks!!! The evening passed in quite a civilised fashion.

Sunday dawned bringing a stiff force 4/5 breeze, and overcase conditions, and at the arrival to the sailing pen, the competitors were admiring the whistling of the rigs. But the event had to be decided and to sea we went along with the other club sailors competing for the first race.

Colin and Mike again were quick out of the blocks and won 2 out of the 3 races. In race 4 their spinnaker pole broke 4 but despite that they managed to limp around to take second. Andy and Peter were having their battles with Martin and Peter and the Odlings as the racing was tight as the heavy wind expertise came in to play.

Overall the weekend provided an interesting set of races which had people thinking as to what the Nationals would have in store. Many thanks go to all the visitors who made the trip and the Race Team and rescue boat crews for their time and effort and Photos.



Racing near the Mount Photo © Lee Elliot

Pos	Helm	Crew	SailNo	Club
1	Colin Stephens	Mike Greig	1116	MBSC
2	Andy Barker	Pete Greig	1339/1301	MBSC
3	Martin Cooney	Pete Frith	1290	PYC
4	Will Odling	George Olding	1085/1198	
5	Mike Atkinson	Stuart Maunder	1298	PYC
6	Paul Heather	John Osgood	1292	WSC
7	Adam Ellery	Cee Royal	1299/1324	MBSC
8	Pete Cormie	James Grant	1004	MBSC

Dinghy Open and Osprey Scottish & Northerns, Coniston SC, May 29th & 31st

Report by Alec Mamwell

Coniston Sailing Club hosted the Osprey Scottish and Northern Championships over the late Spring Bank Holiday weekend. The nine competitors, a slightly disappointing turnout, faced a wide variety of testing and, at times, frustrating conditions over a curtailed series.



Paddy and David

Race 1 was sailed in a force 1 that, from time to time, died a way to nothing. The lead changed several times during the race as first one team, then another, sailed into a hole and came to a halt. At the 2nd mark, for example, Robin and Nicola George rounded 1st and everybody gave a big cheer. At the next mark it was Willie Crichton (NB This man would take sweeties from children - the spoil sport!) and Chris Saunders who lead having done the impossible sailing under Rob Shaw and Ian Little and over Robin and Nicola Eventually Rob and Ian emerged to win from Richard and Mark Hartley. Willie and Chris held off a late challenge from Paul Heather and Jonathan Osgood to finish 3rd. With mist down to the lakeside and constant rain conditions were dire and most teams were glad to finish and even happier when the OOD abandoned racing for the day. Willie went on to celebrate his best placing for some time into the small hours and Chris had a real problem rousing him for the next days action.



Alec and Angela

What a difference a day makes! Sunday was a brilliant day with sunshine and a relatively healthy North Westerly breeze which built from force 3 to force 5 and swung to the North over the course of the day. Despite this conditions remained tricky with holes, shifts and gusts to keep competitors on their toes. Race 3 saw a reversal of fortunes for the leading teams with the Hartleys winning and Shaw and Little in 2nd place. Viola and Mike Scott se-

cured a well earned 3rd.



Mike and Viola under spinnaker

Race 4 saw a 1st and very popular race win at any Open or Championship for Paddy Lewis and David Slater although they nearly managed to blow it and let the Hartleys through at the finishing line. The Scotts, once again, secured 3rd place.

Race 5 was sailed in a much stiffer breeze and Viola, revelling in the conditions and relishing the opportunity to show the boys just how to sail an Osprey, brought the Scotts home in fine style. Sadly a major problem with their prototype mast brought the Hartleys' Championship to a premature end whilst Shaw and Little refound their form in 2nd followed by Lewis and Slater in 3rd. Exhausted crews were dragged back onto the water to sail the rescheduled Race 2 in what turned out to be the best conditions of the weekend. Shaw and Little, after a poor start, sailed away to a convincing win followed by Lewis and Slater and Alec and Angela Mamwell in the minor placings.



A Little worthy Champion after Prizegiving

Monday arrived with the promise of some breeze but shortly before the start of Race 6 holes began to appear and the fleet drifted away to complete a one lap race very slowly. Shaw and Little came through for another race win followed by the Mamwells and, after a close duel with Robin and Nicola George, the Scotts. No one was sorry when the OOD decided to abandon race 7 which left Shaw and Little as worthy Champions.



The Hartleys

Despite sailing in such testing conditions, the Ospreys, as always, enjoyed their time at Coniston and felt considerable sympathy for the OOD who's patience was tested just as much as that of the sailors.

Thanks again to Rob Swyer for taking some super photos and allowing us to use them.



Blackbird infront of Coniston Sailing Club and Old Hall Farm Campsite

Pos	SailNo	HelmName	CrewName	Club	Total	Nett	R1	R2	R3	R4	R5	R6
1	1317	Rob Shaw	Ian Little	KWSC	13	5	1	(2)	(6)	2	1	1
2	1314	Viola Scott	Mike Scott	KWSC	24	10	(7)	3	3	1	(7)	3
3	1337	Paddy Lewis	David Slater	KWSC	27	11	(9)	(7)	1	3	2	5
4	1276	Alec Mamwell	Angela Mamwell	CSC	24	13	(5)	4	4	(6)	3	2
5	1343	Richard Hartley	Mark Hartley	RYA	35	15	2	1	2	(10 DNF)	(10 DNC)	10 DNC
6	1292	Paul Heather	Jonathan Osgood	WSC	30	18	4	(5)	5	5	4	(7)
7	1181	Willy Crichton	Chris Saunders	RSC	38	22	3	(9)	(7)	7	6	6
8	1341	Nick Jones	Arthur Butler	RYA	39	23	(8)	6	(8)	4	5	8
9	1325	Robin George	Nicola George	GMSC	45	26	6	8	(9)	8	(10 DNS)	4

Osprey Open & Panmorra Cup, Poole YC, June 5th & 6th

Report by Peter Frith & Robin Hobson

Sunny but lousy wind forecast, wrong tides, all proved to be OK on the day for the Poole Osprey Open Meeting. Thirty one boats showed up, a testament to the ongoing popularity of this fabulous bird of prey.



Tim Rush stepped back in to the class for the first time in several years and showed he had not completely lost the knack although the early omens did not look great.

In the first race local heroes Martin Cooney and Peter Frith took advantage of local knowledge to take the lead in local, light, tricky, variable conditions. All of the 31 boats entered were fairly close at the windward mark, but by a quarter of the way down the first reach the pack had split into those with wind and those without. Cooney and Frith then made a break at the gybe mark and horizoned it. The following boats played snakes and ladders and Tim Rush, crewed by Robin Toozs-Hobson were toast and to add insult to injury were declared OCS.

Race 1 top 3

Pos	SailNo	Helm	Crew
1	1290	Cooney	Frith
2	1297	Taylor	Willey
3	1311	Batt	Broomhall

As the breeze started to fill in and steady up to a delicious Force 2, the second race started. Tim Rush made the perfect start, rounded first and slowly started to build up a comfortable lead. All the drama was not quite over as a final tack with 10 yards to go saw Robin practice his usual Poole trapeze breakage and gain the moniker "*Flipper*" from Mike Pickering (who suggested a Gul buoyancy aid might be faster to swim in). Robin was forced to front crawl to catch up with Tim, clamber back into the boat and then tack to sail the two yards necessary to cross the line and win - all caught on camera. Phil Angrave and Pete Smith in second thought Christmas had come early but it was not to be. Martin and Peter had started just below Tim and Robin but found their path blocked by a boat coming back from the wrong side of the line which forced them to duck round and cross behind the fleet, however by the windward mark they had recovered to 3rd.

Race 2 top 3

Pos	SailNo	Helm	Crew
1	1331	Rush	Hobson
2	1281	Angrave	Smith
3	1290	Cooney	Frith

Day 2 and the forecast was for more wind but with a low tide with gravel and mud banks that might have foils touching and so it turned out.



Phil Angrave/Peter Smith led at the windward mark having forced Tim and Robin to hit it (and do a 360°) which allowed Gavin Rose crewed by Steve Birch through to second on the reaches. Tim and Robin then hit the front on the second beat and pulled out a comfortable lead whilst behind Gavin Rose and Colin Stephens slugged it out for second and third.

Race 3 top 3

Pos	SailNo	Helm	Crew
1	1331	Rush	Hobson
2	1194	Rose	Birch
3	1116	Stephens	Greig

The wind had swung more westerly and risen in pressure which forced the very capable race officer Owen Peters to move the course around.



With it blowing a steady 4 gusting 5 the game was on. Tim/Robin needed not to be over the line, to beat Martin/Peter and do better than 4th to win, Martin/Peter needed to win with Tim/Robin in third or lower. At the start the omens looked bad for Odeline, those that went left looked to have the edge, those that went hard right looked in a good position too. Tim and Robin had been forced to tack off and were looking at being wedged from both sides but the wind gods pulled a final stroke that saw a slight lift to put them ahead at the windward mark with current national champions, Colin Stephens and Mikey Greig right on their transom. The lead swapped hands on the beat 3 times but always Tim and Robin were in front at the windward mark and on the final run they pulled out a 50 yard lead which was held to the finish. The Cooney/Frith partnership pulled back and finished strongly in third to snatch 2nd overall.



Thanks to the far sightedness of Colin Stephens and Mike Greig, the open meeting was also for the Panmorra cup (traditionally a Cornish competition at a nominated venue – bit like the 12M's but without the cash) which will now be sailed for at Shoreham SC in 2011. Rumours of west coast pirates coming to re-claim it started with the usual post sailing banter.



Big thank you to Poole for a great event in trying (but WARM) conditions, good turnout, good craic, roll on Shoreham followed by Lee on Solent as the events before Porthpean and the Nationals.

Many thanks again to Mike Millard took over 90 photographs during the 2 days.

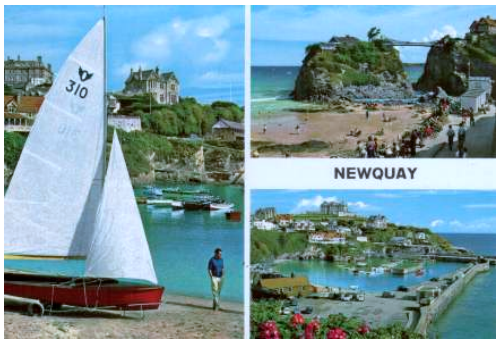


Loads of Ospreys enjoying the sun

Pos	SailNo	HelmName	CrewName	R1	R2	R3	R4	Total	Nett
1	1331	Tim Rush	Robin Toozs-Hobson	(32 OCS)	1	1	1	35	3
2	1290	Martin Cooney	Peter Frith	1	3	(6)	3	13	7
3	1116	Colin Stephens	Mike Greig	4	(8)	3	2	17	9
4	1297	Michael Taylor	Jon Willey	2	4	5	(32 DNF)	43	11
5	1281	Phil Angrave	Pete Smith	(7)	2	7	5	21	14
6	1280	Steve George	Peter Greig	6	5	(19)	4	34	15
7	1311	Jon Batt	Nick Bromhall	3	(9)	8	6	26	17
8	1194	Gavin Rose	Stev Birch	(11)	10	2	7	30	19
9	1314	Viola Scott	Michael Scott	9	7	10	(32 DNF)	58	26
10	1207	Martin Lewis	Steve Oldale	(16)	6	14	9	45	29
11	1337	Paddy Lewis	Tom Holland	8	(18)	11	10	47	29
12	1322	Mick Greenland	Lee Marriott	12	(17)	4	15	48	31
13	1324	Adam Ellery	Ce Royall	5	12	(32 DNF)	14	63	31
14	1250	Mike Pickering	Mike Priddle	13	11	12	(32 DNF)	68	36
15	1335	Tim Bell	Ian Brunger	10	13	15	(25)	63	38
16	1195	Richard Marshall	Chris Saunders	17	14	(23)	8	62	39
17	1338	Ken Brown	Chris Butters	19	(20)	9	13	61	41
18	1298	Michael Atkinson	P. Gordon|S. Maunder	14	(16)	16	11	57	41
19	1319	Jeffery Wear	Steve Brown	(27)	15	20	12	74	47
20	1295	Pete Reeves	Alistair Watkins	15	19	17	(22)	73	51
21	1267	Dave Best	Stephen King	(21)	21	18	16	76	55
22	1318	Lou Geeson	Bob Hodkinson	(23)	23	13	20	79	56
23	1292	Paul Heather	Jonathan Osgood	20	(22)	21	17	80	58
24	1329	David Springett	Jerry Dixon	18	(24)	22	18	82	58
25	881	Phil Greetham	S. Terry|C. Greetham	25	(28)	26	19	98	70
26	1197	Mark Mawhinney	James Ashby	29	(30)	24	21	104	74
27	1228	Joe Cross	Helena Pugh	22	26	(28)	26	102	74
28	1269	Colin Pugh	Ian Hart	26	(29)	25	23	103	74
29	1203	Mike Richardson	Andrew Edmonds	28	25	(32 DNF)	24	109	77
30	1340	John Mills	Caz Mills	24	27	27	(32 DNF)	110	78
31	1206	Simon Janion	Clare Janion	30	(32 DNC)	32 DNC	32 DNC	126	94



The very same day I noticed Huw had uploaded some old postcards featuring Ospreys to the webpage forums a relative told me that she'd been tidying & had found a postcard with an Osprey on it! It's one of the same images as on Huw's postcards, but cropped a bit. It's thought to have been sent to her in the '60s.



Shoreham SC Osprey Open & Southern Championships & 2nd Gul Event, June 26th & 27th

Report by Robin Hobson

This was Shoreham's first Osprey event for over 15 years and in a perfect world we would have had a Force 4 sea breeze from the South West but it was not to be. Saturday was light, reducing trapeze harnesses to fashion accessories whilst Sunday sporadically introduced their light usage. In a perfect world another 20 boats would have turned up but that might have reduced the bonhomie that abounded.

It was therefore a close to perfect weekend, the sun never went away, the odd snifter was consumed, magnificent curry on the Friday with a superb barbecue on the Saturday, plenty of convivial conversation with like minded friends in a relaxed environment-with the odd bit of sailing thrown in. The race officer on Sunday, Peter Bennett, even got us back in time to watch the football! 13 boats turned up, 6 from Sheppey, 4 from the home club and 3 others including the class builders, Richard and Mark Hartley. The normal travellers from Mounts Bay, Poole and the frozen north were missed but their absence was thoroughly toasted-13 boats had a cracking time.

The racing was close and whilst not wholly unpredictable, snakes and ladders did appear on the first day, especially in the second race on a wisely reduced course, set and rearranged by race officer Peter Hichcock.

Race 1:

The Hartleys grabbed the early lead only to be called back for OCS which left the door open for Tim Rush/Robin Hobson to round the windward mark first, a lead never squandered. although Ken Brown/Chris Butters and Phil Popple (returning to the fleet for the first time in 16 years) sailing a borrowed boat with Phantom lightweight, Tyler Harmsworth, were not exactly hanging around. The Hartleys climbed back through the fleet to sixth.

Race 2:

Reversal of fortunes, the Hartleys got away clean and opened up a small lead over the Sheppey Stig-Tim Bell sailing with Ian Bruncer, with Paul Heather/Jonathan Osgood battling the pack through to finish third. Tim Rush/Robin Hobson had a mare on the start line falling victim to reaching starters from which competitive recovery was not possible in conditions that were light, fickle and trying.



Winners Rush & Hobson

Photo © warwickpics.co.uk

Saturday night therefore had the novel situation of a third of the fleet, 4 boats, tied in first place on 7 points.

On Sunday a light northerly died to be replaced by a growing sea breeze from the south west.

Race 3:

'Basher' arrived early and obscured the fleet view for the race officer-cue general recall. Tim and Robin started well, pointed well and had good boat speed and were first to the windward mark. The Hartleys rounded next followed by Arthur Mason, son of the legend Sam, sailing his first ever Osprey event with Ollie Hobson-a Minorca Sailing Instructors reunion. Tim and Robin opened a fair lead that was not challenged, Phil and Tyler stormed through to third (if you can storm through in a wind that never really got above F2).

Race 4:

Hartleys had to win the last race to win overall, cue the challenge. At the start Tim and Robin squeezed out the Hartleys to the point they tacked off. This paid for them and they crossed ahead on the layline. The reaches left the 2 boats just boat lengths apart. On the beat Tim tacked and inched his way out from underneath the Hartleys and by the windward mark had pulled out a 50 yard lead. The run was a lottery, the wind was moving through up to 15 degrees and there were pockets of pressure. The Hartleys went high to keep the pressure and by the bottom mark the lead was back down to 10 yards. The roundings were not smooth, kites were left until the last second as the tide was pushing the boats towards the mark, Tim and Robin stayed ahead and extended their lead to 30 yards at the end of the short beat to what was the finish of the race in a diminishing wind. Phil and Tyler showed their consistency and growing mastery of the Osprey by finishing third. Cue pandemonium as everyone charged back to get the boats derigged to either watch the football or take advantage of the empty roads.

The Sheppey boats' personal battle had ended with enthusiastic, unofficial North jockey-Ken Brown (crewed by Chris Butters) finishing in a well deserved 4th place ahead of Tim Bell (crewed by Ian Bruncen) 5th and Mick Greenland who normally reigns supreme in Sheppey (crewed by Jerry Dixon-long distance weekend import from Belgium) in 6th. Ken listened hard to the North Sails guidance, copied his settings from Tim and thoroughly warranted his surge in performance.

Mark Malwhinney was deemed team Sheppey lightweight, broken by an average Friday and pronounced too fragile to be a "wrongun"-many cans of Grolsch were left unopened to be consumed perhaps, at the nationals in 4 weeks time in Porthpean.

"*Flipper*" stayed dry throughout the event, there being no real opportunity to break anything in these winds and there not being the appropriate witnesses to warrant it either!

Next year the Shoreham Open will also be raced for the Panmorra Cup; for the first time to be held outside of Cornwall and hopefully the timing will not clash with other commitments-Boys, you missed a great weekend!

Many thanks to **Gul** for the continuing sponsorship, and to Warwick Baker for allowing use of his great photos.

Pos	SailNo	HelmName	CrewName	Club	Nett
1	1331	Tim Rush	Robin Toozs-Hobson	RYA|SSC	3
2	1343	Richard Hartley	Mark Hartley	CSC	5
3	1206	Philip Popple	Tyler Harmsworth	SSC	9
4	1338	Ken Brown	Chris Butters	IoSSC	12
5	1335	Tm Bell	Ian Bruncen	IoSSC	12
6	1322	Mick Greenland	Jerry Dixon	IoSSC	14
7	1292	Paul Heather	Jonathan Osgood	WSC	17
8	1155	Arthur Mason	Oliver Toozs-Hobson	SSC	20
9	1344	John Shenton	Steve Offer	WSC	21
10	1336	Richard Marshall	Chris Saunders	PYC|IoSSC	22
11	1340	John Mills	M Walker/C Mills	SSC	32
12	1183	Lee Allen	Russ Wheeler	IoSSC	34
13	1197	Mark Malwhinney	Jamie Andrews	IoSSC	42



Hartleys leading Photo © warwickpics.co.uk

Lord Birkett, Ullswater, 3rd & 4th July

Three Ospreys competed in this famous regatta event. On Saturday the weather was reasonable, but the very strong winds on Sunday lead to the race being cancelled. Events like this can be good opportunities to show off the Osprey to people in other classes. There were 201 boats competing. The results below show the first and last to finish, and the Osprey results. There were 47 additional boats who variously were disqualified, did not finish or did not start, after the last boat that did finish.

Rank	Fleet	Class	SailNo	HelmName	CrewName	Club	PY	Elapsed	Points
1	ACH	49ER	1111	Noble Lester	Anderson Kevin	UYC	744	1.22.39	1
24	ACH	OSPREY	1317	Shaw Robert	Little Ian	Kielder Water SC	940	2.08.13	24
42	ACH	OSPREY	1114	Murray Ken	Ainsworth Anne	RNYC	940	2.11.27	42
44	ACH	OSPREY	1276	Mamwell Alec	Mamwell Angela	Coniston SC	940	2.12.39	44
154	RS 200	RS 200	1282	Cuckow Peter	Cuckow Lucy	Thames SC	1057	3.37.15	154

Life after Ospreys

Alf Hawksworth catches up...

Huw (the ospreysailing.org.uk webmaster) was recently exchanging emails with Alfie regarding some items of Osprey equipment that he wanted placing on the web site. As he had not heard from him in a long while Huw suggested that he write something on life after Ospreys and the following is what came through:

I have been asked to do an article on "Life After Ospreys". Here goes. If you don't like football you are on a looser!

At the age of forty sevenish, my winning exploits started to tail off and I had no wish to spend my time wallowing in the bottom half of the fleet and not at that stage being interested in cruising nor having the finance for a big boat, I turned my hand to semi-pro football.

I had already been head hunted into being president of a successful local football team and I went on to design their new ground, oversee the work and carry out various projects, such as install the bar, build the stand, put in the floodlights, build the boardroom and various other jobs.

When the chairman became to ill to carry on I was asked to take over and spent 11 years at the 'helm'. In that time we gained promotion from the Midland Alliance to the Southern League and spent four years there which involved a lot of travel to the Bristol area and beyond to such places as Tiverton, Weston Supermare, Clevedon and Gloucester to name a few.

We then got relegated back to the Midland Alliance, but gained promotion at the first attempt and were put into the Northern Premier League. This was the turning point, we had a disastrous season and were relegated back to the Midland Alliance and even struggled there, this set some people off looking for a scape goat after so much success, they thought we had a devine right to glory and I was getting abuse, so I decided it was time to move on.

During all this time in football 22 years, I was quite involved in coaching & management and I played 5-6 a side football myself until I was 65. I only gave up playing to convert an old stone cheese factory into a dwelling for us (the third home I have built for us).

I have also been in Rotary for 22 years and done my stint as president and also been chairman of various committees, obtaining a Paul Harris award, which is the highest award in Rotary.

After football, I decided to try my hand with Keel Boating and bought an old Jaquar 25' which was based in Sutton Harbour marina Plymouth, this was in 2006, then at the end of last year my son in law and me joined forces to purchase a Benetau Clipper 361 also based in Sutton Harbour and we are now looking forward to some more extended cruising on the south coast and around.

At the age of 70, the running of our business has been handed over to our sons, as we try to enjoy our retirement. Unfortunately my wife does not share my sailing expeditions which limits the time spent on them.

My regards to the old codgers who still remember me, ex Nifty Shifter and Pink Panther, to name a couple of the eight or so Ospreys I have owned over a period of 22 years.

Alf Hawksworth

Long Distance Regatta Races, Bala SC, July 10th & 11th

Report by Bob Hodkinson

Having started Osprey sailing last year (Boat 1318) I have been keen this year to get on the Osprey circuit, try out a few new events and to take part in the Nationals. My helm, Lou Geeson, has competed at Bala in several different boat classes and thought that would be a great event for us-lots of competition, testing sailing conditions and a generally good fun weekend. Nothing has changed since his last visit in the 1990's!



Lou & Bob **Photo © John Hunter**

With this being my first trip to Bala Lake, I wasn't sure exactly how long it was. Lou had told me-3.7 miles-but it is truly one of those things that needs to be seen to be believed. Getting to our campsite, which was roughly half way down the lake, and looking at but struggling to see either end was quite a feeling.

We decided to camp at Pant Yr Onnen campsite-right on the shore of the lake next door to the Catamaran Club. What a great place-plenty of space for tents and vans and you can BBQ or light fires on the shore.

The weather forecast for Saturday was mixed-reasonable wind but rain as well. Waking up on Saturday morning and listening to what sounded like hurricane force gales and torrential rain on the side of the tent was a little off putting, but getting up and looking outside proved that it was a good day for sailing after all.



Interesting start… **Photo © John Hunter**

On arrival to the sailing club, after going the previous night to put the mast up, we were greeted by the arrival of 2 other Ospreys-apparently a rarity these days-in amongst the other 48 competitors. Once on the water, we had a quick blast across the lake, avoiding the long-distance swimming event, which caused last minute problems by taking up the whole of the far side of the lake. This somewhat restricted the "around the cans" section of the race, and made the downwind areas very open, this mostly required gybe after gybe to get to the marks. Fortunately the wind held and made for some good racing all day.



Nick & Arthur **Photo © John Hunter**

The race started at noon, wth a port-biased line, and a capzise infront of Nick and Arthur. However, after the first upwind leg, the three Ospreys were relatively close, with Nick and Arthur in the lead. They increased this substantially until a mix of bad map reading and an absence of marks (the whole of the first row we reached on our return from the long distance mark, which were shown on the map provided by Bala SC were missing!-Ed) caused them to sail an extra 400 yards, losing ground to be the last of the three of us. By the second lap, they had managed to reel in our boat, which was going upwind like a bag of cement, but couldn't quite catch Alec and Angela, who held them off until the end of the race. Every now and again the only 49er in the race flew past us-sometimes literally-and there was also some very good battles for position all through the pack. The Long Distance Race was won by a 49er, second was a Flying Fifteen, and third an Albacore. Alec and Angela finished 12th, Nick and Arthur 17th with Lou and I finishing 19th.

Sunday was much of the same, wind wise, but without the rain and generally brighter and warmer. The Pursuit Race started with a diminished fleet of 20 boats with the starting gun going at 11 o'clock, but the first boats didn't start until about 6 minutes after. The Osprey start was 39 minutes after the first one and we started on the long first beat. As this was a pursuit race, it was decided that the long distance mark would only be used on the first lap, so Mr OOD could clearly see who was where after the 3 hours were up.



Close racing **Photo © John Hunter**

Halfway up the beat, we found an unexpected obstacle in more swimmers. Here, we were lucky to find an open patch and a clean way through, however, Nick and Arthur were not so lucky and had to navigate through them very carefully.

The absence of swimmers meant that more of the lake was open for the bottom end of the course, with 3 spinnaker gybes on most laps.

After we hit a huge hole in the wind on the 3rd lap, Nick and Arthur had gotten well and truly away from us, and everyone behind had caught us up, making a very interesting last lap. We had managed to keep in touch today far better than we did during the Long Distance Race, after some early morning tuning tips from Nick and a last minute decision to change the sails.



Alec & Ang **Photo © John Hunter**

Just as we got out of the hole, and started moving forwards again, Lou came out with the famous last words of "I haven't seen that Dutchman all race". Not two minutes later, we saw a giant multicoloured spinnaker hoisted behind us, and knew we were in trouble. The hole had also allowed

Alec to catch us back up, and he was closing in fast.



Nick & Arthur 3rd **Photo © John Hunter**

Nick and Arthur had a fantastic last beat to get from seventh to third. At the other end, the Dutchman, Alec and our boat were all very close, and we thought we had held the Dutchman until the final tack, when he called us on starboard and he crossed in front of us. The downwind legs were close between us and Alec, and when the gun went for the three hours, we were marginally ahead. Nick and Arthur had problems of their own, having sailed the final reach with a spinnaker sheet caught over the boom, they stalled at the end of the leg during the tack to untangle it, causing them to be overtaken by a Blaze and a Fireball. Luckily for them, this was seconds after the gun was sounded and they were awarded 3rd place overall.

The pursuit race was won by a Laser 2000, second was a Flying Fifteen, then third were Nick and Arthur in Osprey 1341. Lou and I were 9th and Alec and Angela finished 10th.

What are my thoughts on my first experience of a Bala Weekend? Sailing against so many different classes of boat was good fun and very interesting. I'm just surprised that there were only three Ospreys there, as the size of the water makes it a great place to sail an Osprey. Hopefully we'll be back again next year.

Osprey Open, Lee On Solent SC, July 10th & 11th

Report by Mick Greenland

Conflicting events and just 2 weeks before the Porthpean Nationals meant a low turnout at Lee-on-Solent for the Ospreys. What did you all miss? F3-4 and 24℃ on both days-perfect.



Photo © Vicky Parry on Peter Frith's camera

The club is split into two premises with the compound on the foreshore and the club house about 500yds walk on the main road over looking the Solent to the IOW (5 miles away), with fantastic views.



Photo © Vicky Parry on Peter Frith's camera

Parking on the sea front is free with plenty of spaces if you are early, the downside, the club has to beg and pay the local council to park (car and boat) on the adjacent grass next to the foreshore compound. The club house has all the facilities you could wish for, i.e. bar and dinning area and we had an excellent meal on Saturday night included in our entry fee; all prepared and cooked by club members.



Photo © Vicky Parry on Peter Frith's camera

The racing was the usual affair of triangles and sausages, starting and finishing half way up the beat. Race 1 and 2 saw Martin Cooney and Peter Frith 1290 home first, with Philip Popple and Robin Hobson 1331 second with Mick Greenland and Jerry Dixon 1322 and Ken Brown, Chris Butters 1338 swapping places for 3rd and 4th followed not far behind by our star helmswoman Alex Willis with Dad (Nick) pulling the strings. Nick was spotted letting her down on the odd occasion but his advancing years are taken into account and Alex did not give the vocal encouragement Nick was used to of old.



Photo © Peter Frith's camera

Sunday started cloudy with F5-6 SW but as the racing started the wind eased to F4 and the sun took over for the rest of the day. Unfortunately Philip Popple had to leave which left 4 of us and the racing started to get tighter with places changing on every part of the course. Race 4 had even greater changes with 1322 leading at the windward mark and Alex and Nick took over 2nd at the first gybe. By now 1322 was well clear but on the last run, a few good puffs closed the gap to 1322 and within the last 10m of the leeward mark Martin and Peter were on the transom of 1322 and the beat to the finish saw their skill shine through to power past and take line honours.

Great event, thank you LoSSC for being excellent hosts-let's look forward to the Nationals there next year.

Rank	SailNo	HelmName	CrewName	Club	Nett
1	1290	Martin Cooney	Peter Frith	PYC	3
2	1322	Mick Greenland	Jerry Dixon	IoSSC	7
3	1338	Ken Brown	Chris Butters	IoSSC	9
4	1331	Philip Popple	Robin Hobson	SSC	10
5	1292	Alex Willis	Nick Willis	HISC	13

53rd Osprey National Championships 2010

Brilliantly hosted by Porthpean SC from July 24th - 30th. Reports by those lucky enough to be 5th and 15th!

Day One:

Practise and 1st points race report by Mike Scott

Cornish sunshine, thirty-three Ospreys, a sparkling Force 3-4 and beer and pasties for fuel-the scene is set for the 2010 Osprey Nationals at Porthpean Sailing Club.



Porthpean Beach Photo © Lionel Rigby

A somewhat fitful north-westerly breeze dictated a longer than usual sail out the start line and gave the race officer some anxious moments as it went very light before the start. However it built to a satisfactory trapezing strength as the day went on, peaking at 13 knots in the latter stages. The proceedings were opened with the traditional practice race-a single triangle to shake out the cobwebs and identify rigging errors. This was won by Richard and Mark Hartley, followed by Martin Cooney/Peter Frith and Tim Rush and Robin Toozs-Hobson.

After a short pause for a minor course adjustment the 1st points race was on. The port end was well favoured at the start, allowing Cooney and Frith to tack onto port and cross the fleet easily, followed by Colin Stephens/Mike Greig and Viola and Mike Scott. These were the 1st three at the windward mark, followed by Richard and Mark Hartley and Rob Shaw/Ian Little. Cooney/Frith were closely challenged on the reaches by Stephens/Greig but maintained their lead to take the race. The Scotts were over-taken by the Hartleys and Shaw/Little who tussled closely to the finish with the Hartleys just taking 3rd. The Scotts had a close battle with Steve George and Peter Greig, with the Scotts holding onto 5th by half a boat length.

Rush and Toozs-Hobson were well buried at the start and had a long struggle back through the fleet eventually overhauling Paddy Lewis and Tom Holland to take 7th. Lewis and Holland were dismayed to discover they were OCS, so it's all to do again tomorrow.



Sunny Porthpean Photo © Lionel Rigby

A mid-fleet perspective by Ken Brown

Fantastic venue with a warm welcome, 8-15 knots and blue sky perfect! Sailing Osprey 1338 crewed by Chris Butters (IoSSC) our first objective was to avoid at all costs 15th position and the prospect of having to write a report. On clearing the start line in both the practice and the 1st points race we gained clean air and seemed to have reasonable boat speed.

Local advice suggested heading toward the right hand side of the course and this proved to be true for the 1st beat. However, a more confused picture emerged for the subsequent upwind legs and perhaps a more cautious approach working up the middle would have been the more sensible way to go? Off wind offered few opportunities to attack from pressure or wave.



Ken & Chris Curving Air Photo © Fotoboat

Place changes were more to do with tactics and superior boat handling. Several places changed the boats within our sector of the race, typically Adam Ellery in 1299 and Gareth Caldwell in 1205 slipped through at the start of the final beat which cost us places. Then towards the end of the final beat Nick Jones in 1341 and John Shenton in 1344 emerged from the opposite side of the course. Nick managed to take the line seconds ahead of us and we tacked on the lee bow of John 50 yards from the Line to take 17th position.

With objective no.1 in the bag the responsibility of 15th position would rest on another person's shoulders. Regrettably when the results were published this was not be as Paddy Lewis 1337 & Mike Pickering in 1319 were to be deemed OCS (suspect conspiracy) thereby elevating 1338 two full positions.

1338 day two objective avoid 15th. Somewhere between 5th and 14th would be nice!



And relax... Photo © Lionel Rigby

Top 10 results after Day 1:

Pos	Helm	Crew	Boat
1	M Cooney	P Frith	1290
2	C Stephens	M Greig	1116
3	R Hartley	M Hartley	1343
4	R Shaw	I Little	1317
5	V Scott	M Scott	1314
6	S George	P Greig	1280
7	T Rush	R T-Hobson	1331
8	P Heather	J Osgood	1292
9	J Batt	N Broomhall	1311
10	M Greenland	L Marriot	1322

Day Two:

Second points race report by Gareth Caldwell

A view from the back of boat 1205 through the aging eyes of Gareth Caldwell.

After a blistering start, in clear air and fully powered up with a predicted 200m lead at the windward mark... we returned to mediocrity after a general recall was sounded. On the restart of the race we edged out to the left of the course looking for new wind, which we found along with a header that lifted us on port to the windward mark, which was obviously as a result of sacrificing our bananas to the wind/sea gods! Seven boats at the front of the fleet changed positions throughout the race all with very similar boat speed. Nick Broomhall, who was going well, lost his hat on the run, which we thought about retrieving but would have taken his wind and as a fellow Blithfield team member we didn't want to upset him. On the last leg the pack gained ground on the leading group as the breeze filled in from behind. We finished in 6th place, which we were pleased with being in a 20 year old wooden boat.

Race 3 report by Dave Springett in 1329

After a gourmet 'on the water' lunch, courtesy of the floating pasty palace, the postponement flag came down and we were all fighting fit for another race.

Having agreed on tactics, Team Mud Muppet found a gap and hit the start line.

The fun began at the windward mark as the breeze picked up, and the reaches were superb-good course setting again thanks to the race officer. (Edit by Race Officer-thanks to Nigel Dowrick who sets the course for me!)

By the 2nd reach Jerry was complaining about the sheet loads-next time we must remember to set the ratchet blocks!

Like most boats, we were unable to hold the kite on the 2nd leg of the last triangle, and had some wonderful 2-sail reaching instead.



Dave & Jerry **Photo © Fotoboat**

The rest of the race was uneventful, except for rounding the bottom mark on the last beat only to find Kenny taking penalty turns in front of us-naughty boy!

A great day's sailing in a great boat!

First two days from the girls! Nicola-15, crew, and Alex-13, helm. (They race in different Boats! Ed.)

Both days the weather was nice and sunny and we had a decent amount of wind. At points it was a bit overpowering but we both managed to come out of it quite well.

Everybody managed to behave on the line apart from one race where most people were over and we had a general recall. We had some fun 3 sail reaches and even better as we managed to stay upright! Some of the beats were pretty challenging because of all of the wind shifts and the lulls.



Robin & Nicola **Photo © Fotoboat**

At the end of the 1st day, we both swapped helms, and we both sailed in together while the dads sailed in another boat-and we both managed to keep the boat upright, even with 2 sails. We really enjoyed the first two days and hope that it carries on like this!



Alex & Nick **Photo © Fotoboat**

Day Three:

Race 4 report by Peter Frith

The race started in much lighter conditions and the pin end biased start line saw many boats tacking off onto port soon after the start. At the windward mark the wind died to a whisper and many boats found themselves having to put in an extra tack or gybe round to miss hitting the mark, amongst them were 1290 Martin Cooney and Peter Frith who dropped from 1st to 9th allowing Rob Shaw and Ian Little in 1317 to round 1st followed by 1205 Gareth Caldwell and Jon Gibbons, 1311 John Batt and Nick Broomhall then 1331 Tim Rush and Robin Hobson.



Richard & Mark **Photo © Fotoboat**

Current leaders Colin Stephens and Mike Greig in 1116 rounded 8th but by the 2nd reach had already got up to 6th. On the next beat Rob Shaw and Tim Rush went right, unfortunate gear failure saw Rob Shaw drop out of the battle at the front but this paid massively for Tim Rush who gained the lead. Cooney/Frith managed to pass Stephens/Greig and close up on 5th placed 1343 Richard and Mark Hartley. A tightly fought run saw the places remaining much the same. Tim Rush sailed away into an unassailable lead leaving Gareth and John Batt to contest 2nd place.

The penultimate leg saw Cooney round just in front of Stephens with Hartley on his heels. The three spread out on the same tack with only a few boat lengths between. Cooney took the initiative half way down the run, gybing into a line of pressure. Stephens followed their lead, and closed the distance quickly trying to gain an inside overlap. Cooney defended and denied Stephens any room to manoever, using boat on boat tactics to round the mark ahead of Stephens, but letting Hartley through in the process.



Paul & Jonathan **Photo © Fotoboat**

The last beat was a delicate balance of maximising VMG with looking for pressure or wind shifts. In the battle for 4th-6th Cooney played all his trump cards and crossed the finish ahead of Stephens. Hartley had drawn the joker, and came home in 6th.

Meanwhile, at the front, Caldwell/Gibbons just held off Batt/Broomhall by half a boat length to claim a hard fought 2nd.

Top 10 results after Day 3:

Pos	Helm	Crew	Boat
1	C Stephens	M Greig	1116
2	T Rush	R T-Hobson	1331
3	R Hartley	M Hartley	1343
4	M Cooney	P Frith	1290
5	S George	P Greig	1280
6	R Shaw	I Little	1317
7	G Caldwell	J Gibbons	1205
8	J Batt	N Broomhall	1311
9	V Scott	M Scott	1314
10	P Heather	J Osgood	1292

Day Four: Lay day

Day Five:

Race 5 report by John Batt

Thursday dawned with glassy sea and a cloudless sky but by the start the wind had filled in from the NW again, F2-3. All clean at the start and Rob Shaw/Ian Little followed the shifts up the right of the 1st beat gaining them a big lead at the windward mark followed by Paddy Lewis/Tom Holland.



John & Steve **Photo © Fotoboat**

After some retuning on the lay day Batt/Broomhall were uncertain about boat speed but after another poor start came in around 10th at the windward mark with some work to do. By the 2nd beat as the wind was veering the majority of the fleet found that going hard right was paying. Shaw/Little continued to extend their lead throughout the race. Lewis/ Holland clung on to 2nd with Tim Rush/ Robin Hobson putting them under pressure in 3rd. Batt/Broomhall found that tweaking the rig had not been detrimental to their boat speed and worked up to fifth by the finish.



Splish Splash **Photo © Fotoboat**

Race 6 report by Ian Little

Starboard end paid this time and Mick Greenland/ Lee Marriott in 1322 made the most of a gap. The right hand side paid dividends and 1322 pulled into an early lead followed by the Scotts in 1317, Rush/Hobson and the Doc and Ce. This set the pattern for several roundings until Rush/Hobson managed to pull through to 1st. Rumours that Greenland in the leading boat had stood up to take photographs of the following fleet proved to be true, Mr G's excuse that he was enjoying the moment. Much place changing ensued in the last lap, Shaw and Little in 1317 taking a couple of boats on the run only to lose out again up the beat. The minor places were not settled until the gun, the Hartleys in 1344 crossing the line to deafening silence. Rush/Hobson were 1st, Greenland/Marriott taking 2nd, a good result for Ce and the Doc in 3rd.

This result puts Rush and Hobson in a commanding position going into the last race but with five different winners in the six races so far consistency may be the key to ultimate success.

The Osprey Nationals from a novice point of view… (by Kirstie McAlpine Crew 1245 Two Bob Bit)

Three ambitions launched us into this – to race each race with nerve, not to come last and not to fall over – four days in and we have met each one in style. Porthpean was the club we wanted to do our 1st nationals in as we had been told that the friendliness of the club matched the great sailing conditions in St Austell Bay. Everything so far has surpassed expectations.

Four days in and we have sailed in light winds building to f5 with enough variety and challenge to keep us thinking. Today the sea reflected the sky like a mirror and hearts dropped at the prospect of a day on the shore. However, whispers of wind began to play across the surface of the sea and race 4 began with a solid breeze that enabled 33 boats to bustle into an assertive and noisy start. Most of the fleet powered down the port side of the course but we tacked into clear wind and chased down starboard side to meet the fleet at the windward mark.



A "noisy" start **Photo © Fotoboat**

Sweet gusts and lucky lifts brought us to the windward mark much nearer the head of the fleet than we had ever been before. Unable to believe the people we were sailing near, we tacked too soon and sailed perfectly along the lay line into the windward mark. This was a mistake as we promptly got headed by a gust and found ourselves heading directly towards the mark at high velocity with no room to get around. The fleet congregated around us and very patiently sailed past without making any comment. In the silence of their departure, we did our turns for hitting the mark, and started to chase them back again.

Several tight and exciting reaches followed as we fought to gain ground again. Dogfights at the back of the fleet are just as much fun as at the front and one of the joys of the Osprey fleet is the fact there is always someone to race against at whatever level you sail. We battled hard with 1260 (sailed by Chris Woodward and Andrew Wilson) all the way and finally they triumphed on the last tack of the final beat. We came in 30th out of 33. Not last, and we sailed with nerve and there were no capsizes. Result.



Collecting pasties **Photo © Hilary Jones**

After lunch from the infamous pasty boat, we started again. The wind built over the course of race 5 so that conditions changed from leg to leg. The cracking start of race 4 was sadly a distant memory but we managed to hold ground throughout the race to match our best result of the week with a 25th. Still no capsizes, still not last and our nerve is building.



Paul & Jonathan **Photo © Fotoboat**

Porthpean has opened our eyes to the sailing skills at the top level of the fleet. We have had so much advice and assistance from everyone and our sailing is changing daily. Clear seas, sunshine and a willing welcome have made it a pleasure to sail at the club. Next time we will be ready for more wind. Next time we might have to modify our ambitions…

Top 10 results after Day 5:

Pos	Helm	Crew	Boat
1	TRush	R T-Hobson	1331
2	M Cooney	P Frith	1290
3	C Stephens	M Greig	1116
4	R Hartley	M Hartley	1343
5	R Shaw	I Little	1317
6	S George	P Greig	1280
7	J Batt	N Broomhall	1311
8	V Scott	M Scott	1314
9	P Lewis	T Holland	1337
10	G Caldwell	J Gibbons	1205

Day Six:

Race 7 report by Paddy Lewis

The final day greeted us with no wind, light rain and poor visibility, which allowed the fleet to stand around in the boat park comparing the relative merits of different rig tensions, sail makes and various other small bits of equipment that may or may not make the Osprey go faster or slower!

As the morning progress the promise of wind brought the conversation back to the last race and what everyone needed to do to hold their current position or move up one or two places. At the top of the fleet, Tim Rush and Robin Hobson were standing in 1st place and Colin Stephens and Mike Greig the only boat that could catch them. Stephens and Greig needed to win the race

and hope that Rush and Hobson finished 4th or worse. Throughout the fleet everyone had their own battles to fight so it was all to play for.



Happy Paddy & Tom **Photo © Fotoboat**

The wind eventually came in from the south west and the race officers sent the fleet out with a view to making a start at around 1.30pm once the breeze had filled in to 13 knots, which was perfect for the final race of the week. The fleet got away 1st time with Alex Willis (aged 13) & Nick Willis (aged older) on a port flyer across the entire fleet being congratulated by everyone as she crossed. If this is a vision of things to come, then the Osprey fleet is alive and kicking. Good job Alex, keep it up! The rest of the fleet split left and right off the start line, with Rush & Hobson going out to the far left corner of the course attempting to push Steven & Greig out to the lay line. At the windward mark Stephens & Greig rounded 1st followed by Martin Cooney and Peter Frith, then Rush and Hobson. As the breeze filled in further the front seven or eight boats pulled away down the reach.

The positions in the top eight or nine boats remained the same throughout the race, with Rush and Hobson pushing Stephens and Greig hard all the way round. This is how they eventually finished making Rush & Hobson the 2010 National Champions, with Stevens and Greig 2nd and Cooney and Frith 3rd.



Busy crews **Photo © Fotoboat**

There was a tight battle for the team prize between Mounts Bay Sailing Club and Kielder Water Sailing Club. Going into the last race Mounts Bay were ahead by one point, which is how it stayed in the end.



John & Tim Bowden **Photo © Fotoboat**

Thanks again to out fantastic sponsors: Gul, Hartley Laminates, Allen, D. G. Buscombe & Selden. We were able to give many spot prizes down the fleet. Thanks also to Mike Rice of Fotoboat for allowing us to use his excellent pictures both in this report and on the front and back covers of this publication.



Less happy Paddy & Tom! **Photo © Fotoboat**

The Osprey fleet would like to the Porthpean Sailing club for another fantastic National Championships. Ken Fobbester did and brilliant job as race officer setting great courses in difficult off shore wind conditions. The entertainment, bar and galley were second to none and I would encourage anyone who is looking for a nationals venue for their fleet to come and give Porthpean a try. It is one of the friendliest sailing clubs in the country and everyone involved in the event couldn't have been more helpful and welcoming. Thank you to all.



Thanks for the tractor! **Photo © Fotoboat**



2010 Osprey Nationals Results - Porthpean

Pos	No	Sail	Mk	BoatName	HelmName	CrewName	Club	Total	Nett	R1	R2	R3	R4	R5	R6	R7
1	21	1331	4	Odeline	Tim Rush	Robin Toozs-Hobson	Shoreham SC	20	9	(7)	2	(4)	1	3	1	2
2	30	1116	3	Lethal Weapon	Colin Stephens	Michael Greig	Mounts Bay SC	36	11	2	1	2	5	(16)	(9)	1
3	7	1290	3	Swiftwun	Martin Cooney	Peter Frith	Poole YC	28	15	1	(8)	3	4	4	(5)	3
4	33	1343	4		Richard Hartley	Mark Hartley	Carsington SC	58	17	3	3	1	6	(7)	(34 OCS)	4
5	27	1317	4	Bird of Prey	Rob Shaw	Ian Little	Kielder Water SC	44	22	4	(7)	6	(15)	1	6	5
6	29	1280	3		Steve George	Peter Greig	Mounts Bay SC	70	27	6	4	5	(9)	6	(34 DNF)	6
7	11	1311	4	Oh Spray	John Batt	Nick Broomhall	Blithfield SC	61	28	9	(10)	(23)	3	5	4	7
8	20	1337	4	Baa Baa	Paddy Lewis	Tom Holland	Kielder Water SC	80	34	(34 OCS)	(12)	8	8	2	8	8
9	3	1314	4	Think Again	Viola Scott	Mike Scott	Kielder Water SC	81	35	5	5	(34 DNF)	(12)	8	7	10
10	28	1205	3		Gareth Caldwell	Jonathan Gibbons	Blithfield SC	85	39	11	6	10	2	(12)	10	(34 DNF)
11	16	1322	4	Peek a Boo	Mick Greenland	Lee Marriott	Isle of Sheppey SC	70	41	10	9	(12)	10	10	2	(17)
12	31	1299	3	Georgia	Adam Ellery	Ce Royall	Mounts Bay SC	77	49	(13)	11	13	13	9	3	(15)
13	6	1292	3	Light & Bitter	Paul Heather	Jonathan Osgood	Wilsonian SC	88	51	8	(16)	11	7	(21)	14	11
14	18	1319	4		Mike Pickering	Mike Priddle	Mounts Bay SC	111	58	(34 OCS)	13	7	(19)	14	11	13
15	24	1334	4	Back Again	Russell Gardiner	David Slater	Coniston SC	129	61	12	(34 DNF)	9	16	15	(34 OCS)	9
16	23	1338	4	Curved Air	Ken Brown	Chris Butters	Isle of Sheppey SC	112	69	15	14	(17)	11	(26)	15	14
17	14	1291	3	Waimanu	Alex Willis	Nick Willis	Hayling Island SC	111	71	(20)	(20)	14	14	19	12	12
18	26	1199	3	Merlyn	Chris Winzar	Simon Pryce	Porthpean SC	133	80	(34 DNF)	17	16	18	13	16	(19)
19	1	1341	4	Blackbird	Nick Jones	Arthur Butler	RYA	152	92	14	18	(26)	22	18	(34 OCS)	20
20	8	1329	4	Fish for Tea	David Springett	Jerry Dixon	Ardleigh SC	141	92	17	(21)	15	21	(28)	21	18
21	4	1276	3	Jennifer	Alec Mamwell	Angela Mamwell	Coniston SC	140	94	22	(23)	18	20	17	17	(23)
22	2	1344	4	Rhiannon	John Shenton	Steve Offer	Wilsonian SC	147	97	16	19	19	(27)	(23)	22	21
23	32	1004	3	The Think Tank	Peter Cormie	James Grant	Mounts Bay SC	154	98	19	22	21	(33)	20	(23)	16
24	25	1164	4		Russell Wheeler	Jamie Andrews	Isle of Sheppey SC	153	100	21	(25)	(28)	17	25	13	24
25	12	1318	4	IV Play	Lou Geeson	Bob Hodkinson	Blithfield SC	162	101	18	15	(34 DNF)	24	(27)	19	25
26	17	1325	4	Seaing Red	Robin George	Nicola George	Great Moor SC	163	105	23	(29)	25	(29)	11	20	26
27	9	1088	3	Renegade	John Bowden	Tim Bowden	Weymouth SC	165	109	(27)	24	(29)	23	22	18	22
28	22	1181	3	Magician	Willy Crichton	Peter Jones	Ribble CC	174	120	24	(26)	22	26	24	24	(28)
29	5	1340	4	O'Fiddlestix	John Mills	Carolyn Mills	Shoreham SC	200	132	28	27	20	25	32	(34 DNC)	(34 DNC)
30	15	1203	3	One Step Beyond	Michael Richardson	David Bourne	Poole YC	200	133	26	28	24	28	(33)	(34 DNC)	27
31	13	1245	3	Two Bob Bit	Graham Thumwood	Kirstie McAlpine	Kielder Water SC	196	136	25	(30)	27	(30)	30	25	29
32	19	1260	4	Flying High	Chris Woodward	Andrew Wilson	Broxbourne SC	211	145	29	31	30	(32)	29	26	(34 DNC)
33	10	1183	3	Hydrobates	Lee Allen	Mark Mawhinney	Isle of Sheppey SC	221	153	30	(34 DNF)	(34 DNC)	31	31	27	34 DNC

Osprey National Championships - Prizegiving

Loads of prizes (thanks to the sponsors!), speeches and a few drinks made for a fitting culmination to the week's racing. Here are some photos from the evening. All images © Hilary Jones.





















Team Kielder


Osprey National Champions 2010 Tim Rush & Robin Hobson

WINNING THE ROUND THE ISLAND RACE (1953)

History Corner: Alec Mamwell has been rootling through early reports of Ospreys racing

IAN PROCTOR, the designer of "Osprey", describes how he sailed her to win in a neck and neck finish

NEVER has any race attracted so many entries as the Round-the-Island dinghy race organised by the Cowes Corinthian Y.C. Probably no race since the last America's Cup contest more than 15 years ago has aroused so much controversy and general interest.

It is almost incredible that after sailing for eleven hours the two leading boats should be separated by only one second at the finish. *Osprey* and *Marianne* were sailing neck and neck for the last mile to Cowes and *Osprey's* stem cut the line a bare three feet ahead of her rival's.

The intensely exciting finish was a fitting conclusion to a wonderful race. I have never sailed in another that has given me quite such at thrill from start to finish and I think that everyone else who took part felt the same about it.

We were extremely lucky with the weather. We startcd in a 10-knot north-easterly, which later veered a little and strengthened to between about 15 and 20 knots and then dropped down again to about 5 knots. The sea was kindly all the way. The Needles channel was smooth and the wettest part of the race was going across Freshwater Bay, where the wind was coming off the land and the waves were short and steep. By St. Catherine's the waves were a good deal bigger, and easier to ride, except where we went very close inshore and got into the beginning of breakers among the rocks.

It was very easy to see that had conditions deteriorated during the race, it could have been extremely hazardous for those unfortunate enough to capsize. There were about 30 rescue boats and everything was laid on to make the safety precautions as good as possible, with spotter planes, shore spotters, walkie-talkie radio and all the rest of it. But when we finished in *Osprey* at 16:31 hours, the tail end of the fleet was more than 20 miles astern of us and the rescue boats were very thinly spread. Had there been any reaching in the course, which strangely enough there was not, we should have been spread out still more.

I designed *Osprey* as a two-man boat, but we thought that it was probably more seamanlike to sail with three up-it is so much easier to reef or change sails in a seaway if there is an extra pair of hands. She was therefore rather overloaded. We took too much food and all we had time to eat was glucose tablets; we threw the other food over the side, and we threw out everything else that we did not need when we got to Bembridge-it probably did not make us go any faster, but it made us feel that it did. Nearly everyone found they had taken too much food, but of course we might have been glad to eat if we had been becalmed-as it was, all we needed was energy and the glucose could give us that.



Ian Proctor sailing "Osprey".

Photo © Eileen Ramsay

I was more than fortunate in *Osprey* to have with me two such skilled small boat sailors as Clifford Norbury and John Oakeley. John had a very long stretch on the helm between the Needles and Dunnose Head and Cliff was wonderful on the trapeze, when we used it. We all took the helm at one time or another.

The start at 5:30 a.m. was a wonderful sight. 196 of the 210 entries came to the line, including National 18's, two of the new Fairey 18ft. Jolly class, Max Johnson's new 18ft. *Coronet* designed by John Westell, Claude Nethercot's 17ft. *Marianne*, Stanley Smith's catamaran *Scarecat*, and a number of International 14's, Hornets, National 12's, Fireflies, Sprogs, R.N.S.A. 14's, Solent Seagulls, Wildcats and a host of others-a mixed bag.

It was a run from the start off Cowes to the Needles. The north-easterly wind had started the ebb running a little early and there was a fair current for the first 15 miles. As with every crowded start, the main thing was to get a clear wind and those that stayed inshore to seek a more helpful current got badly blanketed by the crowd astern trying the same thing.

Osprey took the lead after about ¼ mile, with the National 18 *Chaos* on her tail and *Marianne* pulling out from the bunch inshore. There was nothing in it between *Osprey* and *Marianne* down to the Needles, *Osprey* going ahead a little in the pulls and *Marianne*, with a gigantic spinnaker, creeping up when the wind eased a shade. They reached the Needles together, at 07:38, three minutes ahead of the next boat, *Chaos*.

Rounding the Needles

The current was sweeping the boats away from the Needles, so *Osprey* took a chance and rounded between the rock and the partially submerged wreck 30 yards off. *Marianne* rounded further off and lost a bit. Vicious 25-knot gusts came slamming in from over and around the pinnacles of the Needles, interspersed with moments of complete calm.

After about 20 miles *Osprey* had a 10-minute lead. The wind was freshening and I decided to change to a smaller jib to conserve our energies for what might lie ahead. After about 20 minutes with the small jib, it was obvious that one boat, using a flying trapeze to support the crew over the side, was catching us fast. From this moment we realised that this was not to be a fast cruise, but a flat out race all the way. We changed back again to the big jib and started to use our own trapeze and began slowly to draw away from *Coronet*, but we had lost about 7 minutes of our lead. I cursed myself for being so silly.

Meanwhile Uffa Fox in *Jollity* was sailing in slack water inshore and coming up well. When *Osprey* and *Coronet* tacked in to cover her, *Jollity* was ahead of *Coronet*. *Osprey's* good luck at the Needles was reversed at St. Catherine's and she sat in a calm patch while the other two closed up. She passed the Point at 10:34, with *Jollity* at 10:35 and *Coronet* at 10:35½.

After St. Catherine's we had seven long miles of short tacking inshore to avoid the adverse ebb current. It was most exciting.

Osprey kept the lead, but was very hard pressed by *Jollity* and *Coronet*. We did over 120 tacks, going right in among the rocks and tacking just short of the breaking water. We were thankful that we were using a trapeze and not a sliding seat, for in rough water one is liable to get washed off-or fall of a sliding seat, but a trapeze is perfectly secure; we heard that the Hornets were unable to use their slides on this part of the race.

By Dunnose Head we went too far in and collected some seaweed on our centreboard and when we had cleared this, both *Coronet* and *Jollity* were ahead and to windward. The wind then lightened a bit and *Coronet* went ahead wonderfully well while we were rather pinching to weather Culver. We luffed out ahead of *Jollity* after about 5 miles and then planed away from her when we could ease our sheets a trifle.

At Bembridge we came on to the long run up the east Solent, with *Coronet* about 5 minutes ahead. But we were fairly confident we could catch her on the run and were more worried about *Marianne*, about 6 minutes astern of us. Going through the anti-submarine boom we were 3 mins. 40 secs. astern of *Coronet* and *Jollity* had dropped to about 4½ minutes astern of us. We scraped along inside the outer banks of Ryde Sands and cut off one or two corners in a few inches of water. Off Wootton, about 5 miles from the finish, we overtook *Coronet*-she had led for 18 miles.

Neck and Neck

Coronet fought hard to hang on to us and to keep our wind clear we got further out into the adverse current than we should have. All the time *Marianne* was running up fast, the big nylon spinnaker tugging her along beautifully. We came together about 1 mile from Cowes and sailed neck and neck the rest of the way, leaving *Coronet* astern. We knew that our only hope was to stick to *Marianne* for dear life-if we had once let her get her wind clear in those light airs, her big sails would have taken her away from us.

Twenty yards from the line we luffed slightly and drew away from her, gathering a little speed to shoot us over the line those precious few feet ahead. The guns went almost together. It had been a terrific finish. Then along came *Coronet*, 4 minutes later and *Jollity* just over ¼-hour afterwards. Then the National 18-footer *Silhouette II* 22 minutes after the leaders and *Windsprite*, Bruce Banks's International 14, 24 minutes after them.

For the next 4½ hours the finishing guns were going nearly all the time as the fleet sailed into Cowes. All the way through the fleet there had been races as exciting as ours and I am sure that many of the smaller boats had had a harder time of it. 5½ hours after the winning gun, the last boat entered the Medina River.

Another Race Next Year?

Will there be another race next year? I don't know. If there is, I shall certainly want to be in it. But we were terribly lucky with the weather and it doesn't do to tempt Providence too often. My own feeling is that this should be treated as a race for Coronations, Jubilees and other Special Occasions -but that is just a personal opinion and I should be the last to deny that such splendid boats as *Marianne*, *Coronet* and *Jollity* should be given a chance to have their revenge on *Osprey*. Perhaps they will get it at the La Baule trials in August!

Results		hrs. mins. secs.
Osprey	Ian Proctor	11:01:20
Marianne	C. Nethercot	11:01:21
Coronet	M. Johnson	11:04:26
Jollity	Uffa Fox	11:16:41
Silhouette II	F. Brown	11:23:54
Windsprite	Bruce Banks	11:25:29

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Burnham Regatta Report, Royal Corinthian Yacht Club, August 28th & 30th

Reports from Rob Shaw and from postings on the Osprey webpage forums by Chris Saunders & David Springett



This year we had line starts from the RCYC line with 15 entries and strong winds for Race 1 of the event on Saturday, which was a long race using the Crouch and Roach rivers. 1st Rob & Ian 1317 resisting challenges from 2nd Paul & Jonathan 1292 & 3rd John & Steve 1344. The evening was spent on the camping field with a BBQ created by Helen Shaw & burnt by Rob, although cooking was held up by a rain burst which was quickly dried up by the warm evening breeze, allowing various repairs from the day's breakages.



Race 2 on Sunday brought strong winds increasing in the afternoon. Crossing from the Roach to the Crouch through very steep waves we saw a large motor yacht & the RNLI trying to save a sinking Squib which had buried into a wave. Most of the Ospreys decided to lower their kites and goosewing. On our second lap past the spit all that was showing of the Squib was the mast tip! For those that used spinnakers it was fast and furious. Rob & Ian were first, followed by John & Steve in their new boat and third were John & Tim in 1088 & finishing the race on genoa alone, hiking and with crew on the wire was Tim Bell in 1355 in 4th place.



Race 3 was postponed & run on Monday due to high wind.

On Sunday night we all enjoyed a sit-down meal in the RCYC Trophy Room with 50 Osprey sailors, old and new, followed by a photo show of previous events and Saturday and Sunday's racing taken by Roger Mant, who was also looking after our fleet in his large RIB. For those who wanted there was a live band downstairs with dancing until the early hours.



Race 4 started in light winds and a shorter course to allow race 3 to be fitted in after wards. Again Rob and Ian were first, followed by John & Steve and then Chris & Anthony were third. Spectators enjoyed Pimms on the clubhouse balcony overlooking the start and finish line in the sunshine.



The delayed race 3 was won by Rob and Ian followed by Alec and Jerry, and Chris and Anthony were third.



Our thanks go to the RCYC for their great hospitality and to Kim Allen who fitted the fourth race in to allow a discard and still ran the prize giving on time to allow travellers a chance to get home.

Rob Shaw



Sunday saw some of the strongest winds I've ever sailed in! Running out of the roach, not daring to pop the kite (no one did), we were hit by an almighty gust that broke the windward shroud and bent the mast alarmingly over the bow. It says a lot about carbon fibre spars that it didn't break; I'm sure an aluminium mast would have broken or kinked. Forced to gybe to give some support to the mast, we capsized. Having righted the boat, we dropped the sails and were towed (into big waves) back to the Royal Corinthian YC by the rescue boat. Only four boats finished the race, with Tim Bell and Ian Brunger beating back to the finish under jib alone, with Ian flat out trapezing!



Sunday night and Monday morning saw us repairing the mast where the jib

halliard sheave box had ripped out and the halliard had cut down the mast four inches. Thanks to Lee Allen (and Jamie) for supplying the Carbon and the know how-top job. A local rigger made new shrouds, jib halliard and jib luff wire and some work on the sheave box by a local engineering firm (Hardy Engineering) enabled us to sail on Monday and enjoy spectacular racing with the most memorable three sail reaches!



This was the third Burnham week I've done in Ospreys, and it remains my favourite event of the year. If you haven't taken part in Burnham week, you should-it is a great event, with good socials (particularly the Saturday night BBQ).



Thanks to my crew Antony Shaw, the Royal Corinthian YC, and a special thanks to Rob & Helen and Rob's parents for all your efforts.

See you next year.

Chris Saunders



A big thanks as usual to everyone who organised the weekend and made it yet another success, even if the wind Gods were a little generous at times. Special thanks to Mr and Mrs Shaw (snr) as well as Rob and Helen who put a huge effort into this event. The Jetty crew and everyone mucking in and helping did a great job. Also Lee for a bit of a carbon fibre repair master-class. Big thanks…….



A straw poll of the Phantom sailors gave the opinion that the run down the crouch was buttock clenchingly scary. A straw poll of the Osprey sailors was that the same leg was massive fun…… Clearly a kite does make a difference; I wouldn't dare call a Phantom sailor a wuss!



Thanks everyone. All going well, will see you on the circuit in April next year…..

Anybody who didn't go to Burnham this year missed the best weekend of the year…

David Springett



I'd also like the thank the Shaw's for all their extraordinary work to make the Burnham Regatta Osprey event the success it is, and on top of that for Rob for contributing a report as no-one else did. I've included loads of the spectacular photos Graham Mant took whilst trying to look after us! Thanks Graham. **Ed**





Rank	SailNo	HelmName	CrewName	Club	Total	Nett	R1	R2	R3	R4
1	1317	R Shaw	I Little	KWSC	4	3	(1)	1	1	1
2	1344	J Shenton	S Offer	WSC	12	7	3	2	(5)	2
3	1276	A Mamwell	A Mamwell | J Dixon	CSC	26	11	5	(15 DNC)	2	4
4	1292	P Heather	J Osgood	WSC	27	12	2	(15 DNC)	4	6
5	1265	J Bowden	T Bowden	WSC	30	15	(15 DNC)	3	7	5
6	1335	T Bell	I Bruncen	IoSSC	34	19	6	4	9	(15 DNC)
7	1336	C Saunders		IoSSC	36	21	(15 DNC)	15 DNC	3	3
8	1341	N Jones	A Butler	RYA	37	22	7	(15 DNC)	8	7
9	1183	L Allen		IoSSC	44	29	4	(15 DNC)	10	15 DNC
10	1340	J Mills	M Walker | J Mills	SSC	50	35	9	(15 DNC)	11	15 DNC
11	1338	K Brown	C Butters	IoSSC	51	36	(15 DNC)	15 DNC	6	15 DNC
12	1325	R George	N George	GMSC	52	37	7	(15 DNC)	15 DNC	15 DNC
13	1177	A Shaw	J Crosby	ASC	55	40	10	(15 DNC)	15 DNC	15 DNC
14	1329	D Springett	J Dixon	ASC	60	45	(15 DNC)	15 DNC	15 DNC	15 DNC

Endeavour Trophy 2010

From a forum post by Robin Hobson

The Endeavour Trophy is an invitation-only event for 30 current National Champions to meet and race each other in brand new Topper Zenons on the first weekend of October every year.

Nick Jones worked hard to get the Ospreys invited and with Tim Rush otherwise occupied, I leapt into the void, a gate-crasher at the best party in town.

I need a helm and they had to be a National Champion and so I rang Peter Frith to ask if there were any he knew and also asked him what he thought about it.

Peter's perspective was that he personally turned it down knowing he was too heavy and that Jon Gorringe had stepped in to crew for Martin-prophetic words. He gave me the phone numbers of a couple of people. The advert was to read: "One eight stone National Champion required to ferry round oversized Osprey crew in unsuitable boat".

With time really short I was ringing around and then was hit with inspiration; I gave Gareth Caldwell a buzz as he had won the AC division of IC's and when we sailed together in the past it had been a blast. Only issue-combined weight just over 29st-that shouldn't be problem should it?



Medium & Large?

The Friday practice and first race were called off as 30+ mph was deemed too much.

Adam Bowers had been hired to coach what was supposed to be a couple of short exercises videoed, followed by the first race videoed, and then a de-brief. As the wind was deemed to prevent sailing, Adam was unluckily tasked with giving a talk for one and half hours about the importance of starting and mark rounding. To be fair to Adam, he did it with aplomb and humour whilst silently cursing his luck at facing an audience that (myself excluded) recognised all of the errors demonstrated.

Saturday: 6 races, no time to practice and short tacking up the river Roach against tide was the order of the day. Race one was a rude awakening; in light airs with 30st (clothed weight) and 29 other boats where at least 25 of them were seriously aggressive on a short line-out the back we popped. Boat speed was ok when moving, but we just died on every tack and we had no acceleration. By the second lap we had moved down from early 20s to last, not by much, but last. Dave Wade (Fireball and Scorpion superstar) was just ahead of us on the finish.

Race two: we had a better start and were going well until the mainsail fell down-hands up the person that (hadn't) tied the knot. Oh well, better to get the discard out early.

In race five, the lightest airs, we chose the right route, got a perfect start bang in line with the eventual race winners and five of the top ten but just watched them sail away. We were twelfth at the windward mark by choosing the right route, but down the pan again at the finish-cry into beer time.

To put it in perspective, the overnight leaders, the N12s had an all up weight of 17.5st-equivalent of me after a big lunch!

Big bonus-Chris Roberts (a mate from the Phantoms) was watching in his yacht, and provided a hot pasty for the helm, and beers for crew for the sail home (after we broke off his ensign flagstaff by coming up the wrong side-oops ***oops***). It'd been a long day, we were on the water from 9.30am and got back 6.00pm.



Zenons lined up

On day 3 the wind was blowing old boots-payback time? (or not).

Race 7-if you can find the video of the start, shows textbook carnage. We got the pin end but another boat misjudged it, bounced off the leeward committee boat onto port and smacked us forcing us to tack-into 20 other boats.

How no one was hurt, I have no idea, we must have hit 6 boats. We spun round out the back behind the line and sailed up to sixth at the windward mark. We set off down the run, gybed into 4th place going like a train, boom hit the water-holding it, bowsprit collapsed…capsize. The Topper boat crew came over, cut some string, took out a screwdriver and removed the sprit but there were no spares available. Set off many minutes after the fleet without the kite in 24th. Boats had capsized with the kite up all morning but it was only ourselves and the Hornet guys that broke the sprits!

Race 8. We were well in the top ten round the windward mark, 20th at leeward, top 10 at the windward, then finally 14th at the finish-all without the kite. Sometimes stuff happens, but with it went our chances to climb a few places-but we went down still fighting! Oh that the days had been reversed!

Lessons learnt:-

If invited would I do it again? Yes if available. It is an honour to be asked and the standard of sailing is just great.

How best would the Ospreys be served at the event? Look at the weather forecast in the week preceding and send the helm with appropriate crew with all up weight in the range about 20-23st. Lend them a Laser 2000 or similar to get a bit of practice at tacking and asymetrics for at least a day, better still-get an RS Feva because they would then be thrilled to step up into the Zenon.



Endeavour Trophy

The Royal Corinthian YC and Topper do a fantastic job, the event is well organised and supported and whilst neither the boats nor the venue are perfect, it is a piece of English eccentricity, steeped in tradition

that is both wonderful to see and to play a tiny part in and the winner has truly earned their spurs.

To those that have not yet sampled Rob Shaw's rejuvenation of Burnham Week, please make the effort next year and hopefully you will see an indication of what I mean.

Nearly the final note-Gareth was fantastic to sail with and my thanks go to him for taxiing me around.

PS: Roger Mant is heavily involved at RCYC and whilst he came and chatted, unfortunately he felt the Osprey is perhaps now beyond him.

New Ospreys in 2010

All MkIVs

Sail No	Boat Name	Original Owner	Club
1343		Richard Hartley	Carsington
1344	Rhiannon	John Shenton	Wilsonian
1345	Hakuna Matata	Paul Redford	Tenby

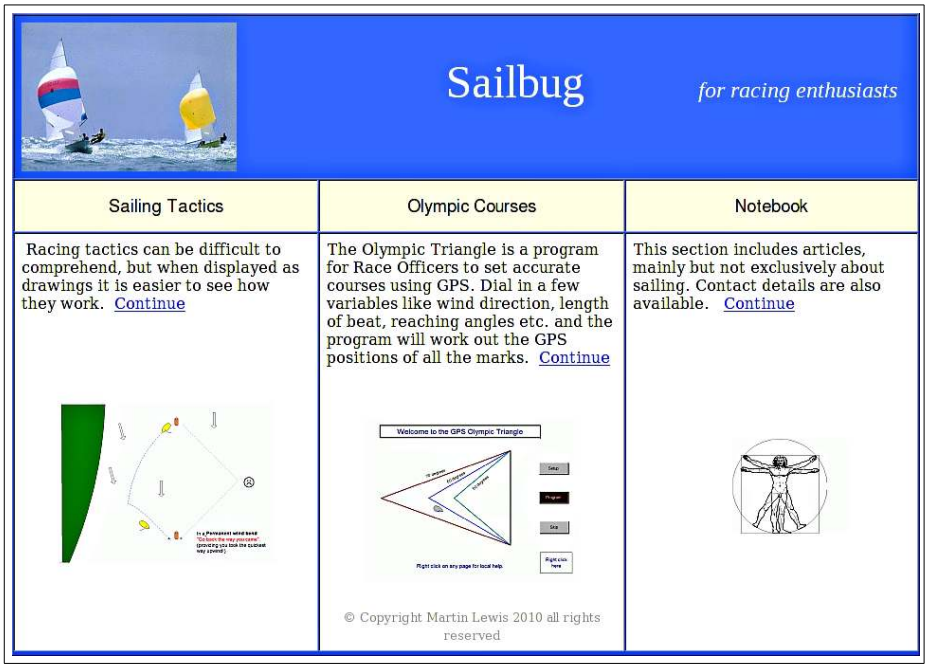


Just William a couple of years ago at the Eskimo - Nanuke starring! From Alec M

Martin Lewis's Webpage

www.sailbug.co.uk

You may like to have a look at Martin Lewis's webpage which contains a wealth of information on making tactical decisions in various racing situations. There is a piece of software designed to help race officers set Olympic courses, by specifying a few parameters such as beat length, wind direction, reaching angles the program produces GPS coordinates for the marks. Also on the webpage is a blog type section with articles on a variety of subjects, mainly, but not exclusively, sailing related. Well worth a read, especially in the winter!



Morecambe & Heysham Yacht Club Visitor Dinghy Open 11th & 12th Sept

Sailing with whirlpool technology...

Although our Osprey (1276) has sailed in Morecambe Yacht Clubs' Open Dinghy Event on numerous occasions this was the second time with me as Alecs' lightweight crew and we had both looked forward to this excellent venue on Morecambe Bay. The Race Office on stilts is situated on the sea front with commanding views out over the sands and mudflats when the tide is out, rapidly transformed to an unbroken expanse of water stretching across to Grange Over Sands and a backdrop of the Lake District Hills. The resort itself has seen a massive investment over recent years with the installation of new, rocky sea defences, an attractively revitalised promenade complete with a bronze statue of Eric Morecambe and the newly refurbished Art Deco Midland Hotel. It is a pleasant place to visit and sail. The club house is behind the promenade. Rigged boats have to be negotiated around the buildings and telephone wires, briefly making a quick dash across the road to the launching area on the front. Hand signals can be advantageous.

When we reached the briefing area by the Race Office there was no water to be seen although a distant line of breaking waves could just about be made out a long way into the bay. It was sunny and the wind seemed brisk, so there was time to prepare the boat and watch the others racers assemble. There were two fleets. A

handicap fleet of twelve which included a Merlin Rocket, Lasers, the 'Jones Boys' in their Fireball (the crew, Peter, crewed for Willie Crichton at the Nationals) and our Osprey. The other fleet consisted of Blazes attending their Northern Championships.



Photo © Rohan Slaughter

While waiting for the sea to arrive, the OOD, ex Osprey sailor Keith Byers, explained the course and gave lots of advice about the hazards of launching and retrieving in the fast moving tides. At this point the committee boat was fast on a sand bank and one of the patrol boats was to stand in until the promised 10 metre tide floated it off.

The fleets launched in about 20 knots of wind to sail a left hand trapezoidal course. Everyone seemed well clear of the start which was aided by the strength of the incoming tide and most people chose to sail along the sea wall to starboard to keep out of the main current. Tacking out to the windward mark meant negotiating much rougher water in a wind of Force 4-5. The reach to the wing mark was short for the Osprey but very fast and at least wiring avoided most of the spray which the helm didn't seem to appreciate. Yet again my lack of weight meant that Alec couldn't really power up on the windward legs, the choppy water giving a very bumpy ride but then down wind seemed like flying. When I did have a chance to look around it was obvious that the deteriorating sea conditions and rising wind speed were causing problems for some of the other competitors. There seemed to be a lot of capsized boats around the gybe mark. The busy patrol boats were joined by an RNLI crew wanting some practice and the race ended as it started to rain. Sadly the OOD decided to abandon the second race and a slick shore team helped get all the boats up onto the promenade.



Photo © Rohan Slaughter

For all those who have helped in club galleys and know what a hard job it is I always appreciate being on the other side. As usual Morecambe provided all the hungry crews with excellent food, a good bar and in the evening an entertaining Quiz with nautical themes. The Mamwells' and the Jones' teamed up and actually won.



Photo © Rohan Slaughter

On Sunday the OOD decided to post a small Olympic course. The wind started around Force 5 and was forecast to rise and the expected huge tide was late arriving. Quite a few boats having seen the forecast had decided not to sail including those who were first and third on Saturday. We decided to launch off the beach rather than negotiate the ramp. Launching from the sand clearly illustrated the dangers of the fast changing conditions in Morecambe Bay. Within five minutes of setting foot on the sand the boat was completely floated off the trailer. Race three seemed to go by very quickly in roughening sea conditions. In spite of our best efforts we couldn't keep up with the Fireball although I expect it was more to do with me defying my helm and not eating enough pies the night before.



Photo © Rohan Slaughter

I just remember Race 4 being an exhilarating ride where the turning tide and Force 6 wind had reduced the fleet still further. The wind over tide in shallow water had the effect of introducing 'whirlpool technology' to the sailing area.. Although we survived the next gybe we were capsized by a broadside wave and turtled. In spite of Alecs' valiant efforts we ended up bending the burgee over and sadly yet another pipe and the magnifying glasses we both need to adjust our shroud settings managed to join us swimming in Morecambe Bay. My failure to unwrap the jib as we righted treated the patrol boat crew to a surfing Osprey complete with a helm being trawled along, holding onto the transom. We finished the race along with the other few boats left. The racing was abandoned after this.

This was to be the 'Jones Boys' first open meeting win and we were fourth. As the afternoon wore on while derigging and the boys enjoyed their deserved and long awaited success… the waves got bigger, the wind got stronger and their speed got greater…..! Come to Coniston next year to hear the full story. We did enjoy the meeting again but it would have been excellent to have had some more Ospreys to sail with us. Morecambe really do work hard to give the visitors an all round good event. Thank you Morecambe. Can I urge some of you to come and try it for yourselves next year? You might even find one of the missing pipes floating around.

Angela Mamwell

Kielder Water SC, Sept. 18th & 19th

A limited view of the Open Meeting as I could only be there for the Saturday!

In order to give breathing space after the Burnham Open and the Sheppey Round the Island race our Open was pushed back 18th/19th September and we had some worries, after previous years of cold northerly winds, that the elements would be unkind again. We were pleasantly surprised with the wind which was the prevailing Westerly but it could not be said to be warm.



2nd John & Nick **Photo © Don Pipes**

Despite this 11 Ospreys made it to the start line, among them several brave new and light crews who were hoping for light winds to suit. Their hopes were not realised as the wind proved rather gusty. Home boats led the first race with Rob Shaw & Ian Little in 1317 keeping Paddy Lewis & Tom Holland (1337) to 2nd place, Blithfield boats of Ian McDonald & Jonathan Gibbon (1285) then Jon Batt & Nick Broomhall (1311) following closely and Nick Jones & Arthur Butler (1341) starting a perfect sequence of fifths.



3rd Ian & Jon **Photo © Don Pipes**

The wind increased for the 2nd, back to back race, and this time and this time 1311 came out victorious with 1337 getting and staying ahead of 1317. I saw little of the action as I was discovering that 18 stone combined weight is not quite enough to get an Osprey up easily. We retired for the final race, as did several others, driven off by the cold and wind. 1317 won followed by 1311, 1337 and the Mamwells (1276) came 4th.

On the Sunday the wind was lighter but the fleet was only 9 strong. The main battle was between 1317 and 1311 with 1311 getting the first race leaving them on equal points going into the last race. The next battle was between 1285 and 1276. As said before, 1341 sailed with great consistency getting 5th place in every race. Lou Geeson and Bob Hodkinson (1318) on their first visit to Kielder fought with Asymmetric sailors Luke McGill and Richard Purdy of Sunderland, borrowing 1287 for the weekend, Graham Thumwood and Kirstie McAlpine (1245) gained valuable Open experience against Bill Crichton (1205), who was sailing with another extremely lightweight crew, Judy Scullion.



Nick & Arthur **Photo © Don Pipes**

Thanks to all the visitors who came to Kielder and made it such an enjoyable event.

Report by Viola Scott

Extra thanks to Viola for writing a report because no-one else had-despite her sadly being unable to attend a lot of the weekend due to family illness and bereavement. (Ed.)



Winners Rob & Ian **Photo © Don Pipes**

Boat	Competitors	R1	R2	R3	R4	R5	Points	Place
1317	R Shaw & I Little	1	3	1	2	1	5	1
1311	J Batt & N Broomhall	4	1	2	1	2	6	2
1285	I McDonald & J Gibbons	3	4	12	4	3	14	3
1276	A Mamwell & A Mamwell	6	7	4	2	4	16	4
1337	P Lewis & T Holland	2	2	3	12	12	19	5
1341	N Jones & A Butler	5	5	5	5	5	20	6
1318	L Geeson & B Hodkinson	7	8	6	6	7	26	7
1287	L McGill & R Purdy	10	6	12	7	6	29	8
1205	W Crichton & J Scullion	9	9	12	9	9	36	9
1245	G Thumwood & K McAlpine	12	12	12	8	8	40	10
1314	V Scott & J Little	8	10	12	12	12	42	11

Osprey Open & 4th Gul Event, Isle of Sheppey SC, Oct 9th & 10th

Report by Lee Marriott

GUL PERFORMANCE APPAREL

The Isle of Sheppey Sailing Club hosted the Ospreys over the weekend of the 9th & 10th October. Weather forecasted was sunshine and 15mph from the East turning ENE-ideal for sailing but it was anticipated it might be difficult for launching and recovery of boats and so it proved.

Race 1

A fresh unobstructed easterly breeze brought near perfect wind but the sun stayed put for the day. The easterly wind meant either wind against or with tide creating short uncomfortable chop, which would make mincemeat of lesser (dare I say more modern) boats, and which would test most competitors. On the start the 'usual suspects' were lurking near the pin end waiting for the gun.

Local boys Mike Greenland and Lee Marriott sailing 1322, thought they may be able to slot in prime on the pin on port but were forced to turn around with 10 seconds to go, pushed out by current National Champions Tim Rush and Robin Toozs Hobson 1331. 1331 and 1290 sailed by Martin Cooney and Peter Frith to storm ahead with exceptional boat speed, the mark 3

Osprey of Cooney and Frith, handling the chop much better than the mark 4, taking full advantage of the conditions to take the win.

Unfortunately class chairman Nick Jones crewed by Arthur Butler had a lousy day, a visit to hospital for a tooth abscess capped by Arthur suffering chronic sea sickness in the washing machine conditions ending his challenge for both the IoSSC event and with it the Gul series.

Race 2

Started well on the first beat, but ended in controversy as the hitch mark used drifted and caused confusion on which buoy to round first. The race went to protest and was abandoned and rescheduled for the next day.

Race 3

(I didn't sail in this one as Mick wanted to get ashore)! Again the hitch mark was out of position but as most competitors followed the course sans hitch, whilst controversial and protested, it stood and followed the same formula as the first - Cooney and Frith out front followed by Rush and Toozs-Hobson

IOSSC laid on a chilli supper-the perfect aid to recovery for what had been an exhilarating and tiring days sailing. Tales were told over a barrel of Spitfire, especially laid on and easily murdered-Osprey sailing develops a thirst and all retired for a well earned rest.

Sunday 10th October

Race 4

The sun turned up on Sunday and the wind had backed further to the NE, 18 mph which again provided superb sailing conditions albeit with a chop that at times climbed over the bow upwind and downreal seaboat power sailing and the swell and waves developed as the tide rose making conditions even more challenging. The starts proved crucial with Mike Greenland and Lee Marriott (1322) taking line honours to be out sailed by 1331 & 1290. The final nail went into the coffin for 1322 when a school boy error caused them to capsize right in front of the committee boat. This allowed 1298 sailed by Mike Atkinson and Stuart Maunder and 1317 sailed by Rob Shaw and Ian Little to pass. Cooney and Frith took another first with Rush and Toozs-Hobson in second.

Race 5

Another blinding start by the locals in 1322 was again thwarted by the skills of 1290 and 1331, and where pushed further down by 1298 and 1317. The battle was then on rivals from the host club battled to the death. The standings at the top remained consistent with another win for 1290 and second for 1331. Ken Brown and Chris Butters sailing 1338 pushing hard to beat their arch nemesis combo of Greenland and Marriott in the event but just narrowly missed out on a very tight race.

Rescheduled race 2

With First and Second positions already decided, Cooney and Rush headed for shore whilst there was a modicum of beach left and the battle was on for the remaining places. 1298, an Andy Barker mark 3 which ate the chop, managed to keep 1322 at bay after they clipped their rudder just after the leeward mark, forcing 1322 to take penalty turns. This allowed 1317, Rob Shaw and Ian Little to sail pass and take second.

The Isle of Sheppey Sailing Club had done the fleet proud in this the final event of the Gul series-a proper sea venue for the Bentley GT of dinghy sailing.

Rank	SailNo	HelmName	CrewName	Club	Total	Nett	R1	R2	R3	R4	R5
1	1290	M Cooney	P Frith	PYC	17	4	1	1	1	1	(13 DNS)
2	1331	T Rush	R T-Hobson	SSC	21	8	2	2	2	2	(13 DNS)
3	1298	M Atkinson	S Maunder	PYC	18	11	(7)	4	3	3	1
4	1317	R Shaw	I Little	KWSC	16	12	3	3	(4)	4	2
5	1276	A Mamwell	J Collins	CSC	28	20	4	5	5	(8)	6
6	1338	K Brown	C Butters	IoSSC	30	22	5	7	(8)	6	4
7	1322	M Greenland	L Marriott	IoSSC	36	23	8	(13 DNC)	7	5	3
8	1292	P Heather	J Osgood	WSC	33	23	6	6	6	(10)	5
9	1344	J Shenton	S Offer	WSC	45	32	9	(13 DNC)	9	7	7
10	1335	T Bell	I Brunger	IoSSC	46	35	(11)	8	10	9	8
11	1164	R Wheeler	J Andrews	IoSSC	56	43	10	(13 DNF)	11	13 DNC	9
12	1341	N Jones	A Butler	RYA	65	52	(13 DNC)	13 DNC	13 DNC	13 DNC	13 DNC



Well? It wasn't me, so it must have been you! **Photo © warwickpics.co.uk**

Nick Jones "A Lifetime in Ospreys". Part 3

So far I have taken you through my first 8 years in Osprey Sailing and you may recall my hospital visit to Penzance during the Mounts Bay Nationals. Little did I know this was the beginning of a regular occurrence and now everyone knows me for being accident prone.

1987 was a very active year-Keith and I attended many Open Meetings, visiting some venues for the first time. One highlight of 1987 was seeing The Blackpool lights during the Ribble event, and it was there that we won our first prize, despite sailing the wrong course by following Vanny Page and Nick Willis in Riff Raff.

The National Championships returned to Tenby Sailing Club and it was here that Keith and I had our best first beat reaching the windward mark in 5th, we then held our ground until then it all went horribly wrong. The wind was very light and as we approached the gybe mark I realised we were a little close, and yes, we hit it. In those days you had to re-round but the tide was stronger than the wind and we could not get back. Only 5 boats finished the race and Keith and I were pleased with our non-result.

The Lymington Open was always the event to end the year, but Keith was not available, so I teamed up with a 505 sailor Dave Cotton and he was the helm-yes I do crew occasionally-you will hear more about that later. It was a very windy event and several boats were being blown about. David and I were doing ok but then we fell off a wave and I was picked up off the wire, hitting the mast and being concussed, I returned to shore and was taken to Lymington Hospital. They decided that I needed to stay in overnight but the only bed they had free was on the Maternity ward. In the evening many of the fleet visited me and they thought it was a laugh that I was on that ward.

1988 saw us go to Kielder for the first time and in those days the club was located further up the lake. Bob and Teresa Thomas and Hilary and I booked one of their log cabins for the week and had a thoroughly good time, although it did snow during the week-and that was in June! I cannot remember much about the event except to say it was great fun and that is why I have returned many times since. The Nationals saw us at Paignton, and it was here that I became secretary of the class association, committing myself to a lifetime on the committee, I am sure I did not expect to be there in 2010. The venue also saw the last of the Miss Osprey competition, which had been a feature of the Nationals for many years. The event was won by Oscar Chess and Dave Griffiths.

Lymington also saw a broken mast for Richard Marshall and Nick Willis. Evidently during a race they had some issues so on the finish line Richard tried to duck Nick-evidently the manover did not stay controlled and consequently they broke their mast.

1989 Saw two notable events. Lymington Town sailing club organised a Round the Island Race which was great fun and the class used it to raise funds for the Antony Nolan Bone Marrow charity 750. The event started to the western end of the Island and the article in the Newsletter said that the Townsends in 1241 were first to the Needles. This was incorrect as Keith and I got there first. Indeed Nick Willis and Andy Harrop commented when they passed us "What are you doing here?" unfortunately we slowly slid back down the fleet and then made an error. Huw Carter (a local sailor) had lifted his rudder and was cutting the corner by Ryde Sands. We followed, not knowing, and suddenly we came to a very solid stop and our rudder was no more. We did however mange to complete the race beating up the Solent without a rudder. The Nationals that year were at Pwllheli which was an excellent event and indeed the best of the events held at this venue. The socials were all held in a boat shed right by the dinghy park and we had some great evenings with several of our members providing entertainment.

That convieniently ends my account of my first decade sailing Ospreys, and the 90s will need to wait for the next newsletter.

Nick Jones. **To be continued...**

Last Blast, Rutland SC, Oct 30th & 31st

Reports by Paddy Lewis, John & Caz Mills and Ian McDonald

Paddy's Report

Once again the Ospreys returned to Rutland Water for the last blast of the season along with the Contenders, Javelins and Flying Dutchman. With 16 entries, nearly half of which finished in the top 10 at this years Nationals, there was going to be some good competition. We were also very pleased to be joined by the Wayfarer Stig, Mike McNamara. With the sun shining and a F3-4 blowing steadily down the lake it promised to be a good day.

The first race started promptly with Richard and Mark Hartley leading off the line at the pin end heading over to the left accompanied by Martin Cooney and Peter Frith. The Hartleys made it to the windward mark first as they did in all three races on Saturday. The Hartleys took the first three races followed by Jon Batt and Nick Broomhall in all three. Rob Shaw and Ian Little eventually made it onto the course in race two having had a false start off the water with a broken trailer 20 miles from home, which required a return for another rig. They took third in race two followed by Cooney and Frith. All three races on Saturday were very close with positions changing frequently both up the beat and on the downhill legs; small mistakes would loose you four places on a day of high standards.



As the forecast had predicted, the wind was fairly light on Sunday morning and dropping. The fleet got off the start line with no problems and straight up the first beat. With marginal trapezing conditions it was tricky sailing but if you picked the shifts right there were some big gains to be made. The Hartleys were once again on top form and first to reach the windward mark again but an uncharacteristic Hartley capsize at the wing mark let Batt and Broomhall and a number of others pass them by. Mike McNamara was really starting to get to grips with the Osprey, as we all knew he would, it was just a matter of time. He battled away with Batt and Broomhall to eventually take first place in what ended up being the last race of the day as the wind died to nothing. The fleet paddled, rocked, were towed or pumped their sails to get back to the club for an early bath and brownie points at home for an early return.

This was a great way to finish the season with some close racing, decent breeze for the most part and good company. Many thanks to Rutland for providing us with a cracking weekend once again.

John & Caz's Report

Do we or don't we?-that was the question. We decided that we did wish to

come to Rutland Sailing Club for one more blast with other Ospreys this year. We had started sampling Osprey Opens this year and we had always thorough enjoyed ourselves. And it proved to be a brilliant decision. We arrived on a wonderfully autumnal day and rigged our boat the views were beautiful the dinghy park was bustling with likeminded people all raring to get on the water and race. There were sailors of other classes there too, Contenders, Javelins, Flying Dutchman, but most importantly OSPREYS.



First race, we launched and made our way over to the racing area, it was not too cold, although it definitely was not warm, but the going was quite comfortable and we waited for the start, which was not long, the Opsreys beings started just after the Flying Dutchmen. We were off, not a brilliant start for us, we could have done with a practise race or two or three or four… We managed a 13th anyway for the first race and then we meandered around whilst the other fleets finished, at least we were not finishing amongst them.

In the second race we decided to go off to the port. As it happened this was a good move as we ended up most of the way round lying 11th. On the last leg there was a private tussle going on between Mike McNamara/Jerry Dixon, Paddy Lewis/Tom Holland, Nick Jones/Arthur Butler decided to go around Mike and Paddy to the starboard side and we went port and bit by bit we crept up on all three and crossed the line ahead of them-our best result and it must have gone to our head as we flunked the next race and came in 14th. After that it was back to the club house tp put the boat away and eat and drink the evening away. We managed to stay at a very nice B&B some three minutes away by car. We slept well with the aid of a few drinks.



Up the next day, having remembered to allow ourselves an extra hour in bed, had a good hearty breakfast and back to the club. Misty, no wind, miserable, would we or would we not sail? Yes we would, the wind had swung around and filled in a bit. Same routine, same sequence but we really, really messed up. We started and thought we had heard a general recall, but by the time we realised that it wasn't, the Ospreys were a long way in the distance. Did we give up? By heck no, off we went, all hands on deck chasing and chasing and bit by bit we caught up with Nick and Arthur and then were ahead of them and then we finished 13th. We hoped for a further race to redeem our poor start and we waited, and we waited and we waited as the wind totally dropped and unfortunately the last race was cencelled. Then it was who could get back to the club house under whatever means possible, punting with the spinnaker pole or paddling, rowing, or simply being towed.



An end of a good weekend, we will do better next year whether by will power or possibly a little WIND POWER, or a bit of skill might come in useful…

Ian's Report

A very high quality Osprey fleet gathered at Rutland for the final Open of 2010, this is the view from the middle of the pack.

It was interesting looking at the other classes we were sharing the water with. Contenders had their normal high attendance- Ospreys would need an entry well into the hundreds to get the same percentage of boats on the water. Is it something about the loneliness of a singlehander that encourages them to get together? Certainly I need to remember my damaged knee from my Contender sailing to prevent the lure of the beautiful Italian wooden boats getting too strong. There is not room in the barn for another boat alongside Secret Diaries (1285) anyway! I suppose it was fun negotiating a way past the occasional slow moving Supertanker (Flying Dutchman). Not a lot we can do, but certainly our racing was affected by the back of the Dutchman fleet on several occasions with their inherent boat speed able to block us. That bribe spent to ensure getting past Robin will perhaps buy them some more fittings! I was surprised to see so few Javelins with fleets well placed for Rutland.



Overall, the results were very consistant with the Hartleys winning the first three races until Mike McNamara remembered where a sailing legend should be in the fleet and won the last race. Batt/Broomhall finished second in all races, they were obviously filling in for the missing "really good sailors Jon and Nick" that we were promised would be attending in pre-event forum discussions. Anyone else looking for "cannon fodder" to cruise by was in for a long search. The mid fleet was very competitive with ex Champions and Open winners discovering the back half of the fleet. Certainly Jon and I were surprised to be up with and past some of our sailing "heroes", and less so with some of our forays towards the back.

The racing was very well run and I think that the atmosphere at the club was better than in previous years. The unavoidable drawbacks of such a large club were mimimised. Shame about the lack of wind on Sunday. Not a lot we can do about that.

See you next year and we look forward to 20 knots on both days.

Thanks to Helen Smith for the lovely images. These photos © Helen Smith.



Ospreys on their Last Blast of the year **Photo © Helen Smith**



Champions R & M Hartley



2nd J Batt & N Broomhall



3rd M Cooney & P Frith

Photos © Don Pipes

Rank	SailNo	HelmName	CrewName	Club	Total	Nett	R1	R2	R3	R4
1	1343	Richard Hartley	Mark Hartley	CSC	6	3	1	1	1	(3)
2	1311	Jon Batt	Nick Broomhall	BSC	8	6	(2)	2	2	2
3	1290	Martin Cooney	Peter Frith	PYC	16	10	3	4	3	(6)
4	1317	Rob Shaw	Ian Little	KWSC	28	13	(15)	3	6	4
5	1337	Paddy Lewis	Tom Holland	KWSC	24	13	4	(11)	4	5
6	1329	Michael McNamara	Jerry Dixon	NBYC	29	17	9	(12)	7	1
7	1285	Ian McDonald	Jon Gibbons	BSC	26	17	5	7	5	(9)
8	1292	Paul Heather	Jonathan Osgood	WSC	31	22	7	8	(9)	7
9	1276	Alec Mamwell	Alistair Smith	CSC	33	23	8	5	(10)	10
10	290	Stuart Scarff	Robin Toozs-Hobson	SSC	36	24	6	6	(12)	12
11	1291	Alex Willis	Nick Willis	HISC	43	29	10	(14)	8	11
12	1318	Lou Geeson	Bob Hodkinson	BSC	46	32	(14)	13	11	8
13	1340	John Mills	M Walker/C Mills	SSC	49	35	13	9	(14)	13
14	1341	Nick Jones	Arthur Butler	RYA	49	35	12	10	13	(14)
15	198	George Odling	Will Odling	ASC	62	45	11	(17 DNC)	17 DNC	17 DNC
16	1263	John Rayner	Les Green	HSC	61	45	(16)	15	15	15

2010 Osprey Gul Series Prize Giving at Rutland SC



Gul Champions Tim Rush & Robin Toozs-Hobson



2nd Rob Shaw & Ian Little

Photos © Don Pipes

WHAT'S ON & WHERE

***Gul** are sponsoring the Osprey Class again this year, but instead of a series of events, this year we're thinking of having a Silver Fleet competition at the Nationals-further information will be forthcoming... The **Wilkinson Sword** Travellers' Trophy will run as normal.*

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

26th & 27th March **Training Weekend** **Blithfield SC**	*Coaching by Tim Rush (Sailmaker and Osprey National Champion)-improve your speed! Limited numbers. Boats can be left ready for the following Open.* **Contact: Nick Broomhall nick.broomhall@btopenworld.com**
2nd & 3rd April **Welsh and Midlands** **Blithfield SC**	*Friendly club, onsite camping, centrally located and great food and beer. Large turnout in recent years-should be keen, tuned up crews this year!* **Contact: Nick Broomhall nick.broomhall@btopenworld.com**
14th & 15th May **Mount's Bay SC**	*Prime Osprey sailing location, large local fleet. Come and compete against some of the top sailors.* **Contact: Michael Greig 07793 593263 (mob)**
28th - 30th May **Coniston Regatta & Osprey Meeting** **Coniston SC**	*Beautiful views, testing sailing, friendly welcome, with food available at the Club now. Camping nearby and well-stocked bar.* **Contact: Alec Mamwell 01539 441922**
18th & 19th June **Southern Championships** **Poole YC**	*One of the Osprey strongholds. The Club have sometimes been able to arrange accommodation with local Osprey Sailors.* **Contact: Peter Frith 01202 694845**
2nd & 3rd July **Shoreham SC**	*Robin has got an Open going again at Shoreham-the Ospreys used to visit regularly. Come along.* **Contact: Robin Hobson 01903 531122**
23rd - 26th July **National Championships & Gul Event** **Lee on the Solent**	*A 4 day Nationals this year-so easier to fit into busy schedules, so let's have a big turnout and a great event.* **Contact: Janet Shenton 01634 363312**
2nd & 3rd August TBC **Weymouth Harbour**	*TBC. Come to the Bowdens' club for some sea racing. New venue to me, so not sure what else to say!* **Contact: TBC**
27th - 29th August **Burnham Regatta & Osprey Meeting** **Royal Corinthian YC**	*Well-known Regatta event, with Osprey Meeting thanks to the Shaw's, who put a lot of work into making people welcome.* **Contact: Rob Shaw 01388 451179**
10th & 11th September **Scottish and Northerns** **Kielder Water SC**	*Great welcome. Camping next to the club or in the club house. The Kielder Ospreys put in the miles to visit other events-why not return the favour?* **Contact: Viola Scott 01835 340034 (work) or vhs@iqx.co.uk**
29th & 30th October **Inland Championships** **Rutland Water SC**	*'Final Fling'. Camping nearby and bunk rooms available in the club. The FDs and Contenders often have their own events on the reservoir this weekend too.* **Contact: Janet Shenton 01634 363312**

Other events at which Ospreys compete:

2nd & 3rd July **Lord Birkett** **Ullswater SC**	*Large regatta event consisting of long-distance events. Usually few Ospreys there to fly the flag.* **Contact: http://www.ullswateryachtclub.org**
9th & 10th July **Long Distance Weekend** **Bala SC**	*Long distance regatta handicap race on the Saturday, long distance pursuit race on the Sunday. Lots of Ospreys used to attend a few have been recently again.* **Contact: www.balasc.org.uk**

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