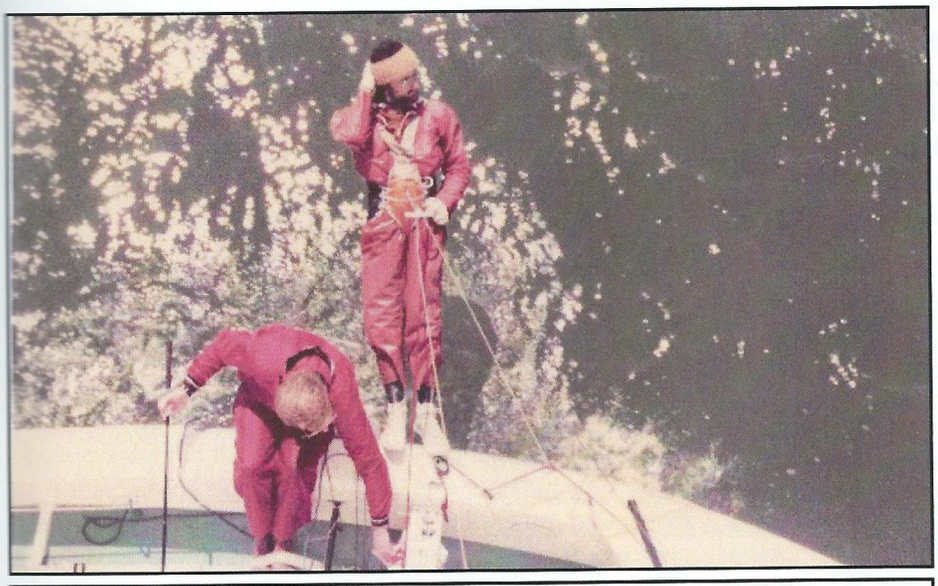
Sailing like men possessed we took out not single boats but clumps and groups of Osprey until the bottom quarter of the last run.

The breeze headed us, pole forward and me out on the wire, while those on the opposite gybe were running in slow and broad. Round the leeward mark in sixth and two more for luck on the final beat. I think both of us really felt that we could walk on water after that days doing.

I also strangely enjoyed the first time after Tenby that we were beaten, doing the Sheppey race. A great day out including three sail reaching from the wire with virtually no foils as we cut across the tail of the Island in about a foot of water and then the ridiculous capsize to go under the road bridge.



Wallace has mounted a model aeroplane radio control system, the transmitter is in a carrier bag under the thwart, the receiver and one servo are at the masthead, taped to the camera, so the bellcrank on the servo will fire the camera. Gromit is thinking about barmaids, but what a fantastic photo and one of the best demonstrations of Osc's free thinking approach.

During the early 80s we won the Wilkinson Sword three or four times, and one year I think we won all the class events we attended. After 1984 something changed for me, I really felt that it couldn't get any better although we continued to sail together with as much intensity as before.

After 1987 Oscar and I went our separate ways, as I settled down in Maldon, and was seduced away by the strong local Hornet class which Cath and I sailed for a decade before submitting to a middle age crisis resolved not by a Harley Davidson, or two firms of solicitors, but by buying an elderly wooden FD, which has provided a huge amount of fun for almost two decades. The FD, with a hired boy also gave me the chance to win a National Championship of my own. This was made especially sweet as it was in my old home of Mumbles; was in the oldest boat in the fleet, (which I had rebuilt myself) & especially as we actually beat Oscar and Dave Charles who had borrowed a boat for the event. There were also three 'post Oscar' Osprey events; the 'wedding regatta' at British Steel to celebrate Oscar and Lisa's nuptial - we were able to borrow 1198, then owned by Steve Murray, dig it out of the long grass in the back of the dinghy park and evict all the spiders, before getting the second best result of the whole weekend and winning the event. (Lisa's wedding garter is still on the pressy shelves to this day.) Secondly in 1989 we went to Pwllheli courtesy of Ian Madeley, borrowing his old boat Moonlight and contentedly coming mid-fleet but with the satisfaction of giving Ian, in his new boat, a good kicking. My last Osprey regatta was also a celebratory one, when Osc rang up and told Cath that he had an 'interesting proposition'. I found myself at the Welsh and Midlands at Blithfield sailing a boat I had never been in before with someone I had not raced with for about twenty years. I had a great time because the regatta was arranged to coincide with Alfie Hawksworth's 70th birthday. It would have been great if we could have won and we were certainly competitive but second to Peter Frith was good enough as a backdrop to a great party. .

60 years on The days of the Osprey as one of the top classes in the UK may have passed, in the same way that the days of the National 18s, the YW dayboats and all the Trumpton 12s and Nowheresville 14s really ended in the fifties with the advent of classes like the Osprey and Hornets etc. Now, in 2012, if you are a dude or dudette in your twenties or thirties, you are probably going to want to join the whooshy world of RS sailing, rather than being part of a bunch of old gits in a traditional race class. However, I do believe the Osprey is a class that does what it does, i.e. single trapeze, conventional mad bastard racing, better than any others, there is a committed builder making affordable good quality boats, and a thriving open circuit. However, something I once read back in the day is still valid, along the lines of *'the Osprey is a class which is seldom in the limelight, but it goes about its business with great strength and heart.'* I hope it can continue to do so....

Hartley Osprey Builds in 2012

1350 David Springett

1351 Nick S (Export to the USA)

1352 Nick Jones

1353 John Shenton

1354 Jeff Hughes

Kielder Report by Mike Scott

The Kielder Open attracted eleven Ospreys from Cornwall, Kent, London and numerous points further North. This included a welcome reappearance of John Rayner and Les Green from Hornsea. Mick Greenland of Sheppey, finding himself crewless for the weekend, picked up an Osprey proportioned gentleman in the club bar and asked if he fancied a sail (smooth). Bruce was surprised to discover that this entailed travelling 300 miles North and hanging from a trapeze but seemed commendably un-phased by the experience, considering that he'd never been in a dinghy before.

The forecast was promising and Saturday duly delivered a very agreeable force 4 from the West. It was pretty steady on the whole, but the usual rich Kielder diet of shifts, gusts and inexplicable lulls gave the competitors plenty to think about. The first reach, in particular, treading a fine line between wind shadow from the trees and unpredictable gusts, was testing. A breezy gybe mark caused the occasional mishap to entertain the spectators in the club house.

The racing was very close and competitive with constant place changing. At the end of the day, with three races down and the discard kicking in, three boats - Viola and Mike Scott (Kielder Water), Gareth Caldwell and Jon Gibbons (Blithfield) and Mikes Pickering and Priddle (Restronguet) – were tied with a first and a second apiece. Rob Shaw and Ian Little (Kielder Water) had a brace of thirds, and Paddy Lewis and Fergus Holland (Datchet/Kielder) and Alec Mamwell and Nick Broomhall (Coniston/Blithfield) were the pick of a number of scratch teams put together for the event.



The evening's entertainment included a magnificent meal, masterminded by Helen Shaw, and an extended sampling of the output from the new Kielder bar, ably managed by Alec Vallance. Alec also teamed up with Willy Crichton for the sailing, and on Sunday morning arrived in a terrifying ginger wig, presumably on the method acting principle of trying to get into the Crichton 'vibe'. We could have warned him.
The forecast promised a decent Southerly breeze, but it took its time arriving and the persistent fitful early morning Easterly tempted the OD into setting a course. All three of the overnight leaders were over the line at the start when the wind promptly fizzled and died. The boats ghosted round the course. Paddy and Fergus despaired and paddled for home giving the cue for the wind to finally arrive from the forecast direction. Alan Henderson (Prestwick), sailing with Arthur Butler in Nick Jones' boat, very nearly bagged this one but the guile of Alec Mamwell stole it on the line.

With the course re-laid and the overall result still wide



open the last race got under way. The impatient Mikes were over again and went back. It became clear that nobody was going to get this easily - Gareth/Jon, Rob/Ian and Viola/Mike all had a spell in front but were pulled back. Paul Heather and Jonathon Osgood (Wilsonian) lost speed but attracted favourable attention from the style judges with the old 'trapezing without the hook with back flip dismount' gambit. With the wind threatening to die again the two Mikes re-joined the party having worked their way through. For the last lap some solid breeze finally appeared. Viola got the shifts and reached the windward mark first, but the other three rounded on a gust and all four charged down the final run, virtually line abreast. Viola and Mike narrowly hung onto the inside track at the leeward mark and held on for the win.

Thanks to race officer Peter Hawkin and his team for providing excellent courses and quick turnarounds, to the galley and shore parties, and to all who made the trip – very much appreciated!



Northern Osprey groupies

Ribble 2012 Open Meeting by Jonathon Osgood

For those of you who missed to opportunity to sail at Ribble Cruising Club, the sailing water is an estuary and the club is based in leafy Lytham. As the estuary is tidal, low tide means no water. The start is early (10:30) on Saturday allowing travellers to get away early after racing on the Sunday.

Another benefit of the early start is that the fleet gathers on Friday night. The fully redecorated club house was awash with members welcoming the Osprey sailors. Free parking for camper vans and for those of lesser means space on the club house floor provided accommodation for the visiting fleet. With accommodation so conveniently placed the festivities got off to a good start and continued....

As Saturday dawned the osprey fleet woke up, well most of them, the contents of Willi Crichtons camper van had clearly taken the festivities to the extreme. Fortunately for Osgood, Heather and Crichton, Alec Mamwell, being a generous soul decided to awaken the trio in time for the boats to be rigged.

The wind was fresh, and the race officer set the course deciding on a triangular course with a long beat against the westerly wind and towards the sea, then reach come fetch across the mouth of the estuary followed by a run back past the club house to a leeward mark just upstream of the club house. 3 laps with a target time of 1 hour for the race.

The boats were rigged and the fleet got changed, Osgood emerged wearing a very optimistic shorty, providing further evidence of the excesses from the night before. The fleet provided plenty of constructive advice (wear more) and comments (the printable ones doubting his sanity).

As the fleet moved down the jetty towards the water and the true strength of the wind was revealed. One or two turned back, the Viola and Mike Scott in 1314 were first to get away flying across and back without the help of a flapping main. Alec sailing the borrowed boat Black Looks 1150, had a new experience as his boat (without sails) was blown clean off the trolley and then capsized on the jetty.



A novel way to launch an Osprey...let it blow off the trolley & then wait for the tide to come in...

The Scotts after a couple of trips across the estuary entertained the rescue crews and race officer with a "Spectacular" (Race officers quote) capsize just of the end of the jetty. Mike and Viola decided enough was enough and came in just as Jonathan Osgood and Paul Heather, in 1292, ignoring the evidence set off, providing more evidence against the night before.

1292 capsized putting the rudder down, as Crichton in 1161 launched, The rest of the fleet took heed of the evidence in front of their eyes and turned back. Then to prove the wind was too much 1292 crossed the river and flipped over again. Just sailing along with both sails well eased and I don't know what happened" reported the crew...

Having enlisted the aid of the excellent rescue facilities to get the boat upright as, the combination of wind direction and tide prevented the boat turning head to wind without the use of an engine.

To continue the entertainment for the locals and beach masters crew Viola fell off the jetty whilst recovering the boat. Once again refusing to be overshadowed Osgood repeated the feat after being rescued from the previous capsize.

To the sailors delight the showers had been included in the updates to the club facilities and now compete with the best on the circuit. Lunch consisted of pie, chips and mushy peas and afterwards the fleet went their various ways. Willly went back the van to sleep (for him a first and the most compelling evidence of the festivities of the night before), some departed to the delights of Lytham, Osgood and Heather predictably went to the pub.

Ribble Cruising Club laid on a meal and entertainment for Saturday Evening. The food was excellent with full table service provided by the members. The entertainment was a real treat as the evergreen Dave Metcalf did a gig, his use of a sailing story from Hornsea to introduce a song was both amusing and unique.

On Sunday the fleet woke with camper vans rocking on their springs. As rigging time approached the wind died down for a tempting time. Just as the thought turned to we might get a sail the wind strength came back up.

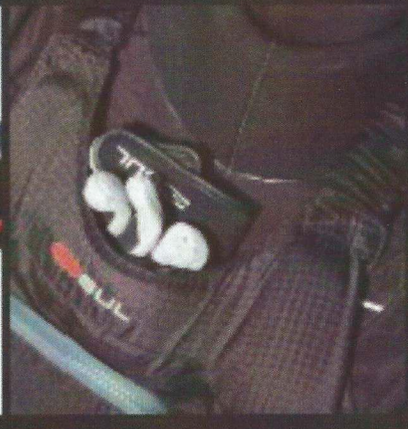
No racing was frustrating for all, in particular the club who had put maximum effort into trying to start a race. Realistically it was the only decision that could be taken. Despite no formal results the club insisted on giving the prizes picking the furthest travelled as the winner. To complete the largess from the club a whiskey glass was also given to all competitors, helpers and still having spares the hangers on.

Results: All attendees had a good time thanks to Ribble Cruising Club who put the effort in to host the Ospreys. Hope we are invited back next year.









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PERFORMANCE APPAREL

Osprey Inland Championships Rutland Water by Paddy Lewis

Something happened this weekend at the Osprey Inland Championships, something strange but very exciting. Nick Broomhall appeared with a new young jockey who hasn't been seen in an Osprey before. Nick was quiet and secretive using words like "new apprentice" and "trying out", he wouldn't even tell us his name! Pickering was introduced to him in the changing room and said he thought this young man was *someone*, not just another "try out" for Nick, who changed his name on the entry form to Bick Boomhall for some reason, maybe trying to put us off his scent. Not old Pickering, he knew, he has a 6th sense for these things because he's been knocking around the UK sailing circuit since God was a boy. He's a sort of a Gandalf of the dark art of spotting young sailing wizards.

Race 1 was all it took to expose the silky skills of Nick's new helm. They were in the mix with the old guard and popped out in front just ahead of Gandalf in 2nd and our new National Champions Gareth Caldwell and John Gibbons in 3rd. At the end of the race a lot of slightly anxious regulars sailed over to Nick to have a look at who was at the back of 1311. Who was he? Was this just a lucky first race?



Still anxious, the fleet reset and went again for Race 2. The wind shifted back and forth making it hard to cross the line on starboard, some tacked away and hit the port lay line into the mark feeling a bit more relaxed because there were familiar faces arriving at the front, but no, he was there again looking comfortable and confident.

At the bottom mark he went into battle with Basher Marshal, which no one in their right mind would ever do



The Basher boys winding up for a last blast

because one invariably ends up in the workshop with a repair to do. Nick Broomhall lent over and tipped his new man off and he let him go and sailed away where he couldn't come to any harm from the killing machine. 1311 posted a 4th, giving him the lead after two races from Kevin Francis and Phil Male from Castle Cove in 1296. Kevin and Phil sailed well and although we've seen them in action before this summer, they too were adding to the excitement of an apparent new breed of Osprey sailors coming out of the woodwork.

The 2nd race was won by unmistakeable 1280 Disco boat, helmed by Steve George and crewed by the man mountain himself, Mikey Greig. This was much more like it from these two, they had it in them and with the added advantage of a jolly good rub down with some performance enhancing gel in the van later, they could be the team to beat this weekend. Sadly it wasn't to be, despite a quiet dinner with the hard core lime and soda brigade and an early night, the pressure and emotion of it all got to them. However, it was rare treat for us to see them at Rutland all the way from Mounts Bay, life is always more fun when there's a pirate or two in town!

Anyway, back to the mystery man and race 3. What would he do this time? The wind went light for the last race of the day and out popped the light wind specialist, Gareth Caldwell and John Gibbons closely followed by Mick Greenland and Jerry Dixon, who had swapped boats from Dave Springett. Jerry said he couldn't be in a sailing relationship that included a duck, which Dave insists on having in the boat with him when he's racing. Jerry was finding the feathers difficult to deal with and when they were approaching the windward mark in a crowd he just couldn't cope with Dave and the Duck flapping about in back of the boat together. Having said that Dave showed us again, as he did at the nationals, he is also a master of the light stuff with a good 4th in the last race on Sunday. Broomhall and his new boy finished 3rd in race three in the end leaving them in the top spot for the day.

Day 2 dawned and it was wet and extremely uninviting. Was the new guy going to be able to deal with this? Could he be put off by light wind and rain and the temperature gauge barely of the bottom.



Race 4 got underway and thankfully the old masters, Cooney and Frith made the first mark ahead but today wasn't going to any different, they were there again, 1311 taking the shifts perfectly edging up the course keeping anyone out who got the wrong side of the beat at bay, which was the story of the day. They took a 2nd behind Cooney and Frith. This is getting beyond a joke.....someone had to do something. Race 5 was the last chance to show this young man who was boss, we can't let this happen. It was almost as if he knew there was a desire for someone to get him and sail him off the course, something! But no, he was truly brilliant, completely calm, really cool and sailed a perfect race and took the last bullet of the event.

Ladies and Gentlemen raise your glasses to the newest recruit to the Osprey Fleet, **Chris Gould**, we wish you a very warm welcome and look forward to seeing again soon I hope.

The other exciting thing that happened this weekend is there was a realisation that there was very little difference in boat speed across the fleet, every race had 8 or 10 boats finishing within a split second of each other. There is a high standard of sailing going on in the Osprey class and it is attracting new blood, long may it last. See you on the Sail Juice circuit.

The Rutland last blast is picked up from the perspective of new-comer to the Open campaign trail Terry Curtis who has teamed up with Tim Bowdon...

When I moved down to Dorset a few years ago and started sailing out of Weymouth I began to think about trying something different – something Bigger! In my time at the club Tim Bowden has always been a great promoter of Dinghy racing in the bay and more specifically Osprey racing. He started work on me straight away but time and other commitments got in the way. Finally this summer he got me out in his boat Able too. In about 15-20 knots we sailed out into the Bay, popped up the kite and blasted off into the distance - What a great Sea boat! The Nationals are in Weymouth next year, so clearly I needed one of these Ospreys – obviously my wife thought buying a 5th boat was a fabulous idea!!

Tim & I hatched a plan to do an Osprey campaign in 2013 so when White Knuckles came on the market down the road in Poole it had to be done, so I headed off to PYC to pick up the new acquisition. After a couple of club races we decided we could probably learn something at the Inlands, so we loaded the boat on the trailer and head to the frozen north.

We learned several things.

1.When the main halyard breaks the sail falls down – This can be resolved by an icy swim with a piece of Dyneema between your teeth.

2. If the spinnaker pole drops off the boom mid gybe during the pre-start and snaps in half you have a problem. Our solution was an early shower and a couple of pints – seemed to work ok.



Arthur Butler definately up for it with guest helm John

3. If you pull really hard on the centreboard rope the fairlead comes off the thwart – We solved this one by wrapping it in tape and then pretending it hadn't happened.

Personally I learned some other things too.

The fleet is extremely welcoming – everyone is very friendly and free with all sorts of advice. Within an hour of the fleet coming ashore on Saturday we had a choice of 3 spinnaker poles for the following day.

Ospreys cover ground very quickly, but the racing is incredibly close every mark rounding has to be competed for and the offwind is really tactical. The rig can generate a huge amount of power, so quickly changing up and down the gears in variable conditions is going to be a crucial part of making these boats go quickly. We are going to need some practice, but are well up for the challenge.

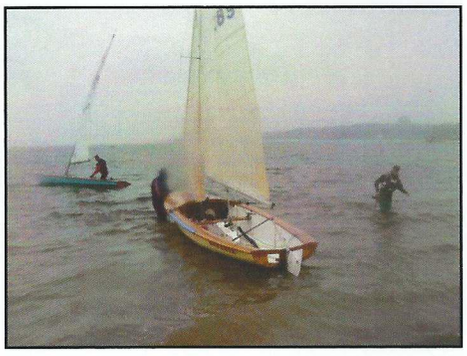


Motley crew

Tim Bowden...following on...

Arrived at Rutland full of anticipation with my new helm, Terry Curtis, in his new boat,1281 White Knuckles. Terry is an OK sailor of some note and I was looking forward to benefitting from his experience of fleet sailing. The weather did its best to dampen our spirits but, despite this, we still had a very enjoyable weekend.

We have only sailed together a few times and Terry is new to the class. Having raced some quick Ospreys at Weymouth, we knew we were still a bit off the pace and, with a strong fleet, we were not expecting to win any prizes. This expectation was borne out. Having broken the spinnaker pole on day one, we only completed 3 races. 11th, 14th and 11th. No matter, we were in the thick of the racing and the boat showed some encouraging turns of speed at times. We also gained places at mark roundings, a part of the race that I normally lose places, so there were many positives to take away and build on.

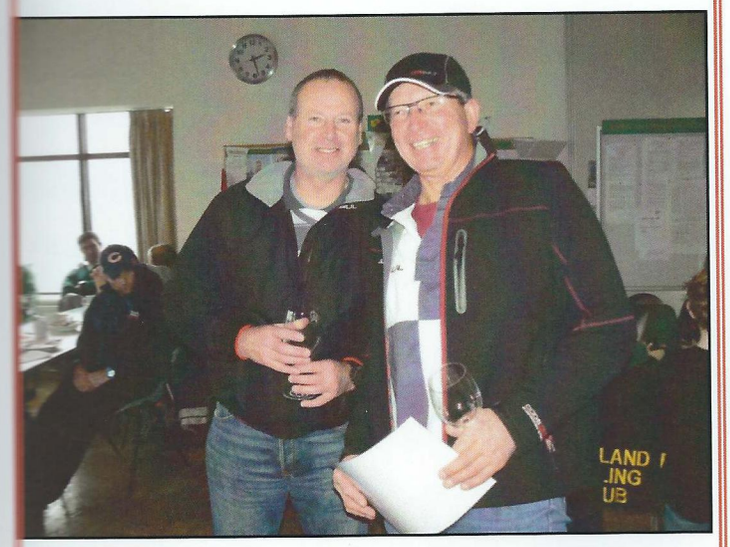


Gnasher...More new boys on the block. Warm welcome to the fleet guys ...at the coldest event of the year!!

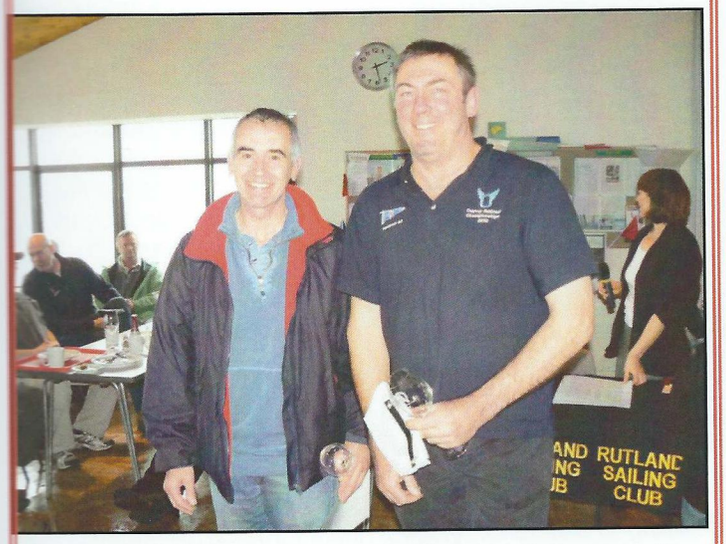
It was great to see another new Weymouth crew, Kev Francis and Phil Male in White Star, going so well as it will give us someone to chase in our club racing.

It is always a pleasure to go to Osprey open meetings and this one was no exception. There is a wonderfully eclectic mix of characters which ensures it is always good fun. With the Nationals at our home club of Weymouth next year, the local fleet building, and a full calendar of open meetings, I am really looking forward to sailing Ospreys in the coming year and beyond, God willing!

In the prizes at Rutland...



3rd The Mikes Pickering & Priddle



2nd Little & Large alias Martin Cooney & Peter Frith



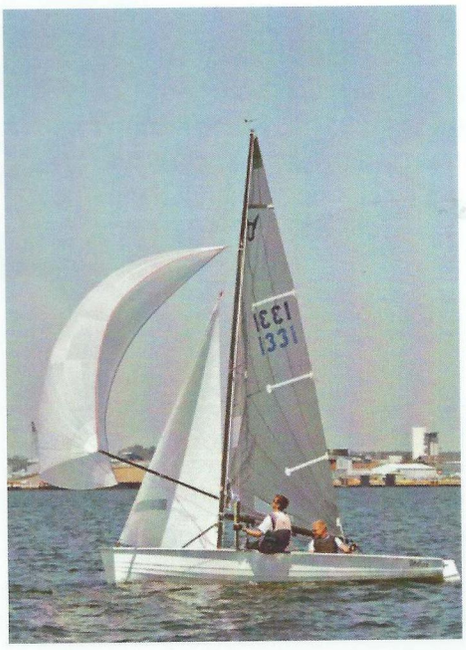
1st a happy (almost gayly happy) Bick Bloomhall & a bemused looking Chris Gould, who still can't believe he was just called beautiful in a public place during the winning speech...



There are a number of father/daughter combinations in the Osprey fleet but not many father & son's...



The good, the bad & the ugly...but which one is which? This onlooker just can't work it out...note yellow vans also allowed to park at Ribble...so that makes at least two clubs...



2012 National champions (again)

2013 will see the 60th anniversary of the Osprey class....

As part of the 60th anniversary of the mighty Osprey we have been trying to track down old fleet photographs & encouraging anyone & everyone with a long memory to bring the illustrious history of the Osprey to life with an anecdote or two. One interesting theme is the contribution the Osprey has made as one of the preferred boats of choice for the overseas Military & particularly the Royal Air Force. Your editor is currently putting feelers out via his Father, who has been in touch with the Royal Air Force Sailing association (who it transpires, sadly do not retain records) & by placing an advert with a forthcoming edition of Air Mail, a magazine for retired Air Force Personnel, in the hope of getting in touch with old Osprey sailors from the 1960's & 1970's, who may well be sitting on some golden memories & photos that they might like to share.



Photo John Morgan, pictured 3rd from left

While all *this* was going on, your editor also put out an email to current Osprey Association members & was rewarded with an email from Mike Atkinson, who had received the featured, magnificent photo of RAF Seletar Ospreys in the early 1970's from John Morgan. John has since written:

" Pleased to make contact... This has brought back lots of happy memories of sailing in Singapore.

My introduction to sailing at Seletar was to crew in a Snipe with Neville Taylor in the Round Singapore Island race. The race started at the Causeway and ended at RAF Tengah yacht Club. I think this was 1968. We won!!!!

I then crewed in Snipes, GP14, Thunderballs and subsequently Ospreys.

I crewed for Mike Watts who was a civilian working for Airworks in Singapore. He was exNavy (didn't hold it against him) and was one of the top Navy dinghy sailors. I learnt a great deal from him.

We had 8 locally made Ospreys and one I think was Plycraft. When on leave in 1969 I updated most of the fleet with new Proctor D masts and did a deal with Bruce Banks for 8 sets of sails. Previous to that they were all made by Roly Tasker in Hong Kong. The general manager there was Neil Pryde who left them to set up his own very successful loft and business.

I crewed for Nick Stratton in the Osprey for the Deacon Trophy which was for all Ospreys in Singapore. We won 1969/70 and I still have the Tankard. A certain Stuart Jardine (in the Army in Singapore) was 2nd. He reversed tables the following year when I helmed into 2nd place.

I was fortunate to have a 3rd and 4th place in Ospreys in the Round Island Race. Lost out on handicap overall.

We used to sail down to Changi from Seletar quite often. Names I remember are:

Tony Golding, Mike Alport, Pete Watton, Mike Dry, Sid Jennings.

I returned to UK in 1971 and met Mike Corbin at Lymington. He took me out in his boat.

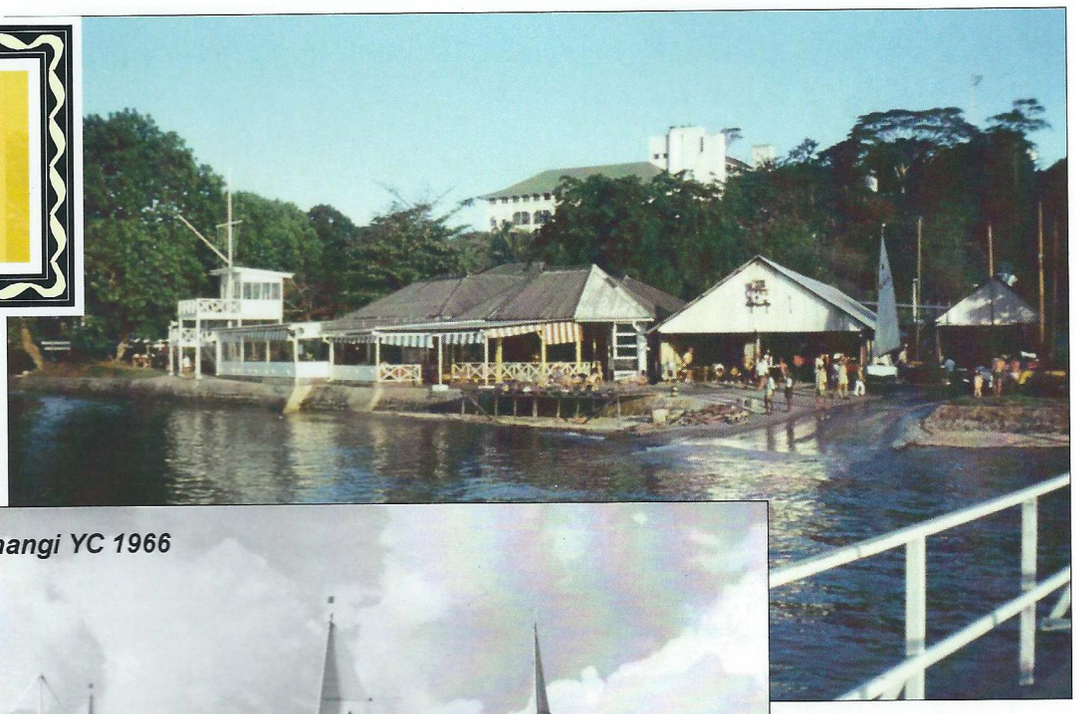
I was just about to buy an Osprey when Rondar Boats offered me a 505. I had business connections with them. The temptation was too much!! I had 3 good years of dinghy sailing before 'marital duties' forced me to give up.

I lost contact with many of the sailing crowd in Singapore. We always used to meet on the 1st Saturday of the Earls Court Boat Show,but after about 16 years numbers got fewer.

The photo shows me 3rd from left"

How about that for some magic memories,,,!!!!

Military Osprey fleet in Singapore...



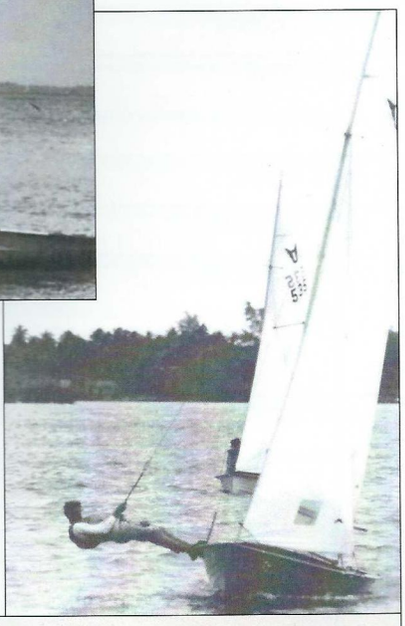
Right : RAF Changi Yacht Club1970/71

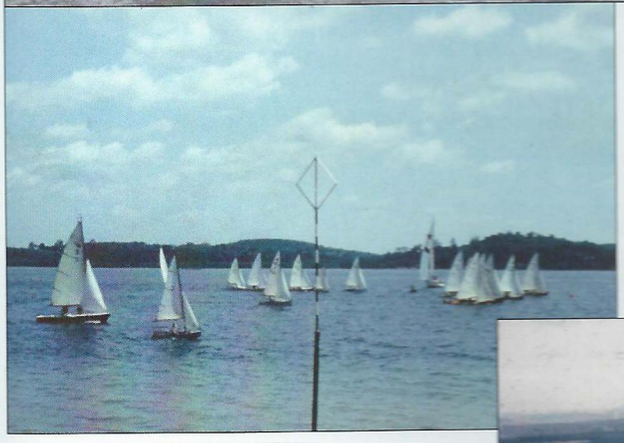


Ospreys start at RAF Changi YC 1966

Below:

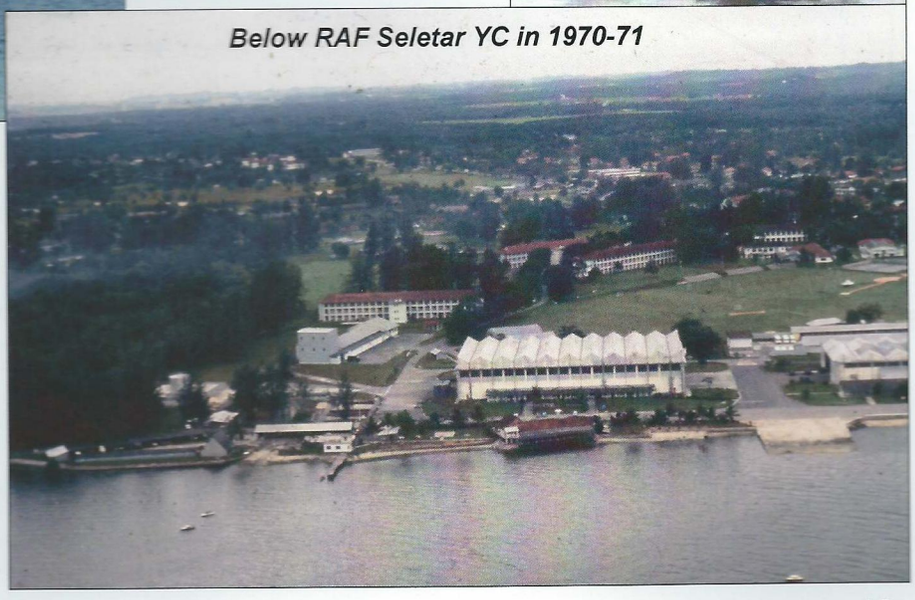
Equatorial Trapezing

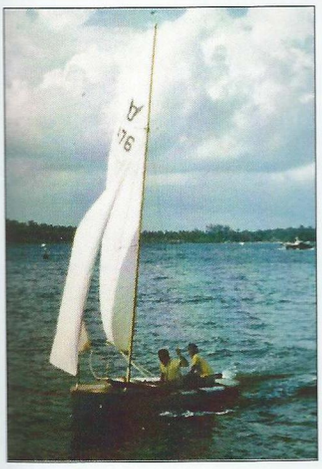




Left :Changi racing 1968-71. The Ospreys are away. I believe your editor is sailing the cadet in the foreground rather far from the start line...not much has changed in 40 years...

Below RAF Seletar YC in 1970-71





Left: Full Stop...a Changi Osprey





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Osprey Events Calender 2012-1213

Month	Dates	Venue	Event	Osprey Significance
November	24-25	Draycote Water	Draycote Dash	Sailjuice Winter Series
December	27	Yorkshire Dales		Sailjuice Winter Series
December	30	Grafham	Grafham Grand Prix	Sailjuice Winter Series
January	12	Queen Mary	Bloody Mary	WS* Special Event 6 boats means class prize SailJuice Winter series
January	20	Starcross	Starcross Steamer	
January	26	Northampton	Steve Nicholson Memoriel	Sailjuice Winter Series
February	2-3	Rutland	Tiger Trophy	Sailjuice Winter Series
February	9-10	Hoo	Hoo Freezer	
March	24	Wimbleball	Beastie	
March	29-1	Rock	Easter Chase	
April	20-21	Blithfield	Welsh Championships	WS Event
May	4-5 25-27	Mounts Bay Coniston	Southern Championships Open Meeting	WS Event
June	29-30	Poole	Open Meeting	WS Event
July	20-23	Weymouth	National Championships	
August	24-26	Burnham	Open Meeting	
September	7	Sheppey	Round Sheppey	WS Special Event
September	14-15	Kielder	Open Meeting	
September	28-29	Shoreham	Open Meeting	
October	5-6	Tata	Autumn Regatta	Possible Osprey class
October	20-21	Yorkshire Dales	Northerns/Inlands TBC	
	26-27	Rutland	End of Season Open Meeting	

*WS = Wilkinson sword

