Sail Osprey



www.ospreysailing.org.uk

December 2011 Issue

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Chairman

Paddy Lewis



This year has been a busy one for a lot of us and our lives away from sailing Ospreys have been extremely challenging. Sadly, I'm afraid this will remain the case for quite some time. The UK has amassed an eye watering £967 billion worth of debt, which is around 65% of its gross domestic product. We can expect this to increase to nearly 100% by 2015. What this means at a grass roots level, is that we will all need to find that extra bit of drive, commitment and innovation to contribute to the herculean effort needed to create some growth to get our economy going again.

I am pleased to say that the Osprey Association is demonstrating counter cyclical characteristics to the above from a financial point of view. We have an extremely healthy balance sheet that would make any government jealous. This is certainly a positive, but a strong balance sheet is only part of the equation. What we need to think very hard about now is where the growth is going to come from. Without growth and a replenishing of the old guard, the class will not survive despite the good work that has been done to develop the new boat.

In any business it is easy to get lulled into a false sense of security because you have money in the bank and you feel you are maintaining some level of equilibrium in sales – businesses like this are always overtaken by those who change and innovate and are prepared to take some risk. I think this is where we are as a class. There have been new boats built this year and there are one or two more on order but nowhere near enough to secure the future of the Osprey as a fast exciting boat for all ages to sail.

The association needs to think very hard about the future and put in place a five year plan that will develop the boat to the next level. We need to think about changes that can be made to make it more attractive to young people coming out of 420s and other youth classes. This summer, largely thanks to a lot of hard work from Peter Frith from Poole, we had young sailors racing at the Poole open meeting and at the Nationals. This is the future together with the status quo that can stay fit enough to sail competitively and safely.

Our average age is creeping up and we need to address this. None of us have the answer to eternal life, but what we can do is make sure we are fit and healthy to allow ourselves the chance of being part of the future. Being fit doesn't cost much, being unfit does; we become a burden on the state, we can't sail, therefore we don't buy new boats to help the economy grow and secure the class. Everything is linked!

If you don't believe me have a look at Mike Pickering's new waistline. His fitness is directly correlated to the improvement in his results and general zest for life and the class. As we know, there are no guarantees in life but I would bet you a pound (or kilo) he has probably added another 10 years to his Osprey sailing life and therefore his ability to help develop the class. If we are going to struggle to create new Osprey sailors let's do what we can to maintain the ones we've got.

We need to think about who is our target market for new boats? Clearly we would like it to be younger sailors and we, like any other class, must keep helping young people experience the wonders of the Osprey and hope we can make it enough fun for them to want to come and sail.

I would suggest that the target is actually the 35-40+ with the cash, who have sailed other classes and are looking for some exciting competitive sailing in a modernised but traditional style boat. This was the age I got involved in the Osprey class. My head was turned by the new boat which was very much in its infancy at the time. I was tempted by the modernised 505, and more modern design of boats like the RS800 and 49er. All three were fast exciting boats built out of modern materials using the latest technologies. The spinning knife stopped at the Osprey in my case but you have to ask yourself how many others are making the same choice each season as they look to change their boat. It's fairly obvious it's not many and we need to ask why?

I think we have an opportunity to attract many more to the class by making one major change. We need to make the boat lighter by building it in Epoxy. This would make the boat much faster, easier for younger sailors to handle, easier for older members to pull up the ramp and most importantly much more exciting to sail. This will turn heads and make it a really attractive option to both young and old. It will get a lot of press and we will be seen as class that is prepared to move with the times.

We need to think hard how we do this and how we incorporate the old boats both glass and wood. It won't be easy and we could see a dip in numbers at the nationals as people leave the class that don't agree with the move. However, I think this would secure the future of the Osprey for years to come and bring it up to date and in line with other boats like the Phantom, 505 and Merlin who are using modern materials to build from in the interest of weight. This might be seen by many as high risk but as I said above, if you want to progress and not become obsolete you have to take some risk.

There have been a number of changes in the administration of the Osprey Class this year in an attempt to create some impetuous and fresh ideas. I took on the role of Chairman thinking I would be able to devote time to getting the class going. The committee was revamped, Mike Pickering took the deputy Chair job and Will Oddling agree to step in to run the money.

In October as the crisis in Europe developed, it became clear that in my new role as Head of Investment Management UK at UBS (A European Bank!), I was going to be under a massive amount of pressure. My time and general band width is at a premium and if I was going to survive in my role, I was going to have to shed some other responsibilities outside work and to this end I have had to stand down as Chairman and from the committee as well as other non exec positions with a number of Charities I was involved in. I'm sorry I won't be able to be more involved. I will of course continue to sail and promote the boat when time allows.

Continued next page...

Chairman's report continued

I look forward to sailing this winter with Mike in the Sail Juice Series. Next seasons dates are in the diary so people can plan ahead. Mike Pickering and the new committee have worked hard to get this organised along with the dates and venues for the nationals for the next five years as well as some dates for 2013 open circuit.

The work needed to get the class on track for future growth is significant. You have a very capable and enthusiastic new committee who will need support and encouragement from us all if we are going to grow as a class.

Look forward not back if you want to survive the future.

Treasurer

Will Odling



Its déjà vu ! Some time back in about 1998/9 I was asked "would you mind being proposed as Treasurer/ Membership geezer (officer) for the Ospreys?" With some trepidation I said yes, and actually it wasn't too bad once I got into it. Come 2011 and after quite a few years away from the committee the same question came up at lee-on-Solent, and foolish boy that I am I said yes again. Having done so please be assured that I will tackle the task diligently. So what can you expect from Hon Treasurer this coming year ?

First off you will be receiving a membership renewal form, but with a difference. I am resurrecting my previous approach of personalizing the renewal with all the information we have on you, and asking you to update and return. I am particularly interested in email and telephone numbers, and would like to capture current boat information as well. Oh and there is the minor point that we would like you to renew your subscription.

As an association officer, and together with the chairman and secretary, we have collective responsibility for your funds (note yours, after all most come from subscriptions), so I take care to ensure that all expenditure and income are carefully recorded and presented at the class AGM, which will be at the nationals as usual. Viola Scott has kindly agreed to scrutinize the accounts (a task I did in recent years) once prepared.

Overall the association is well funded as reported at the AGM, hence the decision to leave the annual subscription levels as this year. That said, the recent rise in 'reserves' has in part been due to a reduced presence at the Sailboat Exhibition plus a deficit in publishing the class magazine. This year we are making these investments in widening awareness of the class and keeping you informed. In addition the costs of the nationals 2012 are likely to mean that they will not generate the small surplus they have in the past for this particular year. So I am not expecting our reserves to rise in the period, and a dip is possible yet quite manageable.

Oh and there is something that you paid up members can do to help. At our open meetings we often meet and welcome people who turn up without having had the opportunity to join the association. Please please get their name and contact details so we can follow up and encourage them in. In theory they shouldn't be racing without being members anyway. But its not just the money, we want them to join our gang, don't we!

Finally on the sailing front, economics resulted in my selling my rather lovely Mk4 Odeline (no, not a sexy French name, just a play on my surname), and I was delighted to see her win the nationals following the sale, perhaps to spite me, more probably down to Tim Rush/ Robin Hobson's skills. My logic was that brother George had a boat anyway, the infamous 1085 Infidel. We have started to get our co-ordination and focus back after not sailing together for quite a few years, and were delighted to be near the front a bit at the nationals and to scrape an overall win at the inlands at Rutland. You may be amused to know that our perception is that when we are going badly, people seem to reflect on our cock-ups, and when we do well they tell us the boat was always very fast. Ho-hum, both are probably correct, and I am now contemplating the challenge of getting out the sander, epoxy and varnish before next season. We look forward to seeing you out there.

Editor

Jerry Dixon



First of all let me say I do hope you will enjoy reading this edition of the Osprey Newsletter. This year as you are probably aware, many roles within the Committee have changed & this includes the role of Editor of the Newsletter, the baton having been passed from Arthur Butler to myself. I would like to take this opportunity on behalf of the fleet to sincerely thank Arthur for the marvelous work he has done with the Magazine, putting out a succession of sleek & professional publications we can all be proud of as members of this terrific class. Arthur unquestionably had one of the most demanding & sometimes thankless positions within the Organization, chivvying members for copy & transforming all the raw ingredients into a three course gourmet read for us all to enjoy. It was a lot of hard work for him but was really appreciated by all those who feasted on his written output.

So thanks Arthur, on behalf of the Association for all your hard work, you did a really great job & will be an impossible act to follow!!!

As far as this year's Newsletter is concerned, I have been slightly disadvantaged by the timing of the transfer of responsibility, it taking place more than two thirds of the way through the season, which has meant a mad rush to prepare the Newsletter in time for the publishing deadline. An important & immediate learning is that during next season, I will try to collect copy throughout the sailing calendar as events happen, so that we build the Newsletter more or less as we go. I would encourage you all to dig into the depths of your literary & creative beings & be inspired to write an article for the Newsletter!! We want it to be as inclusive & representative as possible & there is a story in everyone!!! I look forward to receiving a flood of copy for next year's Newsletter!! If you don't, your punishment will be to read about more of my holiday escapades!! As a final point, you will be quickly aware the format & layout of the Newsletter has changed. This is because I am using different software & have focused more on ensuring everything available to publish IS published & on time rather than spending a lot of time reproducing the old format. New broom & new format...lets not be a slave to the past!!'I hope I won't upset too many of the traditionalists among you…

Marketing Officer

Robin Hobson



View from the marketing perch:

This is my second stint at being the Osprey marketing rep, you would have thought that I had learned my lesson but ...

Unfortunately I could not get a jockey sorted out for the 2011 Nationals, Tim pulled out with short notice and then one after another I just could not get sorted, finally being let down the day before the event. Stupidly I turned up to say hello and one short pressgang from Lord Paddy and Mike P later and the role was filled. There is a will for change and an enthusiasm that needs harnessing on the committee and that can only be good for the class – well it sucked me in!

Rabbit in the headlight time, how do you persuade more people into the class when only a few new boats are being sold each year? (at least they are selling which is hell of a lot more than a lot of classes in this economy – Ed) It means that there is very limited marketing support financially viable from Mark and Richard. Well we have to work hand in glove with them and follow the lead of companies with no advertising budget – PR.

What does that mean? - It means we need to get people talking about / noticing the Osprey.

How do we do that?

Well communication is what this is all about. The class has never taken advantage of the electronic age and my first task is to rectify this. Huw has put together a wonderful website but it is under utilised and so I am looking at ways of sending regular e-mails to the membership, getting more activity on the forums. If you have not had an e-mail from the class before, it is probably because we do not have your details so please e-mail me or Huw and we will get you informed. The details are on the website – www.ospreysailing.org

We (and I am pleadingly including you, the reader, here) are going to write articles for Y&Y that are timely, amusing and showing the Osprey in all its glory emphasising the flexibility, the broadness of appeal and the downright suitability of the boat to a broader audience. We couple that with our friendliness, our great events and that "je ne sais crois" that brings all of the nostalgia out form the masses at the dinghy show – got to be a winning formula!

We are rolling back the years and are having our own stand at the dinghy show again and by the time you read this it should all be sorted. We believe it now important to push the association in light of others starting to fall by the wayside and fortunately costs have fallen to make it viable again.

I am personally aiming to find angles to write articles about to keep people looking and reading.

Several Ospreys are now committing to attend high profile open class events – the Sailjuice competition this winter for example.

We are looking at trial sails with younger sailors to take the boat out and there is already interest from some high profile sailors and people within the industry which potentially will make the nationals next year more lively!

Ian Madeley has been busy talking to other classes – specifically the FD and 505 about staging a repeat of the 1953 Olympic trial (that the Osprey won) race around the Isle of Wight. Now whilst there have been reservations about such an undertaking from a modern health and safety aspect, if it can be orchestrated and handled right it could be a PR bonanza (and given the right conditions the Osprey could win again!). Whilst there is a lot of water required to pass under the bridge, I personally think it "interesting". As a class we would have to put qualifiers on people taking part – i.e. – you have to be fit enough to do it! – but linked with something like Children in Need, it could work well.

Whilst my role is marketing rep – I would like to think co-ordinator is a better word, hopefully because of all of these brilliant stunts you are going to come up with to make my stint at the helm look glorious – you know how to find me.

Have a great 2012 - hopefully you are not reading this in 2013!

2011 Racing circuit...

This year's season began with a Training weekend held at Blithfield Sailing Club on the 26th & 27th March.

Sincere thanks on behalf of the fleet to Tim Rush for hosting the weekend & giving all the participants the benefit of his very considerable knowledge & experience. Tim is of course a former Fireball World Champion & together with Robin Hobson was the 2010 Osprey National Champion.

The following weekend it was the Blithfield SC Osprey Open, marking the beginning of the 2011 Osprey racing calendar. Some of the teams who joined the training weekend not only had a great (head) start to the season but also took advantage of the fact that the two events were back to back at the same club & left their boats at the club between weekends to reduce the travelling hassle…This proved very convenient for a number of boat owners & will be possible again at the 2012 training event, which will be also held at Blithfield & again hosted by Tim Rush...

Welsh & Midlands Championship
Blithfield Sailing club 2nd & 3rd April

Nick Broomhall provides our first event report of the season...

The Osprey sailing season formally kicked-off again with the now legendary first event of the year. The cobwebs were blown away at Blithfield with some great sailing and a cracking social! The event attracted 15 entrants many of whom had attended a Tim Rush Race Training event hosted by the club on the preceding weekend.



A gusty force 3 was blowing diagonally down the reservoir during the first race enabling the race officer to set a good length beat to the first mark. Then followed a variety of spinnaker reaches back down to the leeward mark, which were taken advantage of by boat builder Richard Hartley & his son Mark, closely followed by Jon Batt & Nick Broomhall with Paddy Lewis and Tom Holland in hot pursuit. Unfortunately the strong gusts and perhaps winter rustiness were catching a few out which led to a number of minor "coming togethers" more akin to activities at a fairground than the usual precision steering associated with Osprey helmsmanship. The third race of the day saw a change in results at the front with Batt/Broomhall arriving at the finish 1st, Lewis/Holland 2nd, and the Hartley's in 3rd. And so the day ended with the two leading boats being in a tied position with 5 points each, with all to play for on Sunday.

But before battle could commence on Sunday there was the legendary Blithfield Osprey Social to negotiate, which was attended by 90 very hungry and thirsty mixed group of Osprey competitors and club members. The evening followed the usual format of consuming a pig with all the trimmings laid on by the good ladies of the club washed down with two barrels of Black Country Real Ale and lots of catching up with friends.

I wish I could report that that the author consumed only energy drinks and wholesome pasta for tea, given that he and his helm were lying joint first in the overnight standings; however as usual the festivities got the better of both and so rather dull heads were the order of the day next morning. So the battle resumed the following day. The wind gods continued to be on the side of the race officer as the breeze had been steadily building since dawn to be slightly reduced in strength from the previous day with moderate gusts. The forecast rain did not show during racing, and the pattern was expected to continue as per the previous day, but Mike Pickering & Mike Priddle decided to switch on their turbo and upset things by finishing 1st in Race 4 with Batt/Broomhall 2nd and the Hartleys 3rd. This left the Championship in the balance with all to play for in the final race; and what a race that was!

The spectators trying to follow the race from their vantage on the club veranda were able to watch the dramatic events unfold with the numerous changing of positions with Batt/Broomhall and the Hartleys battling for supremacy behind Rush/Hobson. Whoever came second would win the Championship. Approaching the last mark before the finish Rush/Hobson had the lead with Batt/Broomhall 2nd & the Hartleys 3rd. So Batt/Broomhall (the latter being the author) had it in the bag! Yeah right! Tragedy struck as they hardened up around the last mark, cutting it too close with yours truly taking the mark out with a shoulder charge that Mr Johnny Wilkinson would have been proud of!

With the Hartley's in hot pursuit they had a fine view of proceedings and were only too keen to point out the author's misdemeanour.



So after the obligatory turns Batt/Broomhall crossed the line in 3rd behind the Hartley's in 2nd and the winners of race 4 Rush/Hobson. A sudden loss of brain cells had proved costly very costly. So the Osprey Welsh and Midlands Championship went to Richard and Mark Hartley, deserved winners, who said in their speech, that it was one of the toughest and closely contested series of races for a long time



The winners of the Welsh & Midland 2011 competition at Blithfield, Richard & Mark Hartley

Pos	Sail No	Helm	Crew	Club	R1	R2	R3	R4	R5	Pts
1	1343	Richard Hartley	Mark Hartley		1	1	-3	3	2	7
2	1311	Jon Batt	Nick Broomhall	Blithfield	2	2	1	2	-3	7
3	1348	Mike Pickering	Mike Priddle	Restronguet	4	-6	6	1	4	15
4	1331	Ian McDonald	Jon Gibbons	Blithfield	5	3	5	-7	7	20
5	1177	Rob Shaw	Ian Little	Kielder Water	6	4	-9	8	5	23
6	1322	Mike Greenland	Jerry Dixon	Isle of Sheppy	9	5	4	-11	6	24
7	1337	Paddy Lewis	Tom Holland	Kielder Water	3	(DNF)	2	4	DNF	25
8	1291	Alex Willis	Nick Willis	Hayling Island	-11	9	8	6	8	31
9	1181	William Chrichton	Steve Hendon	Ribble	7	7	7	-12	10	31
10	1336	Alec Manwell	Gavin Vaughan	Carsington	10	8	10	-13	9	37
11	1206	Tim Rush	Robin Hobson	Shoreham	(DNF)	DNF	DNF	5	1	38
12	1340	John Mills	Carolyn Mills	Shoreham	-13	11	11	10	12	44
13	1197	Max Petherick	Mark Mawhinney	Isle of Sheppy	12	12	12	-14	11	47
14	1318	Lou Geeson	Bob Hdkinson	Blithfield	8	10	(DNF)	15	DNC	49
15	1341	Nick Jones	Arthur Butler	RYA	(DNF)	DNF	DNC	9	DNF	57

Mounts Bay Open Meeting 14/15th May

Report by Mike Greig

Not as well attended this year compared to past events but still very exciting sailing for those who went...

Mounts Bay yet again had a disappointing turnout for their open meeting, With only the one visitor and 3 boats from the club it was looking disappointing for the efforts of the Race team and so a decision was taken to bring a race forward from the Sunday to make it a one day event.. Race 1 saw 3 boats bang on the line at the gun, with Colin Stephens and Mike Greig going left and making the most of the freeing wind on the port layline saw them round first and hold off the challenge of Steve George and Peter Greig who were untroubled by the only visitor of Mike Atkinson and Stuart Maunder. Most respect went out to Pippa Baker and Mostyn Evans who dragged out an unprepared boat and gave it their best shot in the increasing conditions.

Race 2 was unfortunately down to 3 boats with Pippa and Mostyn admitting defeat by the boat more than the conditions. At the windward mark Steve and Peter had the lead and were pushed all the way by Colin and Mike with Mike and Stuart not too far behind, A series of covering tacks let Colin and Mike past Steve and Peter, with the results staying that way to the line.

Race 3 was only sailed by 2 boats when Steve and Peter had to return to the shore for a quick pit stop to replace a broken pintle on the transom and a well earned rest. This race then turned out to be the closest race yet as Mike and Stuarts exceptional boat speed didn't let Colin and Mike relax with the boats at the most separated by 5 boat lengths. Colin and Mike took the line by half a boat length.

Race 4 saw Steve and Peter return after their afternoon tea break, and my word did it show Steve and Peter lead the entire race with Colin and Mike battling off Mike and Stuart but on the last beat a seperation of the fleet saw Steve and Peter on their own out to the right and Colin and Mike and Mike Stuart going left, everyone closed up on the final windward mark. A slip by Peter on the final gybe saw Colin and Mike squeeze through the inside and take line honours from Steve and Peter, who held off Mike and Stuart.

With the disappointing turnout it was decided to not sail on the Sunday but a huge thanks goes out to the Race Team and Rescue Boat Crews, and of course to Mike and Stuart for making the trip.

As many of you know it is a quality event that is normally fast and hard. Come along next year and compete for the returning Panmorra Cup on the earlier date of the 5th and 6th May 2012. Any Accomodation help required please get in contact with Mike Greig on 07793593263.

Final Results

1116 Colin Stephens and Mike Greig

1280 Steve George and Peter Greig

1298 Mike Atkinson and Stuart Maunder

760 Pippa Baker and Mostyn Evans

New Boat builds

Completed 2011

1347 Phil Bull Warsash Sailing Club

(Owner Rain and Sun Covers)
1348 Mike Pickering
1349 Mark Western

& planned 2012:

Mr David Spingett
Mr Nick Jones
Mr Nick Seraphinoff
Mr Richard Hartley

ALLEN BLOCKS

The A2020 dynamic block from Allen may look similar to some other small blocks on the market, but on closer inspection you will notice the finer details of its design. The patented high strength, stainless steel strip work of the line friendly ultra-strap, the soft contours of the sheaves and cheeks moulded from advanced engineering polymers, the patented inner core dynamic bearing track mechanism with its twin rows of stainless steel ball bearings and the meticulously designed stainless steel jacket holding it all together make it the strongest and best small block available. Allen's production team source the highest grade materials for its components and their skilled workforce follow tight controls to achieve consistent quality throughout.



"The meticulously designed stainless steel jacket holding it all together make it the strongest and best small block available."

The A2140 compact switchable ratchet block is another great example of innovative design technology and quality engineering. Beautifully manufactured, the block is as pleasing to the eye as it is in performance. The sheave moulding has been cleverly designed to give good grip under load but crucially releases when necessary and the switch is easily turned on or off in any conditions giving excellent sheeting and trimming control. Allen's high performance dynamic bearing blocks are all produced in the United Kingdom at their specialist maunfacturing facility in Essex.



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PERFORMANCE APPAREL

Coniston Regatta incorporating Osprey Open 28/29/30th April...by Alec Mamwell



Windy conditions made for some pretty exhilarating sailing at Coniston this year...

Eleven Ospreys eventually came to the line for the start of Coniston Sailing Clubs annual event held over the late May Bank Holiday. Two races were sailed on the Saturday in a pleasant force 3-4 and Richard and Mark Hartley quickly asserted their dominance over the fleet with two wins. On both occasions they were chased all the way by Mike Pickering and Mike Priddle. Behind the leading pair competition was quite fierce with Viola and Mike Scott sharing third places with Robert Shaw and Ian Little. In the evening competing teams were entertained by ex Osprey sailor and professional guitarist/ singer Dave Metcalfe who had also been persuaded out of his Streaker back into and Osprey for the weekend.

Sunday dawned grey and ominous with vicious gusts sweeping the lake. A slightly reduced fleet set out on the long haul to Peel Island (Wildcat Island for some). Various gear failures, some sadly irreparable, gusts touching 40 mph and common sense quickly reduced the fleet to four and eventually three boats with Paddy Lewis and Tom Holland, proving masters of the difficult conditions, earning a well deserved win after a wild ride. They were followed home by Alec Mamwell and Arthur Butler and Shaw and Little.

The remaining two races of the day were sailed in slightly more amenable conditions. Shaw and Little led race four until the last beat when the Hartleys managed to squeeze past and take the win. Lewis and Holland came home in third. Race five provided the Hartleys with another bullet whilst Lewis and Holland held off a late challenge from Mamwell and Butler. There were some very tired crews enjoying their first beers in the late afternoon sunshine after a strenuous but excellent days racing.

Monday started with light winds, rain and low cloud but, just in time for the racing, conditions improved and race six got away in a force 2-4 southerly. The Hartleys once again led home Shaw and Little closely followed by Paul Heather and Jon Osgood enjoying their best result of the weekend. Race seven saw the Mamwells reunited and leading the race until the death when three boats, the Hartleys, Shaw and Little and the Scotts, passed them to finish in that order.

Once again the Ospreys had enjoyed their trip to Coniston experiencing a wide variety of weather and wind conditions as well as a warm welcome from the host club. Overall the Hartleys had proved worthy winners, followed by Shaw and Little in second, Lewis and Holland in third and the Mamwell Butler combination in fourth place on count back.

Coniston Results

1. 1343 Richard and Mark Hartley
2. 1317 Robert Shaw and Ian Little
3. 1337 Paddy Lewis and Tom Holland
4. 1276 Alec and Angela Mamwell / Arthur Butler



ProAm Regatta 2011 - Matt Burge

A thank you to the Osprey Class, the RCYC and the Bitter End Yacht Club in Virgin Gorda

Each year the winners of the Royal Corinthian Yacht Club's Endeavour Trophy are invited to compete as a 'Pro' skipper at the ProAm regatta in the British Virgin Islands.

This year I represented the Osprey class at the Endeavour Trophy and entered with my Fireball crew, Richard Wagstaff where we were fortunate enough to finish 4th. Nick Craig and Toby Lewis won the event and with it the ProAm invite, but as Nick was unable to attend, Toby asked if I would fill his place as one of the runners up. For the Ospreys it tied up well, having known Toby for years as a fellow Poole sailor, he also has enjoyed sailing them, his father Martin having won the Osprey Nationals in the past. Toby swapped to the blunt end of Martin's boat a couple of years ago to helm at the Parkstone Nationals but his forte nowadays is as a super crew.

The thought process was not a long one; do I or don't I accept an expense's paid racing holiday in the Caribbean? Two weeks later we were on the plane!

The regatta is hosted each year by the Bitter End Yacht Club in Virgin Gorda. Although called a yacht club the Bitter End is in fact a spectacular holiday resort; with luxury shore-side apartments, five-star food, and a host of sailing, other watersport's, diving and snorkelling cruises on offer as part of the package. As the name suggests the ProAm Regatta invites eight professional skippers to compete against each other in IC24s (modified J24's) with randomly allocated amateur crews who are guests of the resort. This year the skippers included Ed Baird, Peter Holmberg, Dave Ullman, Zach Railey, Anna Tunnicliffe, Andrew Campbell...and us! A short Google search of these names will turn up multiple Olympic medals, Americas cup and Volvo Ocean Race titles amongst them which led to us praying we weren't going to disgrace ourselves!

The event however is as much about teaching the guests racing tips and strategies as it is about trying to win. Our objective was to do well but also make sure everyone had a great time – which was not too difficult a task in 28 degrees of sunshine!

There was plenty of time after racing and a couple of days off to enjoy world-class snorkelling, have a kitesurfing lesson, go paddle boarding, or whatever else took our fancy. The evening socials were incredible fun, with events ranging from wine tasting, reggae discos, to a Mount Gay Rum Poolside Party! To the racing - we managed to win the long-distance races at the beginning of the week and finished mid-fleet in the main event including a race win, however the best result for us was the outstanding time we had with our guests both on and off the water!There is more information on the event website www.proamregatta.com or on the resort's own website www.beyc.com.I would strongly recommend the Bitter End to anybody considering an active, fun holiday in Caribbean paradise –whether you are a sailor or not!



Southern Championships Poole 18/19th May...by Peter Frith



Once again Poole Open attracted a large turnout with 13 home boats & 17 visitors from all over Britain, meaning most of the "hot" boats had showed. The forecast for the weekend looked as though it was going to be windy on the Saturday and fairly breezy on the Sunday. After delaying the start on the Saturday to see if the wind would ease, Owen the race officer quite rightly canned the days racing and decided to sail 3 races on the Sunday instead. Upon the decision free teas and cakes were then handed out to everyone, small consolation to the heavier crews who had been itching to go out. Now with time on our hands the call went out for sail measurer's - two of us put our hands up, one suit of sails turned into 10 suits! The usual panic to have everything in order before the Nationals and everything was going fine until two sails appeared slightly out of the ordinary, one with a double seam and one with lots and lots of reinforcement. Much discussion took place and after the event rule changes were proposed for the AGM to prevent this happening again.

Saturday nights curry and music night went with a bang. Two of our own Osprey members Will Odling & Helena Pugh stepped in to deputise for the pianist when he became indisposed for a while. Will said



he could play a bit of piano and sing a little... what an understatement, he was brilliant! To cap that, he asked if anyone could play guitar, Helena just stood up and not only played but also sang bringing the house down, so ended the evening. Sunday dawned looking much more promising: a good force 3 gusting 4.

Race 1 After a clean start the leading boat round the windward mark was Paddy Lewis & Ollie Hobson in Baa Baa 1337 closely followed by Colin Stephens & Mike Greig in Lethal Weapon 1116 with Martin Cooney & Peter Frith in Swiftwun 1290 in third. Down the reach Colin moved through to take the lead, meanwhile Richard & Mark Hartley were pulling through the fleet after an uncharacteristic bad start in Last chance 1343. On the beat Martin pulled through passing Paddy and the positions remained the same down the run. On the next beat, Richard on a charge, passed Paddy and took Martin at the Gybemark. The wind then died and allowed Richard to catch Colin and take a well deserved win.



Race 2 Martin took a flyer from the start and pulled out a considerable lead by the windward mark , the wind had once again settled to a steady force 4 - perfect Osprey weather. The chasing pack of Colin and Richard never closed, the leading pair instead had their own private battle with Colin determined to keep Richard behind him this time. The Race finished with Martin and Peter winning from Colin & Mike with Richard & Mark 3rd; this meant all three were on equal points, the last race was going to be the decider.





Race 3 One or two boats pushed too hard on the start forcing a general recall. The resulting start saw Richard well in control at the windward mark closely followed by Colin and Mikey, Martin and Peter were nowhere to be seen after misjudging their approach to the wind ward mark where they were forced to double tack letting a large number of boats through putting them down in 10th. The first reach however was interesting with a number of boats succumbing to a very localised but









extremely vicious gust which saw

several capsize at the same time.

This act of God gave hope to Martin and Peter who seeing the commotion happening in front of them were able to take full advantage and move up several places. The two leaders Richard & Colin had new competition from Rob Shaw & Ian Little in Fish For Tea 1329 closely followed by Jon Batt & Nick Broomhall in Oh-Spray 1311. Although they challenged they could not catch the leading pair and at the finish Richard & Mark sealed a well deserved Victory, winning the Southern Areas, Martin & Peter snuck second overall from Colin & Mike on Count back.

Memorable moments:

I am sure Mike Pickering will always remember, after being heard to ask the question, "Why is Richard Marshall called basher? He hasn't hit anyone for years" over a beer on Saturday evening, finding out on Sunday just after the false start, the moment Basher just turned right, for no reason, and decided to mount his brand new boat "Lucky" taking out a chunk from his deck.

Helena Pugh so enjoyed helming for her dad that she decided they would compete in the Nationals together

Kate Devereux & Tim Lees on their first time sailing an Osprey

Joe Cross on a memorable capsize

The fabulous teas provided by the Poole WAGS as we came ashore

Next year, you will all have the opportunity of coming twice to the Poole, firstly for our Open in June and then again for the Nationals at Parkstone YC.

Please put us in your Diary .

Finally I would like to thank on your behalf - Phil Greetham - our Class Captain at Poole who has done a great job for past 3 years in running this

event. He is stepping down at the end of this Dave Best his vice is taking over so the event is in good hands...





A huge thank-you to Mike Millard for providing these great action pics of the Poole Open... A picture tells a thousend stories & sends a powerful message...it was a great event!!!

Shoreham Open Meeting 2/3 July …

By Robin Hobson

The geeks that run Wind Guru seldom get it right at Shoreham although they were close for Saturday. Fortuitously located with a ridge of high hills (the South Downs) if the sun shines and clouds stay away then the sea breeze always kicks in defying the forecast and so it proved, especially on the Sunday.

It is rare to have a weekend that had so many alternative attractions, couple that with the ludicrous price of fuel and it meant that only 9 boats made it to Shoreham for what turned out to be a pretty perfect weekend with none from the outlying bastions of Osprey sailing although 2 boats made it down from Blithfield in the midlands.

Hospitality kicked off with an exceptionally good curry on the Friday night and a goodish attack on the fresh barrel of Sharps Doombar (which in true Osprey fashion did not survive the weekend) meaning some slow minds on Saturday morning.

Saturday turned out hot and with enough breeze to get good tactical racing with the very occasional resorting to trapeze for the lighter crews.

Race officer Bill Whitney laid an excellent course considering the oscillating (20 degrees) wind from the South / South West.

Race one started without incident with the fleet mostly heading west with the "lightweights" coming to the fore initially. The conditions favoured the mark 4's however previous champions Martin Cooney and Peter Frith worked their way to the front with Gareth Cauldwell and Jon Gibbons close behind in second with fellow midlanders Jon Batt and Nick "stout boy" Broonhall in third.

Race 2 started 3 times with a black flag. Will and George Odling continued to show their domination of the pin end with text book precision but unfortunately their light wind speed eluded them and the lighter crews made their way to the front again. This time Cooney and Frith made lighter work of it, Gareth and Jon comfortably held second but this time Mick Greenland and Jerry Dixon pulled through to third.

Saturday night – home made chilli washed down with copious lashings of Doombar – where else would you get a superb 3 course meal for £8. After over 4 hours on the water with excess sunshine, proceedings did not go on late.

Sunday was forecast for lighter winds, with the ambient heat the sea breeze kicked off early and the fleet left the harbour trapezing.

Race one was about tide, Mick Greenland banged right, followed by Jackson and Hobson (who had got stuck in the second row on the line) whilst the rest of the fleet had headed out to sea. Mick round first followed by Ross with the rest of the fleet playing catch up. Jon Batt caught up on lap 2 and the three way tussle, where the lead kept swapping allowed Martin and Peter to catch up on the quiet. Spinnaker hassles allowed them through Ross Jackson and Robin Hobson and the tussle at the front allowed them to get right into the fray. They snuck past on the last full beat whilst the other three continued the fight. Second place went to Jon and Nick and third to Mick and Jerry.

Game set and match, whilst Martin and Peter completed the first aborted start of race 4, they then bailed out for an early pack up. The wind was now up to a delightful steady force 3 and the reach that had been good in race 3 became great in 4. Will Odling stole the start and rounded first and the snakes and ladders started. At the gun it was Jon and Nick who won and sealed second for the meeting, Will and George hung on for second Gareth and Jon had their honour minorly restored with a third for the race and third overall.

Great weekend, promises from all to return. To those that did not make it, speak to those that did!

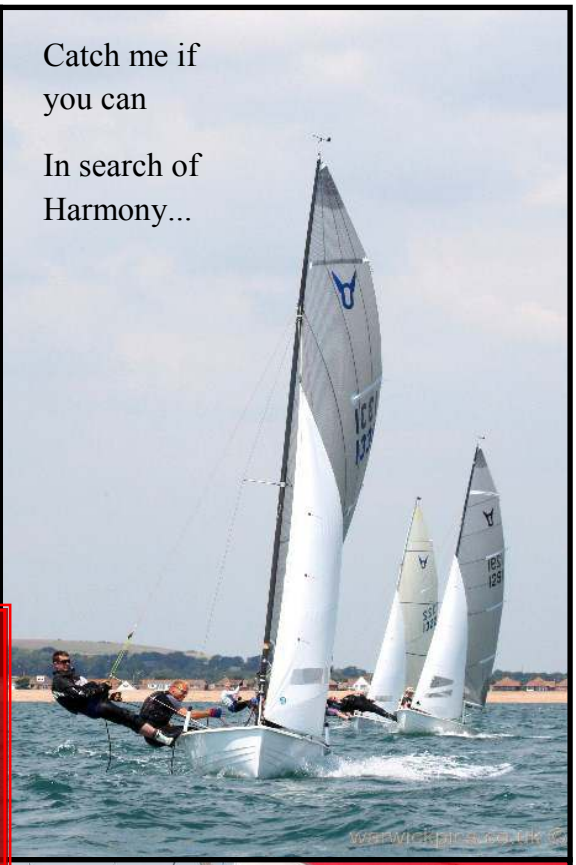
Pos	Boat Name	Sail No	Helm and Crew	Club	R1	R2	R3	R4	Pts
1	Swiftun	1290	Cooney and Frith	Poole YC	1	1	1	DNS	3
2	Oh Spray	1311	Batt and Broomhall	Blithfield	5	3	2	1	6
3	Odeline	1331	Cauldwell and Gibbons	Blithfield	2	2	5	3	7
4	Peek a Boo	1322	Greenland and Dixon	IOSSC	4	3	3	5	10
5		1291	Willis and Willis	HISC	5	4	7	4	15
6	Infidel	1085	Odling and Odling	Marconi	8	8	6	2	16
7	In-Decision	1206	Jackson and Hobson	Shoreham SC	6	6	4	6	16
8	Fiddlestix	1340	Mills and Mills	Shoreham SC	7	7	9	7	21
9	Woodworkers Art	1197	Russ and Mulwhinney	IOSSC	9	9	8	8	25

Perfect Harmony



Catch me if you can

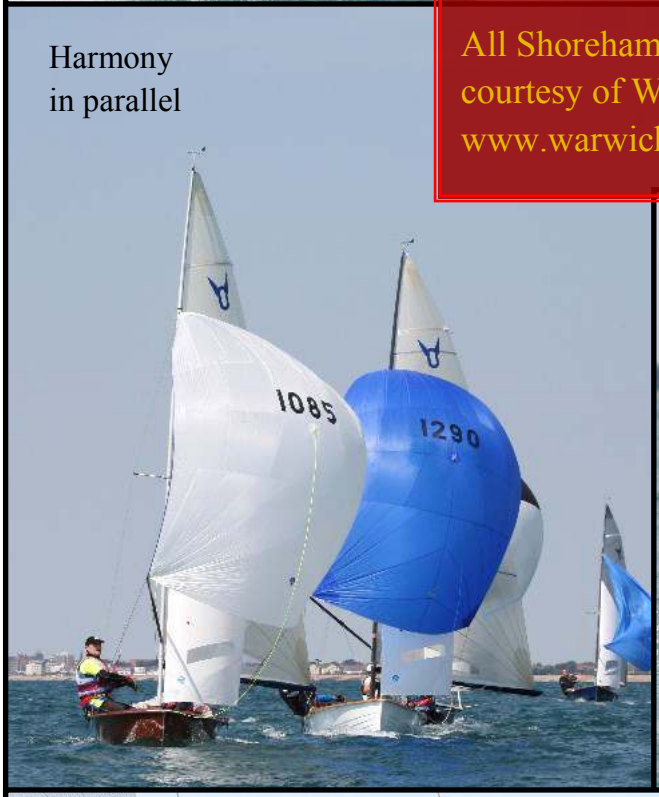
In search of Harmony...



Shoreham Open Race photos

All Shoreham Open photos courtesy of Warwick Baker www.warwickpics.co.uk

Harmony in parallel



Dream Team

Father & daughter harmony



Matrimonial Harmony



Harmonic Harmony



UK National Championships 23/24/25/26th July Lee on Solent

The 2011 Osprey National championships took place under the burgee of Lee on Solent Sailing Club from 23rd until 26th July 2011 with the racing taking place in the Eastern Solent. The 33 boats enjoyed interesting challenges with the Solent tides and large wind direction changes. Below are a number of articles reporting the event from different perspectives.

Ian Proctor's 1950s Osprey was often raced 3 up until the trapeze allowed 2 crew configurations to be faster. The class allowed me to try the modern boat with 2 children trapezing at the same time. The Nationals at Lee on Solent proved that this set up was an exciting option for the class.

With the two competent 13 year old girls daughter Emma and friend Milly at the front the boat felt safe, well balanced and was brilliant fun to sail. We had a total of 30 stone on board so performed better when the wind picked up. My result was similar to my previous osprey experiences.



The twin wired osprey is one of very few boats you can enjoy sailing with children aged 11-13. The flexibility of 3 on board was a great surprise to me. The boat is safe and controllable because you can always make up for an error made by one crew member. In the worst case if a child fails to unclip from the wire then the other two can prevent that horrible capsize. When racing it is easy to get the spinnaker pole up while leaving one out on the trapeze. With a competent child on board it is easy to take a non sailing child for the sail of their life.

Children love trapezing and I have found that they are very easy to teach. If they have been abseiling they are used to the terror of going over the edge then relaxing into the harness. We always practice on dry land then the experienced child leads. My chant is clip on, front foot first, head back and don't touch the handle.

Sheet loads and spinnaker pole launching are a problem. To get the jib tight they have to work together while trapezing. We found our best tacks were with the back child coming in before the tack and getting the sheets under good control while the front child flew through the boat at the last moment and went straight out on the new tack. Our best answer for the pole launch was to do it before the kite with the barbour haulers released. Having 2 at the front allows accurate retrieval of the barbour hauler, sheet control and balance as the kite went up. The windy reach is always the most exhilarating on an osprey. The girls took the sheet in turns and worked together to play the kite.

Are there any down sides to this development? My daughter has not taken her helming career seriously as her Topper seems rather pointless after the fun of the Osprey. However she is now a good crew and will enjoy sailing with the squad groomed expert helms.

The committee is looking at rule changes for the class. The osprey has always been a 3 man boat which is faster with 2. This will never change. Twin wiring is great fun for small people but the natural rule of weight still applies. The boat felt very balanced with 30 stone onboard and I would not wish to sail with more. The rig, sheet loads, foils are optimized for a small helm and large strong crew. This is the traditional osprey and is not challenged by twin wiring. I believe there is little risk to allowing anybody to twin wire the osprey as long as they did not change the configuration during an event.

By Millie Pugh and Emma Hattersley
This has been our first Osprey Nationals but out of all the events we have been to, it is safe to say this has been the most fun. We had the pleasure of sailing three up, twin trapezing in an Osprey event. We sailed together with Emma's father Richard Hattersley on the helm. We had so much fun twin trapezing in the windy conditions on Sunday and we enjoyed being on the wire on Monday. There were many advantages to sailing three up; for example, we were both quite heavy on the wire but neither of us was as strong as the top crews so we learnt to work together as a team doing tasks such as the jib and the spinnaker. We also found that as both of us are good friends, we could talk to each other non-stop and not drive Richard mad (although, he may disagree!). We went to the Osprey Nationals to have as much fun as possible and to have a great time, and we have. We were expecting to be a bit lower down in the fleet than we were, but we sailed well together, had a laugh and got some fantastic results for team of three. We came 24th in the overall result and we were especially proud of our 17th! Overall we had a great 3 days sailing full of new experiences and a lot of giggling!
(Note: The Osprey is designed to allow for 3 up sailing but any competition entered has to have the same number of crew for all days. Dispensation was given to allow twin trapezing when sailing 3 up for this event as a class experiment – more to'follow)





Millie's sister was helming another Osprey during the Nationals…here is what she had to say… By Helena Pugh
In a nutshell, the Osprey Nationals have been a fantastic and wholly enjoyable experience and to have been given the opportunity to helm an Osprey amongst so many phenomenal sailors has been amazing. Even though I've never done an Osprey Nationals before, I can't think of any way in which these could have been better, except maybe slightly better weather! The courses were brilliant; plenty of opportunities for a planing reach, so thanks to the race officer and his team for their great race organization. The five races covered a range of conditions from light for Race 4 to gusting force 5 on the Sunday, which seemed to favour the more, say, bigger crews! The starting in the more breezy stuff was certainly interesting as at one point I ended up in between the Stig, the new National Champion, and Martin Lewis, an ex-National champion, and boy do they accelerate! The lighter airs on the Monday also proved challenging on the start, as a sudden left hand shift resulted in a massive bundle at the pin-end, which you either got out of or you didn't. The sailors in the Osprey fleet are all very friendly and welcoming; always smiling and saying '***good morning***' and '***how was that then?***'. The boat park had a really friendly aura, as did the bar in the evenings. I somehow get the impression that an Osprey Nationals wouldn't be an Osprey Nationals if there weren't a few pints involved! (understatement – ed). To finish off I would like to thank hugely the event organizers, the caterers for making sure hungry stomachs were filled, LOSSC for brilliant hospitality, and lastly, all you Osprey sailors, without whom the event would not have been as enjoyable and exciting as it was.



While reading the next report, from Dr Mike Atkinson, the reader might want to have a copy of the results on hand to confirm Mikes thoughts on the final placings!!!

Saturday 23rd July - Here we go, the first day of Osprey Nationals started with light northerly breezes and sunshine. The briefing laid down the law, the important point was not to smack the committee boat because it belongs to Steve Parry the race officer and it will mean instant disqualification and summary execution *etc etc*. The practice race was a fickle affair with shifty wind. The shore seemed the side to go as the tide was heading east but those that went up the middle came out on top with Martin Lewis sailing away. The first race was just a nightmare as there was a little more breeze at the start but the course has light spots everywhere and the shifts were such that people were sailing towards each other but on opposite tacks. Then you would be headed and after tacking you would find yourself sailing back exactly to where you came from. Much swearing and cursing was heard in the last 50m to the windward mark. After the windward mark we found that the reach became a run with lots of boats coursing inside and making big gains. After the gybe mark everything settled down although most of us could not see the leaders anymore. The Stig and Tim reveled in the conditions and sailed to victory (I think).
Sunday 24th July - Race 2. Sunday dawned with a steady force 4 and sunshine. By the time we started cloud had come over and the wind picked up to force 5. The Solent was very busy with lots of yachting going on. The windward mark was the usual carnage with Martin and Jon trying to force their way in on port just short of the windward mark, never the best idea. The result was Nick protested and Martin was disqualified. (Someone won but can't remember). Fantastic splashy race with some full on reaching.
Race 3. The second race on Sunday was even more windy. More carnage at the windward mark but no protests this time. The main point of contention was the start with some people being OCS, Will and George suffering the most. They were gutted. Stig won (I think).
Monday 25th July-Race 4. Glorious sunshine and lighter breezes arrive. The race started in gentle air with shifting conditions. The shore side paying to avoid the tide. Really a struggle to point and have boat speed. Don't know who won because I was so far back.
Race 5. The breeze filled in and plenty of port line bias has caused consternation. Basher decided to bash the pin and hang onto it for a while. Those that went out into the middle got a great lift when they tacked and came out on top at the windward mark. Pete and Martin got away but it was a perfect **c**hampagne sailing afternoon. Stig won (I think).

The story of the Nationals are picked up by the eventual winner – Matt Burge…

Day 3 - The Osprey fleet awoke to sunshine, force 3 winds. I sniffed the air, felt good despite a kebab-flavoured hangover. Is this a 3 Weetabix day or a two? Opted for bacon sarnie. Put on my red sock and pink sock, recited Kiplings "IF" out loud to myself in the car park, turned through 720 degrees and finally tucked my rabbits foot safely in my life jacket – I was ready.
Race 1 started in an 8-10 knot oscillating breeze. I mentally pictured the underwater terrain, the influence of Fowley and then visualized what the wind was going to do. Fortunately Tim was on board and kept calling tack every time he was bored and somehow we ended up in the lead. Behind us there was a close battle between two previous champions Colin Stephens and Mikey Gregg versus an in-form and resurgent Martin Lewis and with instructions from Jon Gorringe. I paid no attention as the hangover and kebab repeats were more to the fore but Tim, who has greater capacity, kept a running commentary. (note to self – they do a mean Chicken kebab in Lee and the flavour stays with you)
Race 2 started in 12-14 knots with the lead boats coming from the pin end. Tim was bit slow around the boat but as he is bigger than me so I did not say anything. It meant Martin Cooney and Peter Frith lead at the windward recovering well from (what was for them) a dodgy first race. Also in front of us were the two Mikes in Little Mermaid. We played swapsies in terms of position for the 4 laps, every time we got our nose in front Tim would get excited and we would drop back – he is bigger than me so I did not say anything. Dead lucky at the end and snuck it.
Day 4 – Awoke to more sunshine and zephyrs. I sniffed the air, felt good despite a kebab flavoured hangover. Its not a 3 Weetabix day today! Opted for bacon sarnie. Put on my red sock and pink sock, recited Kiplings "IF" out loud to myself in the car park, turned through 720 degrees and finally tucked my rabbits foot safely in my life jacket – I was ready. Note to self, now have to add nightly kebabs to routines**...** **(*Note the actual Stig report was just too "technical" so his statement had to be re-written and padded out – ed*)**

Mike Pickering from Gul (Skipper of Little Mermaid) …helpfully completed completed Mike Burges report…
Last day was enjoyed by all; waiting for the wind which never materialized……sad end to an otherwise good event but such is life….



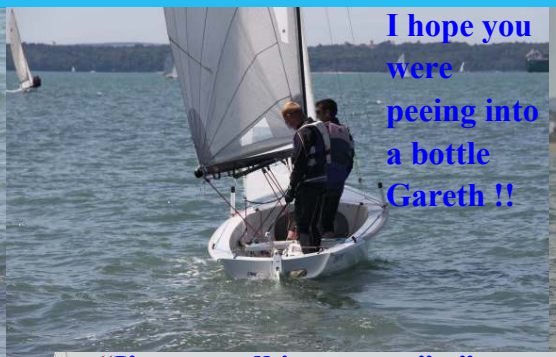
And the final report from our new Chairman…Paddy Lewis… sharing his perspective of events…

It doesn't matter if you're Fireball world champion or one of a 3 man crew coming to your first nationals, the anticipation when the dawn breaks on the first morning of the event, is enormous. The boat park is partly filled from the night before with those that have travelled from all over the UK and throughout the morning more arrive. As usual, the air was buzzing with helpful hints and top tips for those new to the event, previous champion Tim Rush was there helping not just the North customers but anyone who had a query that could benefit from his experience. On the water the competition was as intense as ever, right from the start to the last beat from the leeward mark to the finish line. Anyone wanting to finish in the top 10 needed to ensure they got off the line in clear air taking the correct route up the first beat. This year we've been delighted to welcome the Stig of Fireball fame and Tim Needham from the 505s. They were an unknown quantity in an Osprey but it soon became clear that their collective sailing pedigrees would prove stiff competition. Needless to say, they went onto win the event. Another boost is the number of ladies sailing in the nationals, 8 in total, a very welcome addition to a traditionally testosterone fuelled environment, with 4 helming. I have the privilege of taking over the role of chairman of the class from Nick Jones who has served the Osprey fleet in one form or another for 24 years and I thank him, on behalf of the members, for his hard work and dedication. With more and more new sailors coming into the class and the invaluable support of our sponsors which include Gul, Hartley Laminates, North Sails, Allen Brothers, Selden and Marlow, the future looks bright for the Osprey class. If you're reading this and think you'd like to give Osprey sailing a try, please free to contact me or any of the fleet reps. Our numbers are all available on the Osprey website
Due to a work relocation, I have left Keilder Water Sailing Club after many happy years there and will be now be sailing at Datchet Water and I'm always happy to take anyone for a sail!

Scenes from the Osprey National championships 2011



Osprey Rock & roll



I hope you were peeing into a bottle Gareth !!



Curley Whirley





"I'm not talking to you"..."

"No...I'm not talking to you...



Teamwork



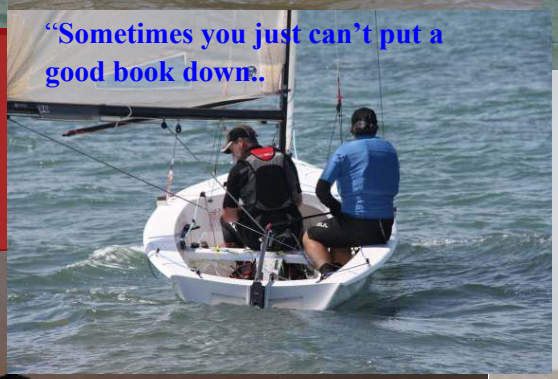


On the starting blocks ...literally



When racing, the Osprey rulebook says its not necessary to be a good samaritan...

Sincere thanks to Hilary Jones for providing the great photos...



"Sometimes you just can't put a good book down..



2011 Osprey National Champions



Pretty little reef knot...

Ospreys at Burnham Regatta by Jonathan Osgood



The Ospreys are a class with fine traditions and it was tradition that saw them invited back to Burnham Week a few years ago– a reminder to yachties as to how it should be done before toes are curled. It is a class that holds lots of fond memories for many, the sentiments "I remember sailing those with my father back in the ...'s (fill in the blanks), wow they look good now" are oft heard and it was such nostalgia that brought Roger Blake back to the class with his 12 year old son. A boat was borrowed, kit purloined and indulgence sated. Nostalgia has brought many back to sailing the Bentley GT of dinghies but we are a friendly bunch and nostalgia is not necessary, we offer anyone a go if they ask nicely…

The Ospreys gather at the Royal Corinthian Yacht Club (site for the Endeavour trophy and most historic prestigious sailing events in Essex) on the Friday night to meet with friends and enjoy ambience of the bars and restaurants of Burnham. Travelers came from as far away as Cornwall and Northumberland and the meet was on.

The racing commenced at 13:40 on the Saturday, allowing more party animals to arrive and party animals to recover, apart from Princess Ariel who is still on regime...

Race 1 Time limit 3 ½ Hours – yes this was a yacht race of tradition...The course looked long - with a leg down to the Roach and two loops in the Crouch / Roach before a beat back to the line. As the start approached the Weather was 3 to 4 with sunshine and scattered cloud. As if drawn by the 5 minute gun a squall approached coming through with 42 mph gusts. The unexpected wind caused minor damage to Nick Jones in 1341 and Rob Shaw / Ian Little in 1317 forcing them to retire for repairs.

The rest of the fleet started with the Viola and Mike Scott in 1314 getting away at the traditional downwind start and screaming away with the kite up. The rest of the fleet chased them down the run and across the fetch / beat up the Roach. Racing was tight with the places changing constantly and the wind varying from force 2 to 5. By the end of the first loop Mike Pickering and Mike Priddle in 1348 took the lead and never looked back with impressive upwind speed. During the next loop the youngsters Tom Holland and Anthony Shaw in 1337 managed to pass John Shenton and Steve Offer in 1344. The minor places continued to be change during the last beat in the increasing wind to the finish. The race officer shortened course to the Pilehouse line to ensure the time limit was not exceeded, satisfying the desire for a long race. Taking the gun were the two Mikes in 1348, 2nd was Viola and Mike in 1314 and 3rd Tom and Anthony (Mike) in1337.

Saturday was rounded off with the traditional (have I mentioned the tradition around this event?) charity barbecue and **** up. As usual other fleets turned up and the party rocked – many thanks to Rob and Helen Shaw for their excellent (traditional) organisation – much money was raised for their (and worryingly I have forgotten which – it must have been the bonhomie) chosen charities.

Footnote: - Have you ever noticed that fleets seem to have many people with the same Christian name? - For example to sail a phantom you have to be called either Simon or James - in the Osprey you have to be called Mike unless you are Mick Greenland and then you are just being bloody awkward.

Race 2 Sunday dawned (as it does week in week out – ed) and some were suffering – another tradition.. The inshore forecast was 5 to 6 gusting 7 (Osprey weather...) - 2 shorter races planned. The whole fleet made the start line, as the repairs from the first race had been completed the previous evening and with brilliant sunshine and a healthy force 5 - Mick Greenland – traditionally better in the light stuff, with Chris Saunders ranting on the wire in 1322, reached the windward mark first. Paul Heather and Jonathan Osgood in 1292 tried the North Side of the river for the run against the tide whilst the rest of the fleet followed the leader down the South side.

The fleet on the south side had to overtake the Squibs and had slightly more tide and so 1292 had caught up with 1322 and 1348. The 3 went round the next mark together but unfortunately 1292's moment of greatness resulted in a nosebleed by failing to give 1348 sufficient room at the mark.

The course went up the Roach and round the corner allowing the kites to be hoisted on the run with a gybe at the corner followed by good tight 3 sail reach that was right on the money - the best reach of what was an excellent long weekend. Rob and Ian (1317) passed Viola and Mike (1314) on the reach and both of them passed 1292 on the last beat. 1st the two Mikes in 1348, 2nd Mick and Chris in 1322 and 3rd Rob and Ian (Mike) in 1317.

The close racing continued down the fleet with places changing regularly.



Photo Roger Mant

Race 3 ...was back to back with race 2 and started in the continuing force 5. After a short first beat, once again Paul and Jonathan in 1292 split sides with the fleet although as the tide was not as strong, this did not gain as it did in race 2. By the half way mark Rob and Ian in 1317 were leading from the two Mikes in 1348 and Viola and Mike in 1314. 1317 went to the wrong mark however and 1348 took full advantage. The middle of the fleet was tight with Ken and Chris in 1338 leading a group that were continuingly changing places. The last beat was long one, in a dropping wind although still force 3 and against an impressive tide. Once again Paul and Jonathan were contrarians and chose the other side of the river to everyone else. It was close but gained them 2 places on the last beat as they squeezed past Ken and Chris in 1338 and Tom and Anthony in 1337. Up the last beat Viola and Mike in 1314 overtook both boats ahead and Rob and Ian in 1317 overtook the two Mikes who unfortunately dropped from 1st to 3rd which ultimately proved their undoing.

1st Viola and Mike 1314, 2nd Rob and Ian (Mike) in 1317, 3rd the two Mikes in 1348.

To provide the fleet with an unexpected treat whilst coming ashore Paul Heather in 1292 instead of stepping off on to the pontoon had his prophetic moment and tried to walk on water. Fortunately, after complete submersion, his swimming was up to staying with the tide and once the fleet had finished laughing they pulled him out.

Race 4 Monday morning – more self inflicted pain after the traditional dinner in the RCYC trophy room – a room stacked with sailing history – something we thank the RCYC for as an honour and privilege. Two short races were planned to allow the travelers to get home. The inshore forecast once again challenged the long range forecast and again promised a mix of winds. The race started in champagne conditions with John and Steve in 1344 off to a flyer reaching the windward mark with their nose in front. The fleet then split at the windward mark with some choosing the North and the others the South side of the River. Tom and Anthony in 1337 proved the South side to be the best and shot into the lead. Tom, being a crew by nature and breeding, cocked up the drop (ale???) and so in 1337 after all their good work and tactics on the run, their moment in the sun was over. Rob and Ian in 1317, never a crew to let an opportunity pass, led the two Mikes 1348 and Mick and Chris 1322 up the roach on a wiring 2 sail reach. Down the fleet there were more tactical battles as Viola and Mike in 1314 went high and popped the kite while Paul and Jonathan tried unsuccessfully to pass John and Carolyn Mills in 1340 both by going over and then under them. For the front runners the positions did not change up the final beat although Viola and Mike 1314 got past Paul and Jonathan 1292 and John and Caroline.

1st Rob and Ian (Mike) 1317, 2nd the two Mikes 1348, 3rd Mick (Mike) and Chris in 1322.

Race 5 The final race started in a gentle force 5 which stayed constant and provided the best wind of the regatta. The course was windward leeward in the Crouch downstream of RCYC. At the windward mark Paul Heather in 1292 once again tried to walk on water stepping out of the back of the boat on bear away. Leaving a confused crew wondering why the kite was not going up and why the Gybe? This left half the fleet with 2 obstacles to avoid, a floating helm and an out of control boat with a crew trying to stop the capsize.

By the time the crew had control of the boat and picked Paul up the rest of the fleet were small coloured dots representing kites on the horizon. Apologies, but as the author was the disgruntled crew details on the race are a bit sketchy. 1st Rob and Ian (Mike) 1317, 2nd Viola and Mike 1314, 3rd the two Mikes 1348.

Summary: Many thanks to RCYC for hosting the Ospreys, providing the fleet dinner and some excellent racing. Big thanks to the Shaws for the barbeque and coordinating with the club. Without a lot of unseen hard work, an event is just not as successful as this. Roger Blake and his son finished every race and judging by the smiles enjoyed them selves despite the impromptu entry. The courses were fantastic, allowing plenty of opportunity for places to change and close racing throughout the fleet.

First place was decided by the last race as both first and second had two firsts, a second and a third to count.

Pos	Sail	Boat	Helm/Crew	Club	Pts	R1	R2	R3	R4	R5
1	1317	Fish For Tea	Robert Shaw/Ian Little	KWSC	7	14	3	2	1	1
2	1348	See Emily Play	Mick Pickering/Mike Pridle	RSC	7	1	1	3	2	3
3	1314	Think Again	Viola Scott/ Mike Scott	KWSC	9	2	4	1	4	2
4	1322	Peek A Boo	Saunders	IOSSC	13	4	2	4	3	4
5	1292	Light N Bitter	Osgood	WSC	21	6	5	5	5	7
6	1338	Curved Air	Butters	IOSSC	23	5	7	6	8	5
7	1337	Baa Baa	Tom Holland/Antony Shaw	DSC	25	3	6	7	9	14
8	1344	Rhiannon	John Shenton/Steven Offer	WSC	27	7	8	10	6	6
9	1340	Fiddlestix	John Mills/ Caroline Mills	SSC	34	8	10	9	7	11
10	1335	Kymothoe	Tim Bell/ Ian Brunger	ISSC	36	9	9	11	10	8
11	1177	Puma	Roger Blake/Jamie Blake	GMSC	41	11	12	8	12	10
12	1197	Bus	Mawhinney	IOSSC	41	10	11	12	11	9
13	1341	Blackbird	Nick J Jones/Greg Wood	RYA	55	14	13	14	14	14

Scottish & Northern Championships Keilder Water 10/11 September ***by Mike Pickering & Jonathan Osgood***



Keilder Water – venue for the Osprey Northern Championship on the 10th/11th of October – is a great place to sail.

If you have never sailed on tea before, it is different, fresh mountain water, coloured by bracken, is "light" (your boat floats deeper, your buoyancy works harder) and cold, yet like tea, extremely refreshing. Eight Ospreys made the journey north, Mike Pickering winning the furthest travelled award travelling 482 miles up from Truro, to partake in the superb hospitality.

Race 1 laid down the pattern, a huge shift to the right after the start benefitted the late starters and Paul Heather and Jonathon Osgood took full advantage, quickly establishing a lead that they never looked like losing. With the wind blowing from the south, Keilder is tricky with wind speeds ranging from sitting in the bottom to 30 knots. In the bunfight that followed Paul and Jonathan were first, Mike Taylor and Jon Willey finished 2nd with Mike Pickering and Mike Priddle finishing in third – first blow for the visitors!



Race 2 was closer, it was a competitive start with all the fleet on or near the line. A freshening breeze on the first beat saw Mike Taylor steal the lead. After a fast second leg of the triangle, kites a flying, the fleet were entertained to Paul Heather for the second meet in a row, trying to perfect the art of walking on water – sadly messy! The wind shifted to the west and increased in strength and local experts Rob Shaw and Ian Little snuck through to take the win from Mike and Jon with the two Mikes in third.

After a pleasant Saturday night at the club, Sunday started well with sunshine and a gentle force 2. With the forecast saying F5 (great) or F4 gusting F8 (interesting) everyone was hopeful of the wind building.
The Race officer went out early to set the course in the increasing wind and started Race 3 in a steady F4. Mike Taylor and Jon Willey set the pace again but local knowledge had Rob Shaw and Ian Little sneaking through low on the reaches. Mike Pickering with Mike Priddle decided to play with his rudder at the leeward mark and it dropped him down 3 places. Aggressive sailing on the reach got a place back but the crash gybe at the wing mark proved too much and undid the recovered ground. Mick Greenland and Chris Saunders from Sheppey pulled through to third.

The wind proved to be no friend of the race officer and shifted through 90 degrees forcing the course to be reset. With enviable foresight the race officer set a course half way between the old and new wind directions, the wind ticked back and Race 4 was soon away in a building wind. Local heroes Viola and Mike Scott chose this race to show their mettle and led from start to finish, Viola still being the only lady helm to have won a nationals race. Rob and Ian took second from the two Mikes who were having a hard time dealing with the variable conditions.

Once again the wind shifted direction and increased to a Force 5, que more course changes. The morning sun was now a distant memory and the rain was in with vengeance, the fleet were grateful for the quick turnaround.

Before the start of race 5 1245 returned to shore having broken a jib fitting early in race 4 and spinnaker fitting later on in the race they took the hint decided not to risk further problems. The fleet split and two races within the race developed. In the end the two Mikes finally got their act together and took the win away from Rob Shaw and Ian Little. The Taylor/Willey combo



maintained their consistency and finished third to take second place overall.

With 4 race winners over 5 races the weekend provided close competitive racing throughout. Many thanks to the bar, galley, safety, race team who made the best of difficult wind conditions, and all others in the organization of a great event.



Place	Helm	Crew	Boat	R1	R2	R3	R4	R5	Points
1st	Rob Shaw	Ian Little	1317	5	1	1	2	2	6
2nd	Mike Taylor	Jon Willey	1297	2	2	2	5	3	9
3rd	Mike Pickering	Mike Priddle	1348	3	3	6	3	1	10
4th	Viola Scott	Mike Scott	1314	4	5	4	1	4	13
5th	Paul Heather	Jonathan Osgood	1292	1	6	5	6	5	17
6th	Mick Greenland	Chris Saunders	1322	8	4	3	4	6	17
7th	Graham Tumbwood	Kirsty McAlpine	1245	7	7	7	7	9	28
8th	Nick Jones	Arthur Butler	1341	6	9	9	9	9	33

Round the Island Isle of Sheppey (IOS) SC 3rd September…

By Mick Greenwood

129 competitors, four separate starts, dinghies, multi-hulls, and sailboards set off on the annual 53rd round the Isle of Sheppey race. Organized by IOSSC with safety cover from all the local clubs including the Kent fire brigade (twin 115hp engines), Kent Police in their 10 seater, 10m rib all dressed in stealth commando style sailing gear (to keep a low profile?) Queenboro' Yacht Club yachts, Raynet local coms club, complete with two spotter planes circulating overhead, hence the 7 Ospreys were safe - not that we need much help - just had to keep turning right. Although I believe one fell out of the nest, Ken or Paul?

Our start was 11.30 which can be watched on:-**http://www.youtube.com/watch?v=RsQ7BvhbU8U&feature=player_embedded**

And arriving only 1 minutes before the start after being traffic marshal on shore myself and Jerry Dixon (imported from Belgium) were line shy i.e. didn't know the time (da ja vue Burnham) hence late but, using the Hartley kite we managed to gain some ground very quickly. However, Tim Bell and Ian Brunger wanted to take my wind and both were heading straight for Cheyne rocks, which also led half the fleet that way…Both he & I knew what to expect; centre board and rudder up but the others didn't! Moving on from Tims "I'm going up the beach" I let him go and headed straight for Warden Point which is just before Leysdown about 7 miles away. With a flood tide and the occasional puff we managed to creep away from all the other boats and before Warden Point we had ¾ mile lead on the nearest Osprey. At Warden we cleared sailed thro' the 11 o'clock dinghy starters and onwards across Leysdown 'beach' i.e. about a foot of water under the boat, my nearest rival was an Altro helmed by Tim Kiff; ex Osprey owner of 555 'Ssh you know who', who I sailed with at Mudeford Osprey Nationals a few years ago, hence the rivalry! Upon entering the Swale (river at between the main land and Sheppey) I couldn't find the channel bouys and sailed too far over towards Whitstable and missed the main flood tide up the Swale. By now a Tornado had passed me from the multi-hull start at 12.00 and going so fast couldn't even read his sail numbers. Tim Kiff with Joe was now 10 meters in front and the rest of the Osprey's weren't in sight but I had the Altro in front and he stayed there (10m) all the way up the back of the Swale (12 miles) on a tight fetch hence not a beat but you had to keep it tight to make the 12 miles in one hit.

By now the light SW winds at the start had increase to a F3-4 with gusts until we reach the old coal terminal, bore off and headed north; we all launched our kites and caught up the 10.30 starters, hence lot of boats in a narrow channel. Then three dart 18's caught us up, causing mayhem zig zaging across and behind us. When reaching pass Ridham Dock the wind plays havoc and I know to keep away from that side and once clear headed up and took the Altro before the bridge.

At the Kingsferry Bridge we all have to negotiate under the structure sides of the main lifting section, for those of you old enough you may remember Michael Crawford in 'Some Mothers do have em', when he drove his Hillman Imp car on this lifting section bridge and then it was raised, after which he drove it into the sea!





But I digress, at this point you come towards the shore and tip the boat on its side and walk it thro' under the bridge; sounds difficult but it's actually simple as long as you don't have any other boats barging in…After the bridge you head NW and it was initially too tight for the kite but just before Queenboro Harbour the Swale turns east and then back north. An Altro wasn't far behind but the wind was now behind and Jerry and I had lunch i.e. cleated off the kite and main and looked in the drinks cabinet and fridge but only found peach snaps (flavoured water); the Altro was across the Medway zig zagging around and by Garrison point it was still behind (buy an Osprey Tim!) At Garrison point which was a naval port until the sixties and is now a major port we headed out into the main Thames/Medway estuary about 7 miles across to Southend. Then its SE for mile and a half to the finish line at the club. Another circumnavigation; about my 20th time but still one of the classics to do. As it's a handicap race adjudicated using the infamous Portsmouth Yardstick system it always a lottery whose the winners but that's the system and why we sail in class; I believe in fact that we had the largest class in the event and for some reason I won the overall 11.30 start class, finish 9th in PY and went home with a pair of tickets for car and trailer via P&O Dover-Calais crossing (one of our club members is the communication directors of P&O). Jerry enjoyed his first adventure so why don't we include it as an annual Osprey event? Next year it's Saturday 8th September to suite the tide…

Pos	Final Results:-		Hr/min (actual time to complete)
1	Aaron Young Rob Butterfield	Tornado	2,23
35miles (15 knot av) without including the stop at the bridge!			
2	Mike Lyons	Blaze	4,1
3	Steve Sawford	Dart	3,27
9	Mick Greenland Jerry Dixon	Osprey	3,56
29	Ken Brown Chris Butters	Osprey	4,13
40	Russ Wheeler Mark Seager	Osprey	4,2
43	Max Petherwick Mark Mawhinney	Osprey	4,22
48	Paul Heather Jonathon Osgood	Osprey	4,24
59	Tim Bell Ian Brunger	Osprey	4,31
91	Richard & Andrew Metcalf	Osprey	4,55

Two perspectives on this years closing event ...the Open Meeting at Rutland...

Inland Championships & final fling 29/30 th October Rutland by Paddy Lewis



The 2011 Osprey Inland Championships at Rutland was one to avoid if you were in the insurance game. If you are an Osprey sailor with a lust for windy, competitive sailing then this was a weekend not to be missed! With 23 competitive boats on the start line and 25 knots of breeze there is always the potential for the odd collision and this weekend was no exception. In the third race Paddy Lewis and Tom Holland collided on the start line with John and Carolyn Mills and, during the last race, Richard and Mark Hartley had a coming together with Mike Pickering and Mike Priddle up the first beat. Saturday started with bright Autumn sunshine and a Force 5 blowing down the course. Will and George Odling made the most of George's weight on the wire and powered up the first beat closely followed by Ollie and Robin Hobson with a similar weight advantage. The first reach soon found out the teams that hadn't sailed much since the National Championships and gave them the opportunity to test their new Gul wetsuits. In particular, Mr Gul himself Mike Pickering who had a quick swim half way down the leg but managed to recover quite quickly to end the race fourth overall. The Odlings took the first race followed by the Hobsons who were lucky to survive, Oliver having tripped on the first reach and badly cracked the tiller (which spectacularly gave out 200 yards after the finish of the second race – game over). The Hartleys and ex champions Martin Cooney and Peter Frith had both taken advantage of Oliver's trip – raised their kites and swam at the gybe mark and so were effectively out of contention. Several teams retired early and many had a swim, Paddy Lewis and Tom Holland took third with the two Mikes in fourth.There were similar wind conditions in Race Two but this time the Hartleys along with Martin Cooney and Peter Frith, who ended up second, held their composure to win the race after their first race swim – in a role reverse the Odlings capsized on the beat whilst leading and the Hobsons did their capsize at the gybe mark whilst laying fourth. Racing was very tight in the top five or six positions but these were not exclusive to the heavyweight crews, the two Mikes sailed well to get third place and Mike and Viola Scott showed that they were not just light wind specialists by taking fifth.The breeze dropped off for the last race of the day and Mike Pickering came through with all gunsblazing to win the race closely followed by Will and George Odling and then the Hartleys in third. Having clattered the Mills' pre-start your author had retired so the drama of the race went unrecorded.There was everything to play for on Day Two with four or five boats still in contention for the top spot, the wind had dropped and having reached the windward mark with a nose in front Richard and Mark Hartley made the most of the conditions stretching a comfortable over the two Mikes who were followed by Messrs Cooney and Frith.All to play for - the final race started with Mike Pickering leading the event and needing a win to secure the Championships. The two Mikes took the lead when the Hartleys on port tack, bore off to duck the two Mikes, misjudged and took the back quarter off Mikes boat "Lucky". The two Mikes could not carry on, Richard morally couldn't either and both headed in. The results sheet was poured over once ashore where Mike's protest for redress gained him 3 points which kept him in front of the Hartleys but was not enough to win the event. Will and George Odling finished second giving them equal points to win the Championship on the count back. The race was won by Messrs Cooney and Frith.The whole weekend was truly memorable for its great sailing conditions and it was really great to be able to welcome from the Phantom fleet Mark Weston and Simon Hawkes in their new Osprey, 1349. They finished eighth overall but showed us their true pedigree with a third in the last race. They will be ones to watch during the Winter season and next year. Once again Rutland Water Sailing Club put on a superb event and we look forward to returning next year.A special mention must be given to Angela Mamwell. She and Alec have travelled the Osprey circuit for years and whilst they quit after the first beat in the first race in this event, Angela has done fantastically well to crew weighing well under 10st and at an age where very few trapeze, never mind in an Osprey. She finally has called time on her open circuit adventures and retires to WAG status.



Its 31st October; the water temperature close to zero, air temperature definately wintery & Nick 007 Jones is is "dressed to kill" ...(himself...)



Nick's audience of Phantom & FD sailors incredulous Nick is going on the water dressed like that..one overheard to say "these Osprey sailors really are made of the mean stuff"... someone even checking the rule book to see if nudity is allowed at a Rutland Open in October"...

Inland Championships & final fling 29/30th October Rutland…

by your roving reporter

What a fantastic close to the 2011 Osprey sailing calendar the Rutland event Open was this year; 23 boats heralded what was to become a glorious weekend's sailing in strong winds, in an event superbly run by Rutland SC under mainly blue, sometimes overcast & for "ever such a short time" drizzly skies. It was an action packed weekend with lots of thrills & spills, capsizes & collisions, monkey business & mayhem & really really great sailing...

It was inspiring to see so many teams turning up from all corners of the country. It created a real buzz with a powerful Osprey presence on the water; everywhere you looked there was the Osprey logo on a sail or what looked like an Osprey hull floating on it's side or indeed completely upside down, with the crew shivering on the upturned hull trying to keep their toes out of the cold water...There was heaps of action on the water; Day one a crunch between Paddy Lewis & the Mills boats left a neat V shape in the gunnel of Fiddlestix; The mainsheet strop on Lou Greeson/Mike Guy's boat tore itself off the thwart which might have put them out of any further racing if it had not been for David Springett, himself unable to race but at the event anyway to provide encouragement & Engineering support where required & who was on hand to fashion a marvelously simple but effective repair allowing Lou/Mike to sail again on the Sunday; (a repair so good Lou is thinking of leaving permanently on his boat…) This wasn't the only time Lou was "in the wars" as at the third start Mick Greenland charged over the line at full throttle in the gap between Lou's boat to leeward & the committee boat to windward, only for Mick's boat to be caught by a huge gust, causing it to heel dramatically on it's ear & the mast to run down Lou's sail, making a rather scary tearing kind of sound although in reality (& luckily) the sound was actually the worst of the clash of boats…



What a Paddywack looks like...

The first days racing was conducted in BIG winds (Force 5) which made the sailing incredibly exciting. Will & George Odling set the standard by winning the first race which got their campaign off to a good start & their consistency throughout the series was enough to reward them with first place overall, sailing the *oldest* boat in the fleet!!. A remarkable & well deserved victory, given that *brothers* sometimes spells disaster in the close confines of a high performance racing dinghy!! They could even afford to sit out the best part of the second race on their upturned hull, presumably in mutual agreement that the boat sails better the other way up & relaxing with a little swim in the refreshingly cold October Rutland water (as the author was himself about to find out the next day).

One of the strange features of the Saturday racing was that there were three capzises where the boat turtled & the crews in each case had immense difficulty getting their respective boats back upright, even though the masts were not stuck in the mud. This happened with Will/George Odling; Russ Wheeler/Jamie Andrews & Paul Heather/ Jonathan Osgood; King Neptune & his mermaids had clearly been busy, visiting Rutland while on holiday from the equator.

On the Sunday during the second race there was another spectacular collision this time between the Hartleys & Mike Pickering/Mike Priddle, which put the Hartley's well back down the fleet after doing their turns & before they retired; there was much surprise from those of us who operate lower down the fleet to see them among rather than ahead of us but it was nice to give them a wave….Their placings included TWO 1st, a 3rd & a 5th but were only good enough for a 3rd final position, such was the stiff competition at the top of the fleet.

One of the really positive aspects of the weekend's racing was the relatively short races; each one about an hour, which meant the fleet did not have time to string itself out & become a procession. Instead it was action at close quarters; there was much dueling & exchanging of places, with errors being quickly punished with a loss of place.– which is great for the beneficiary but galling for the loser as Mick Greenland & Jerry Dixon found to their cost on the final reach of the first race on Day 2: the spinnaker had just been hoisted & was pulling strongly, Jerry launched himself onto the wire with spinnaker sheet in hand ***but wasn't hooked on*** so dived elegantly straight over the side & their boat, slowing quickly (if not a contradiction in words) also gracefully but with an air of splendid inevitability, capsized . Remarkably, the boat came upright again quite quickly, still with a full & pulling spinnaker & a boat full of water but it meant they were off again & only lost a single place…!

So, George & Will a well deserved first place, with Mike Pickering & Mike Priddle snapping at their heels in second & in third in hot pursuit, the Hartley's.

A really marvelous "final fling" & a superb way to finish the season. Sincere thanks again to our hosts Rutland Sailing club in general & the racing officer & his team in particular for what was a a weekend to remember for so many reasons!!



Worthy winners: Will & George Odling

Osprey Fleet

Sailed: 5, Discards: 1, To count: 4, Entries: 23, Scoring system: Appendix A

Rank	Sail No	Helm	Crew	Club	R1	R2	R3	R4	R5	Total	Nett
1st	1085	Will ODLING	George ODLING	Royal Signals	1	(24	2	4	2	33	9
2nd	1348	Mike PICKERING	Mike PRIDDLE	Restronguet SC	-4	3	1	2	3 RDGa	13	9
3rd	No	Richard HARTLEY	Mark HARTLEY	Carsington SC	5	1	3	1	(24	34	10
4th	206/129	Martin COONEY	Peter FRITH	Poole YC	-9	2	6	3	1	21	12
5th	1337	Paddy LEWIS	Tom HOLLAND	Datchet Water SC	3	4	(24	6	6	43	19
6th	1314	Viola SCOTT	Michael SCOTT	Kielder Water SC	7	5	-8	5	4	29	21
7th	1331	Gareth CALDWELL	Jon GIBBONS	Blithfield SC	6	-10	4	9	5	34	24
8th	1349	Mark WESTON	Simon HAWKES	West Riding SC	-8	8	7	7	3	33	25
9th	1329	Robert SHAW	Ian LITTLE	Kielder Water SC	-17	6	5	10	7	45	28
10th	1322	Mick GREENLAND	Jerry DIXON	Isle of Sheppey SC	10	9	10	-14	10	53	39
11th	1341	Nick JONES	Arthur BUTLER	RYA	-13	11	11	12	9	56	43
12th	1195	Richard	Steve OLDALE	Poole YC	-16	16	13	8	12	65	49
13th	1338	Ken BROWN	Chris BUTTERS	Isle of Sheppey SC	-14	14	9	13	13	63	49
14th	1318	Duncan HINDLEY	Steve HENDON	Blithfield SC	12	12	12	-15	14	65	50
15th	1292	Paul HEATHER	Jonathan	Wilsonian SC	11	(24	24 DNC	11	8	78	54
16th	1290/12	Oliver TOOZS-	Robin TOOZS-	Shoreham SC	2	7	(24	24 DNC	24 DNC	81	57
17th	1164	Russell WHEELER	Jamie ANDREWS	Sheppey	20	(24	14	16	11	85	61
18th	1340	John MILLS	Carolyn MILLS	Shoreham SC	15	13	(24	17	16	85	61
19th	1181	William	Peter JONES	Ribble/Blackpool	-18	15	15	18	18	84	66
20th	1201	Lou GEESON	Mike GUY	Blithfield SC	19	(24	24 DNC	19	15	101	77
21st	1238	Leslie GREEN	Alan MILLS	Hornsea SC	(24 DNC)	24 DNC	24 DNC	20	17	109	85
22nd	1276	Alec MAMWELL	Angela MAMWELL	Coniston SC	(24 DNC)	24 DNC	24 DNC	24 DNC	24 DNC	120	96
22nd	1297	Michael TAYLOR	Jon WILLEY	Marconi SC	(24 DNC)	24 DNC	24 DNC	24 DNC	24 DNC	120	96

A rousing thank-you to Nick Jones, recently retired Chairman of the Osprey Association, penned by Peter Frith...

I would like on behalf of the Osprey Class to Thank Nick for all his help and guidance of the Class over many years. It was back in the early 80's that I first met Nick on the open circuit and it was not long before he joined Committee and started giving service to our organisation. During this time he served in all the main posts before becoming Chairman - a thankless task and certainly an arduous one!

He served a number of three year stints before stepping back for a while and when the Class once again found itself without a Chairman, he stepped back in to take up the reins.

By the end of the 90's into early 2000's the Class was running out of steam, desperately needing an injection of both new boats and new members. The prospect of this without a new glass boat design meant either was unlikely. Nick then was instrumental in negotiations with Richard Hartley and the prospect of the Mark 4. Committee meetings were very lively with all points of view having to be considered and in 2005 the Mark 4 became a reality. Despite some controversy, similar to the introduction of the Mark 3, Nick, with the help of the committee, guided the Class through the difficult issues which surrounded the launch of the Mark 4 and after 6 years we can now look back and ask what was the fuss about! We have been left by Nick the legacy of a thriving Class with an excellent new boat capable of matching the best of the Mark 3's with ever increasing numbers. The Class is in good shape ready to move forward with new people taking up the challenges. So, on behalf of the members, Thank You Nick for your efforts over the last 25 years.



Nick at the Rutland Open this October...he has been elected honorary President of the Osprey Association



The Ospreys answer to the Chippendales...



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In technology corner(!) Mike provides some meaningful insights into Wetsuit construction...to be read at bedtime just before you want to drop off...

Sailor ……. The first of a few articles…. By Mike Pickering

Hello. Your new Editor asked me to write a few words, my first reaction was 'No', but I then thought about how I could entice more of you to look in your sailing bags and look more seriously at what you are wearing.

So let's start with the basics – a wetsuit.

A wetsuit is essentially neoprene covered in nylon, the nylon protects the outside of the neoprene against damage, the nylon on the inside allows you to get into the wetsuit easily, without resorting to talc ….. so what is neoprene?
Neoprene is the insulator, the black material sandwiched between the nylon layer. So how is neoprene produced? Imagine a huge bread tin…… the ingredients are mixed together and cooked and allowed to expand. When fully cooked it comes out of the tin looking like a huge loaf of bread which when cooled is sliced into 8x4 sheets with a thickness of between 0.5mm – 6mm . So now we have the 8x4 sheet of neoprene ready to have the inner and outer nylon bonded to it.
Neoprene quality varies enormously. The most important feature of the neoprene sheet is the insulation bubbles that can't be seen by the naked eye. On an inexpensive wetsuit bubbles will be at a minimum, of the more expensive products there will be lots – think bar of Aero (lots of bubbles) nice and warm – a Hershy bar thin and cold.

When trying on a wetsuit there is always a lot of talk about flexibility, the neoprene can stretch to breaking point. It's the nylon on the outside and inside that control how much the wetsuit flexes. Ideally a wetsuit should be made with different thicknesses of neoprene and different types of nylon to help control flex and abrasion resistance.

That's the basics covered - we now have sheets of neoprene ready to turn into a wetsuit – what happens next?

Patterns are laid out on the raw material and a cutter then cuts out all the panels required. From this point (and usually suits are cut 50 at a time) the various pieces of material are sorted into different areas – printing, gluing etc.

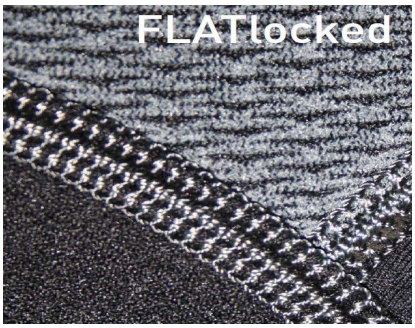
Then comes assembly, different styles of suit have different stitching, so are made on different production lines, that way there is little confusion about the type of stitch used.

Essentially there are 3 different stitch types used in wetsuit production:

Overlock – The most basic stitch – two edges joined together leaving a ridge on the inside of the wetsuit. This ridge can be uncomfortable and this type of stitch lets in and out large amounts of water.



Flatlock – A refined version of overlock creates a flat seam, so more comfortable to wear, still lets in and out large amounts of water



Blindstitch – The best type of finish, blindstitched seams are firstly glued together then



once the glue has hardened, stitched. The stitch does not penetrate the neoprene, meaning no water coming in/out of the seam so creating a warmer wetsuit. By now the cogs in the brain should be working overtime, water in and out, watertight seams, what's going on? A wetsuit works by your body warming a layer of water – **Wrong!** That's old technology and whilst it still works on the overlock/flatlock summer suits, it means that your body is always working hard to heat up the always changing film of water inside the suit.



Nowadays the idea is to try and stay dry, a modern mid-range blindstitched suit will have seams that are taped either on the inside using neoprene tape or on the outside using a liquid polymer. Then it will have a barrier to stop water entering the suit through the zip or a special lightweight dry zip. To finish off, the inside lining on the suit will have some thermospan panels. Thermopsan is a lining that increases warmth by trapping more air in the suit and wicks moisture away from the skin, keeping you drier.

To add to the thought process other features on the suit help to keep the water out.

A barrier, between the zip and your back, stops water entering the suit. Little drain holes allow any water that passes through



the zip to drain.

The lightweight S-Lock dry zips keep water out of the suit. Knee pads need to be tough and abrasion resistant.

Final thoughts – what thickness do we need in our climate. Ideally you need 2 suits, one a 3/2mm so that is 3mm body and legs and 2mm shoulders and arms and a 5/3 which is 5mm body, 4mm legs/shoulder and 3mm arms. The 3mm being Summer/Autumn and the 5mm, being Winter/Spring.

A Duck flavoured view from the shore by David Springett



David Springett, writing under the pseudonym of the DuxDeluxe but known to an intimate circle of friends as the Mad Muppet, was confined to light shore duties this season due to a serious back injury, but that didn't prevent him providing moral support where-ever possible...the Editor asked him for a "stocking filler"to provide some insight what it felt like confined to shore this year & he send a whole page...that's why Editors love this man...read on...

Three lots of surgery in 2010 and another session in early 2011 led to the writing off of the whole season for team Duck. Jerry took the sensible option and elected to sail with someone who actually knew what they were doing and DuxDeluxe was relegated to spectator and the world's ugliest trolley dolly - come back ladies, the fleet needs you.

Having been effectively banned for the season, the decision was taken to lend FFT to Rob Shaw, where to the writers utter horror, most of the excess bits of string and bits were sensibly removed. I've seen minimalist before Rob, but..... thanks!

The conclusion was quickly reached that it is much better to go sailing than to be a trolley dolly, but it was worth going to the open meetings just to see everyone having a good time and to meet old plus new faces. Coniston was a blast as usual, Poole was busy and Burnham was, well Burnham. Blowing dogs off chains... A few meetings were missed due to either enforced horizontality or business travel. It was really nice to see FFT doing well, though it must be said that Rob's 7.30pm phone calls weren't always as well received as perhaps they should have been. Twice they caught me in Asia at 1.30am when I forgot to turn the phone off.

Top tips for trolley dollies:

1) don't wear too much make up (you never noticed, did you?)

2) sensible shoes are essential unless you really like bruised toes

3) Always stack the trolleys in the reverse order of who you think will win. It isn't fun digging the winner's trolley out from underneath a stack of others

4) try not to wear best sunglasses when lying on a pontoon holding the bow of a boat. The boat floats better than the sunglasses.....

5) Burnham mud gets everywhere - I should have learnt that lesson three years ago.

The last meeting of the season was at Rutland where it was proof that piracy exists outside of Cornwall - got thoroughly shaken down for the privilege of parking the new Duckmobile on a muddy field next to the club. Nick and Willie had the right idea - simply dump the motorhome in the dinghy park and ignore the rules. Never got to see much of the racing, especially as 90% of the fleet now has either red or blue kites and were miles away, but was relieved to see FFT returned to her owner, throughly race tuned and in approximately one piece with just minor refurbishment required before next season. Even better was the apparent interest in purchase, as a new boat had already been ordered. Finally, Roger Blake has sensibly decided to return to the fleet and so FFT is off to a new home after a bit of tidying up courtesy of Synergy Marine and team Duck will be back on the water in 1350 making random tacks and dodgy tactical decisions for 2012. A Blue Peter badge goes to Paddy for very nearly guessing the new boat's name.....

Searching for that Colgate look...



Nice gnashers...



Nearly found it...



Serious contendor ...sorry phantom...so not eligible



Aah ..found it...



Come on Mick play the game...

Back to the Beginning...

Jerry talks about going back to where he was first inspired to sail the Osprey ...

In an article in the December 2008 edition of the Osprey Newsletter when I talked about my first season on the Osprey circuit, I mentioned that my passion for the class could be traced all the way back to membership of the RAF Changi Sailing Club in Singapore where I lived 1968 – 1971. It was here I learned to sail in a cadet. The boat fleet included GP14's, Snipes, Ospreys, Heron, Goblin, Fireball, Lark etc etc. Forty years on it was time to pay a visit back, this time taking my daughter Hannah, on her first "long haul" trip, in the hope of kindling in her the same passion that grew in me & which has led to a lifetime of sailing pleasure, most recently in the wonderful Osprey, the circle, for me at least, having turned full circle.

So last winter I planned the trip of a lifetime, starting with two weeks touring Malaysia to be followed by the "pilgrimage" staying as honored guests & temporary members of Changi sailing club. We rented a car for the Malayan part of our tropical adventure & flew into Kuala Lumpur. As with any holiday, you can't wait for it to begin so imagine our disappointment arriving at the airport to find that ours was the only flight delayed, scheduled departure time 12.40; re-scheduled to 20.40!! This meant given the time difference effectively losing our first precious day in the exotic Far East...

Upon arrival ,we picked up the hired car with GPS & the first evening ate in Chinatown in Kuala Kumpur, a complete menu for two costing only €7!! Our first day was spent at the Botanical Gardens featuring the world's largest Bird Aviary.



We next headed for Cameron Highlands, high hills about three hours drive from KL, where the climate is cooler & therefore a good place to acclimatize. Highlights were visits to the Boh tea estates (magnificent) & to various strawberry farms where the most delicious strawberry milkshakes could be bought….(yum yum)

We then travelled up to Penang where after a relaxing day at the poolside we ventured out in the late afternoon to the National park on the Island & later, in the evening, to the local market along the roadside; always a great place to pick up knick knacks…



Our next "port of call" was intended to be Kota Bharu, When I had planned the itinerary I had not realized that this entailed travelling from the West to East coast across the top of Malaysia on the ONLY road sometimes travelling close to the Thai border & always through the jungle. I had been variously warned to take a full tank of fuel, a charged mobile phone, not to travel fast as the road was sometime not in a good state… to watch out for wild animals, including elephants; to be prepared to travel on largely deserted roads & to be wary of Thai robbers who sometimes came down from the Border to stop & rob cars!! Given all this good advice, I was very nervous whether it was wise travelling at all (!) & had visions of breaking down in the middle of the jungle miles from anywhere & unable to summon help..& then being chased by robbers!! However, I was reassured by the hotel Manager it was a journey we would enjoy & so it turned out to be; we left early; the roads were excellent; we often saw other traffic but rather disappointingly did not see any wild animals; there were petrol stations enough along the way & the few people we met gave us a smile & a wave & so it was, early in the afternoon we arrived in Kota Bharu infamous as the place where the Japanese invaded Malaya in 1941.

After a night in our hotel we then started our motor down the beautiful East coast of Malaysia with it's golden (& completely deserted) sandy beaches, palm trees & tranquil seas.



First stop was Kuala Terengannu where we had a fantastic speedboat trip to a nearby" Bounty" Island & snorkeled in crystal clear water in amongst the tropical fishes conjured miraculously from the deep by bread strewn over the water surface.

Then onto Kuantan where we enjoyed a trip along a mangrove river at night looking for fireflys in the trees which magically, in true Disney fashion, came toward the boat as tiny spots of light when the boatsman briefly unshaded his light. This was followed the same night by a visit to a beach to watch turtles laying eggs & to release a batch of hatched terrapins into the sea. In 25 years time, any female survivors will return to the same beach to give birth themselves…

We then drove to the edge of Taman Negara, the National park, true backpacking, lonely planet country. Day one we did a jungle walk, hoping to see (but again being disappointed) some wildlife but we did see true rainforest & clambered along the world's longest canopy walk, more than two kilometers long. On our second day we travelled upriver in fast longboats to a waterfall & swam in the cool river water. Unfortunately a leech attached itself to Hannah's lower leg, giving me at least a bit of a fright but she was incredibly calm & brave. When we smeared Tiger Balm on the leech it fell off straight away….

Our final visit in Malaysia was to Malacca, a vibrant city with lots of British & Dutch history; the prelude to the highlight of our holiday, the week in Singapore...

We flew from KL to Singapore on an internal flight into what was formerly RAF Changi, now Changi International airport arriving in heavy rain. I had not considered that on this special day it might rain!!!

I had been told & it proved sound advice, not to rent a car but to use the metro, taxis & buses since the island is small & the fares are very reasonable. So we took a taxi from the airport direct to the sailing club. Many months previously I had contacted them to ask if we could stay as guests. The



club had been delighted to hear from an "old" member & was very welcoming, putting the facilities completely at our disposal.

Our chalet looked out over the Johore Straits with a view toward Palau Ubin, an island separating Singapore & Malaysia largely left in it's traditional state & where it's possible to spend a wonderful day walking or cycling, reaching the island on a bumboat, the trip costing €1.50 per person each way!!



The next day we caught a bus & Metro ride into the city. We quickly found two familiar landmarks; the City Hall, with it's famous cricket Padang & St Andrews Cathedral. When I was last in Singapore these two buildings had dominated the skyline. Today, they are dwarfed by the skyscrapers surrounding them! The Singapore part of



our summer Odyssey turned out to be very nostalgic & I managed to find many old landmarks that I remembered from those years ago.

There are of course no Ospreys at the club any more; the fleet belonged to the Royal Air force & was moved to other RAF Stations in the Far East when Changi closed. It's a pity, the Osprey was unquestionably an ideal boat for these coastal waters that open out into South China sea; it was indeed originally designed as a high performance but comfortable & stable boat for sailing on the sea. I did leave some brochures of the Mark 4 with the Club & wore different Osprey T shirts each day, all part of a not too subtle hint that perhaps it was time to re-invent the fleet …we shall see!!

We rented a J24 & went on a leisurely (there was little wind) tour up-tide towards "Fortress Island". There had been giant gun emplacements here during the Second World War to defend the sea approaches & I had sailed around the island many times in my little cadet as a ten year old. To my surprise it's now part of a massive land reclamation project & is no more than a little clump of trees as part of a newly constructed peninsular. We sailed back down the channel, past floating fish farms tethered in the channel which have now replaced the old Keelongs (fishermans houses on stilts in the water,)

As thanks to the Committee we presented a picture frame of photos taken of the Sailing club & airfield some 40 years previously including regatta day featuring the Ospreys. It was a small way to repay their hospitality. They had made us very welcome & I had even met two members (at the bar of course) whose sailing & memories stretched just about as far back as mine!! One now coaches the Singaporean Paralegic Olympic team & will be at Weymouth 2012…Good luck to them all.



My final swansong was a trip in a Laser on a wonderfully windy day when I was able to burn up & down the channel drinking in the atmosphere & almost returning to those wonderful halcyon days, including a near encounter with another rather large ship (see photo) just as once I had crossed the bows of a troop carrier in the cadet while concentrating on a race instead of the shipping lanes & nearly met a watery end!! I've been wary of big ships ever since...



I left Singapore, at the end of a terrific week, not with my old memories destroyed as I had feared but with many new happy ones & hopefully a daughter who will be inspired one day to enjoy her sailing as much as I have!!

Osprey Sailors Travel To US and Canada by Mark Hartley



As I am sure everyone knows we not only build the Osprey but we also build Wayfarers, Wanderers, Gulls, Supernovas and Kestrels. This means we have to turn up and represent these classes at Opens and Nationals as well as the Osprey although I believe we get the most satisfaction out of sailing the Osprey.

The Wayfarer is an International class and has National championships in Holland, Denmark, Ireland, America, Canada and the United Kingdom. This year we sold 5 new Racing Wayfarers into the US and Canada. As a result we were asked to go to the Canadian Nationals so that people could get to know the builder and so we could advise people on set up and tuning of the new mark 4 Wayfarer, as these were the first MK4 to be sold over the pond.

We have no dealer in Canada or the US so one of the new perspective owners called Nick took on all the organisation of import taxes, trailer registration and all other legal paperwork. Whilst organising the shipment of 5 Wayfarers in one container we got to know this new owner very well. In the end Nick asked us to go over a week before the Nationals to meet his family and himself and commission the 5 new Wayfarers as they came out of the container.

On September the 3rd we boarded the plane to go to Detroit and we arrived in Detroit at 7pm on Saturday the 3rd of September. We were met by our host Nick Seraphinopp at the airport who had politely offered to pick us up and let us stay at his house in Detroit. In true American style the first thing he asked was "are you hungry"? And having been on a plain for over 10 hrs we certainly were. We were then taken to Detroit sailing club where we ate the biggest American 3 course meal I had ever seen.

The next day when we recovered from our massive meal Nick informed us that due to the massive tornado the container would be several days late and would only arrive on Wednesday evening. As a result Nick took us to his holiday home on Lake Michigan, which was a four-hour drive from Detroit and when we arrived it was dark.

The next morning we opened the curtains to find that the front of the house was 10 metres from the shore of Lake Michigan and that Nick had his own private beach with a Finn and a FD fully rigged on the shore ready for use. An hour later we were pulling the sails up on the FD and in an on shore 25MPH wind we set sail. We waited till we had cleared the shallow waters and then we lowered the rudder and centreboard. At this point I unfurled the Genoa and we headed off down wind. I then hooked up ready to go on the wire and started to pull the jib in. At this point I realised that I could not release the Genoa without coming off the wire. At this point I heard my dad fall over in the back of the boat. He got up and said, "We are going to have to be careful, as the boat is exceptionally slippy". We then continued to harden up and as the boat accelerated my dad said "stop" I replied "why"? He said, "I can feel the rudder is about to break". I tried to uncleat the Genoa but couldn't and whilst doing so I slipped on the floor. At this point I thought we were going swimming for sure but just at that moment the main halyard snapped. I gave off a sigh of relief as we no longer were under full sail power and it no longer looked like we were coming in because we weren't happy with the boat.

After finally recovering the boat we spent the rest of the day taking in the wonderful views. The next morning Nick got us up before dawn and took us to the local harbour where he had booked us on to a charter boat for salmon fishing. We reached the middle of the lake as the sun was rising. Richard caught the first fish and this was a lake trout and I then caught a bigger salmon. Nick then caught a bigger salmon than mine and then Richard caught one that made all ours look small. As you can probably guess we didn't hear the last of who caught the biggest fish all week.

Later that day we were talking to Nick about what we sail and we told him that the Osprey is the boat that we sail the most to which he replied "what is an Osprey"? Our reply was "it has a similar sort of performance to an FD and a 505 but it is far more comfortable and more manageable than either of these boats". His next question was "what do you think to my FD"? We tried not to answer but after him being more persistent we gave him the real account of how we had found the boat and left it at that

The morning after Nick came up to me and asked me if I could tell him more about the Osprey and show him some photos. I obliged after which he was very interested. Later that day we travelled back to Detroit where we met the trailer of boats that had been delivered. That evening we arrived back at Nicks and were taken for dinner with some more Wayfarer owners.

The following morning came and at 6am we set about unloading the Wayfarers from the container. This was an interesting challenge as initially it took 8 guys and 6 hours to load. By mid-day we had unloaded the boats but there were problems with three of the boats as they had been damaged in transit due to the storms. That afternoon I got all the supplies I needed and set about repairing the boats. We finished repairs at 7pm and headed back from Nick's factory to his home where it seemed half of the Wayfarer fleet had congregated for the evening. Nick's wife had cooked the salmon and lake trout that we had caught and this fed the whole of the party of Wayfarer sailors

In the morning we collected all the boats from Nick's workshop in central Detroit and headed off for Toronto in Canada where the Nationals were being held. The following morning was Saturday morning and the first day of the Nationals was to be held at mid-day. By this point all the new owners had been acquainted with there new boats and so we gave an hours training session on use of spinnaker shoots and tuning of their mark four Wayfarer.

The first race was held in force 3 to 4 wind conditions along with the second. We managed to win the first two races but unfortunately had to go to protest on the last race and lost our third race 1st place. That evening Nick came over and thanked us for giving him such a nice boat and also quietly suggested that he was going to sell his FD and buy an Osprey.

The following day went to light air conditions, the type that all crews my size hate, sitting down in the leeward part of the boat just to balance the helm. This wind condition is our Achilles heel in the Wayfarer and as a result of being protested out we needed two finishes in front of the guy who protested us to win. In the first race he was first and we were second so the last race was to decide the Nationals. We sailed this race with vigour and managed to beat the guy on the water by 5 places, which was enough to clinch the title.

Osprey Events Calender 2012 What's on & Where...

Month	Date(s)	Hosting club	Event	Type
January	2nd	Grafham SC	Grafham Grand Prix	Handicap Event
	7th	Queen Mary SC	Bloody Mary	Pursuit Race
	15th	Starcross SC	Starcross Steamer	Pursuit Race
	28th	Northampton SC	Steve Nicholson Memorial	Handicap Event in aid of Asthma
February	4th&5th	Rutland SC	Tiger Trophy	Wilkinson Sword Special Event
	25&26th	Draycote SC	Draycote Dash	Handicap Event
March	3&4th	Alexandra Palace	RYA Dinghy Show	
	10&11th	Hoo YC	Hoo Freezer	
	18th	Wimbleball SC	Exmoor Beastie	Pursuit Race
April	15th&16th	Blithfield SC	Training event with Tim Rush	Limited places available
	21st&22nd	Blithfield SC	Osprey Midland Areas	Osprey circuit
May	5&6th	Mounts Bay SC	Osprey Open	Osprey circuit
June	2-4th	Coniston SC	Osprey Scottish and Northern Ar	Osprey circuit
	23 &24th	Poole SC	Osprey Open	Osprey circuit
June July	30&1st	Shoreham SC	Osprey Southern Areas	Osprey circuit
	13&14th	Weymouth SC	Town Regatta	
	21-24th	Parkstone SC	Osprey 2012 National Champions	Osprey circuit
August	25-27th	Burnham	Osprey Open	Osprey circuit
September	8th&9th	Kielder SC	Osprey Open	Osprey circuit
	29th&30th	Ribble SC	Osprey Open	Osprey circuit
October	13&14th	Sheppy SC (IOS)	Osprey Open	Osprey circuit
November	4&5th	Rutland SC	Osprey Inlands	Osprey circuit

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