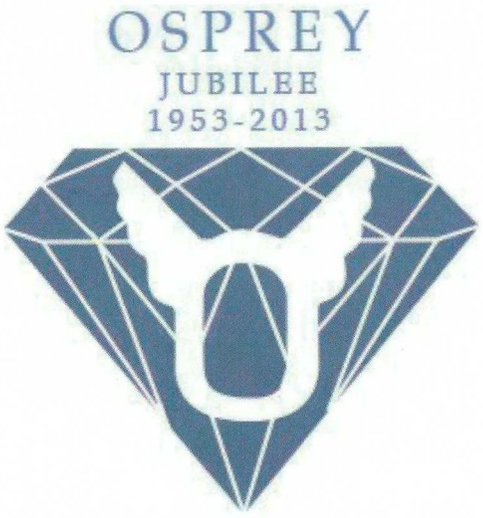
Snakes and Ladders

By Jonathan Osgood

Reporting in the 2013 Yorkshire Dales Osprey Open



The weather for the Osprey travellers attending this event lived up to the name of Grimworth Reservoir...it was, well, grim. The early arrivals were greeted with fog whilst those who arrived later had torrential rain.

With travellers from as far afield as Devon and Hayling in the South and Kielder in the North, luckily the warm welcome from Yorkshire Dales Sailing Club overrode the attentions of the British climate. For those lucky enough to leave work on time & travel up on the Friday evening, it was very unfortunate that the bar shut early. However a workaround saved the situation; a sale or return arrangement was negotiated and the Osprey fleet managed to ensure that the later arrivals had a couple of beers to fortify themselves before battling the elements to erect their tents. By all accounts there was a lot of sale & not much return, so the bar did very well out of this arrangement.

Saturday dawned with much improved weather conditions - no rain and good visibility. Yorkshire Dales Sailing Club had new caters starting on the same Saturday morning and the Osprey fleet can recommend their bacon and egg baps which were lustily consumed to fortify against the promised weekend's sailing..

The 3 races planned for Saturday took place in a moderate breeze that changed in both direction and strength. Racing was tight with never more than a leg separating the fleet. As always picking the right shift gained places and finding the holes and headers cost places. Heather and Osgood in 1182, not for the first time, provided the entertainment in the 3rd race, tacking on a shift lifted past the mark, having to unwind themselves and then hit the mark slipping as a consequence from 3rd to last in one stupid movement and the laughter from the passing fleet could be heard across the reservoir.

At the end of the first day as the fleet retired to the bar the top 3 were 1311 leading with 1182 and 1337 in 2nd and 3rd respectively. Back in the Bar the fleet were treated to an excellent value evening meal and the new caterers were forced to rush off to re-stock the bar.

Sunday was again dry despite the forecast, (which is after all just a guess from the weather man). Racing was again tight. Overall 1311 ran -away with the area championship but 2 points separated the next 4 places with a split tie for 2nd and 3rd and 4th and 5th.

Overall Results: (top five)

1st 1311, Chris Gould and Nick Broomhall
2nd 1337, Robert Shaw and Ian Little
3rd 1276, Alec Mamwell and Arthur Butler
4th 1182, Paul Heather and Jonathan Osgood
5th 1347, Philip Meakins and Ben Meakins

Creation Covers sponsored some spot prizes for the first lady helm Alex Willis in 1291 and the oldest competitor who sailed in 1276.

And so our sincere thanks to our sponsors and to Yorkshire Dales Sailing & their new caterers for a splendid weekend & splendid weekend's sailing!!

OSPREYS CLAIM HONOURS AT DEMOLITION DERBY October 26th and 27th writes Paddy Lewis

Forecasts often get it wrong. Not this one! "Bonkers windy" was forecast. "Bonkers windy" duly arrived at Rutland SC for the Osprey Inlands. Rutland also hosted fleets of Contenders, FDs and Javelins, all ready to join battle in a Demolition Derby.

Just one race was sailed over the whole weekend, and winds which were big to start with rose to a squall of 40kts at the end. By this point less than half of the fleets were still standing.

The Osprey race was led all the way by Richard Marshall and Peter Greig, followed by the elusive Mike McNamara making a shock appearance in an Osprey. Was it his first in the boat which he has owned for three years? He came through his baptism of fire well enough in second place, with Phil Meakins and Ed Wilkinson third. Six Ospreys finished the race to claim the Demolition Derby prize for the class with the most finishers. Runners up were the Javelins, with an impressive five out of nine starters surviving to the finish. Contenders, usually known for their love of strong breezes, managed just five finishers out of 17 starters, but their survivors were certainly going fast as the leaders moved through the Osprey fleet.

All classes certainly had tales to tell, and the Osprey fleet duly awarded their Tom Daley prize for artistic diving to Ed Wilkinson, who normally sails a Musto Skiff. This is a man obviously used to quick decision making. Phil and Ed completed the race, and had almost reached land back at the club. But instead his helm, Phil Meakins, the Osprey class star of the Fotoboat 2014 calendar, thought he spotted a passing photographer, and while brushing his hair, caught a gust. Over they went. But while falling over, Ed managed an artistic leap off the trapeze towards the back of the mainsail, so instead of landing splat on the mainsail in usual fashion, his dive sternwards also avoided going splat on the leech which could have had equally painful consequences. Welcome to the class, Ed!

Unfortunately no further racing was possible for any classes, so the Inland Championship was null and void. But it will live a little longer in the memory of those brave souls who sailed in it, and indeed in the memory of the mighty Osprey fleet which claimed victory in the inter-class Demolition Derby.

Race 1.

Richard Marshall & Peter Greig, Poole YC
Mike McNamara and Tim Riley, Norfolk Broads YC
Phil Meakins and Ed Wilkinson, Hamble River SC

...David & Ros Downs got their mast tangled in the Committee boats anchor cable (yes we were upside down at the time!)

...Terry & Tim broke their rudder

....Willie Crichton damaged their centre board

...Rob & Nick sailed in under jib

...David & Paul binned it before their boat took any gear failure...a visionary team

...Russell & Jerry bent their strut in a capsize AFTER the race (having finished sixth...the last of the finishers witrh 4 capsizes under their belts including two knock downs

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Russell Wheeler's 1347 the strut looking remarkably like the same shape as crew Jerry Dixon's hip



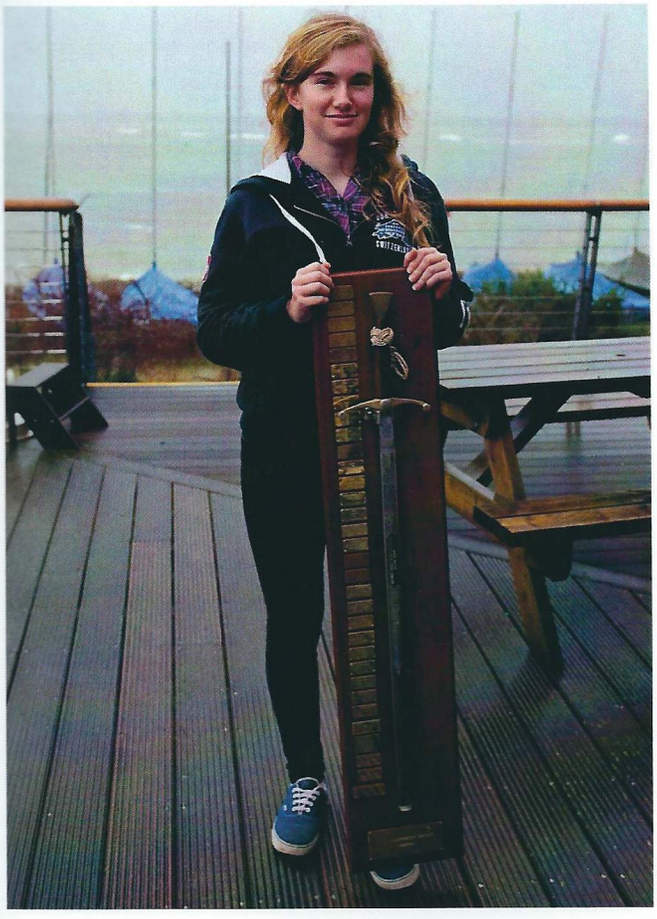
Terry disqualified because his boat was underweight...



Early bath for a Javelin...the weather decided to take a helping hand raking the mast back...

Lady Helm wins the Wilkinson Sword for the 1st time

By Alex and Nick Willis (mostly written on their behalf by Jayne, the only one not gainfully employed at present)



There is not much about the actual sailing in this report – Alex and Nick can't remember much and I wasn't out there, but most of the reports are on the Osprey website....

Looking back at the results we missed just 4 Wilkinson Sword events in 2013 (out of 11). They were Coniston, Burnham, Kielder and Rutland, not just because these are a long way away from Hayling Island, (although Kielder IS a long way from Hayling Island) but either due to Nick working, Alex having just started at College or being away on holiday for October half-term (of which more later...)

The year started with a 5th (out of the Ospreys) at the Bloody Mary at the beginning of January. First time ever for Alex, first time for a number of years for Nick. Huge event, very well organised, lots of marshals in fluorescent jackets on shore and lots and lots of boats of all shapes and sizes on the racetrack. One capsize (to windward - Nick drank most of the reservoir), lots of dodgy moments on the water. Good to catch up with all the other Osprey sailors in the clubhouse afterwards.

Our second event was Blithfield in April. Couldn't get the boat going, came away a little disheartened that they had lost speed since last year. Cold breeze but Alex kept warm thanks to Gul drysuit purchased the year before at a particularly freezing Mounts Bay! Ended up 12th.

Mounts Bay in May - Jayne's favourite place on earth so memories have been lost in reveries of stunning Cornish scenery, art galleries and pasties..... Can't remember anything about the sailing (except it was hard to tell who was who from the shore as there were lots of white boats/black masts/red spinnakers) Results say 8th overall.

Poole in June coincided with Alex's post-GCSE cruise with Grandma around the Med so we persuaded Peter Bannister to take her place. Usual Poole sunshine and wind, and another 8th overall for the team (later one of the Sword discards).

Had a great time at the Nationals at Weymouth but that doesn't count for this series.

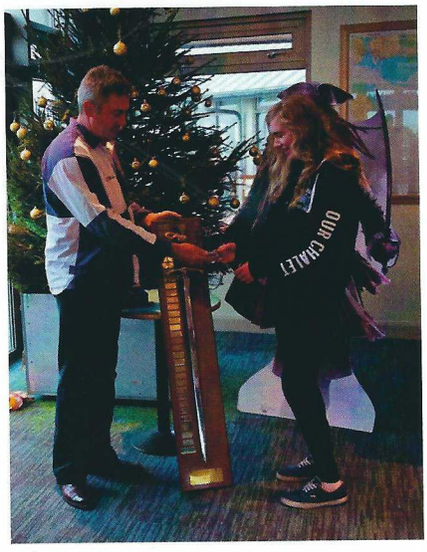
After a brilliant weekend at the Sheppey Open in 2012, we were all looking forward to the Round the Island in September 2013, and it didn't disappoint. Lots of organisation and yellow-coated marshals (like the Bloody Mary but not as cold and muddy) and lots of disorganisation on our part – thanks to John and Caz Mills for the split ring! It was a long way on one tack and Alex couldn't move when it was time to tack (and she's young!) Anyway they did well, coming in 2nd Osprey just behind Mick.

Shoreham in September was windy and unfortunately not many Ospreys turned out. They ended up 5th just missing out on 3rd place by 2 points!

After Shoreham, talk started on the website and the press about how the Wilkinson Sword might be won by a lady helm this year – either Alex, or Ros from Tata. The only 2 Wilkinson Sword events in which the boats actually competed against each other had been Blithfield and Poole. We travelled down to Tata Steel (just outside Swansea – where Nick grew up and where his mum still lives) for their regatta at the beginning of October and they won! Out of 10 Ospreys! It was a fun event, held in light airs with lots of different classes competing but Ospreys had their own start. This didn't count for the Sword, but it did a lot for the confidence.

We visited the Yorkshire Dales Sailing Club for the Scottish and Northerns in October. We arrived in rain and thick fog to a half-empty reservoir. Everybody was very friendly and the scenery was stunning. However, not many Ospreys, not much water and not a lot of wind. They managed 6th and again points were very close with ties for 2nd/3RD & 4TH/5TH with Alex & Nick counting a worst result of 5th.

At this stage we knew we were not able to go to Rutland (a pre-booked half-term holiday) and we knew their position was beatable if one of the boats lying just behind did really well there. So when Richard Marshall texted both Nick and Jonathan Osgood over the Yorkshire Dales weekend asking if they could find him a crew for Rutland they were both less than helpful! However the gods were with us and Rutland was blown off after just one race which rendered it ineligible to count towards the Sword, so with 5 events to count Alex and Nick ended up in the lead with 26 points to Ros and David's 39 and Paul and Jonathan's 41.



Thanks to Peter Frith who presented the Sword at Hayling Island SC just before Christmas, in front of a few bemused regulars at the bar! The Christmas race, the Christmas Cracker, had been cancelled earlier that day due to high winds so there were not many people about. Chris Bashall of Rokraider photography was on hand to provide the prize giving photos.

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When we got to have a good look at the plaques on the sword, we found that it was first presented in the class in 1979 and Nick has now won it 4 times as crew, all with different helms. (Incidentally we used it to cut our wedding cake in 1983 – Oscar won it that year and brought it along to our wedding!) Its history is that in the 1970's Wilkinson Sword made a limited edition of 250 full size mounted swords available for amateur sporting competitions. They received over 3,000 applications for these from various sporting organisations and donated four such swords as trophies to the RYA. Apparently my Dad, Mike Corbin, was instrumental in acquiring it for the Osprey Class. He was on the RYA Centreboard Committee as Osprey representative and the RYA were looking for classes to give them to. My Dad said the Osprey class were looking for a decent travellers trophy and the rest is history. He would be very proud that his granddaughter is the first lady helm to win it.

Jayne Willis

HARTLEY BOATS SUCCESS AT RYA SCOTLAND CHAMPION OF CHAMPIONS

The RYA Scotland Champion of Champions is an annual contest for the cream of Scottish sailing. Unlike the Endeavour, competitors sail in their own boats.

This year, for third successive year, there were major successes for Hartley built boats. The competition was held over the weekend of 19/20 October; there were 21 entrants with many different classes represented.

This year, a Hartley Kestrel, sailed by Stewart Murdoch/ Ken Scott Brown took second place, and a Hartley Osprey, sailed by Alan Henderson/ Alastair Barrie took third place.

In 2012, in the 50th anniversary edition of the event, Chris Owen and Sam McNamara won the event in their Hartley Wayfarer.

In 2011, another Hartley Osprey, sailed by Viola and Mike Scott, took third place.

This year's event was sailed at Loch Tummel SC on October 19/20.

Further news on the event at RYA Scotland website.

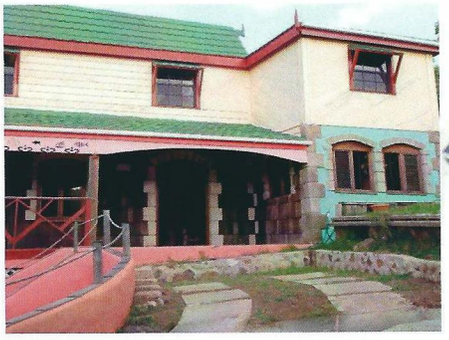
The Caribbean Experience part Two by Mick Greenland...Mick re-counts his experiances sailing the Carribean with Robin Hobson

I should have called this The Pirates of the Caribbean as you will find out later. Robin and his friend Nick, who's lived in the Caribbean for the last 18 years were delivering a Hunter 45 from St Lucia to Jacksonville and upon their return I would meet them at Hewanorra airport on the 8th June.

As my return date was not fixed I tried to book a single or open return – but both airlines wanted up to four times the price of a return, so I booked a return on the 12th July at £600, meaning; wherever I am take a local flight back to St Lucia.

The communications were a little difficult between myself & Robin & Nick... on their return from the states I believed they had hired a car from Savannah to drive overnight to Atlanta to catch a plane to fly down to St Lucia, (it was cheaper than flying direct!) so, awaited them to arrive on a plane from either Atlanta or Miami but they didn't appear, I had several offers of a cab to Rodney Bay (where Robins yacht is moored) for 70us$! and the 'Virgin girl' I sat next to on the plane, offer me a bed for the night if all else failed; which was very generous of her – (she had no idea what she would be been letting herself in for—ed) Fortunately they arrived at 1600 on the Toronto plane! Then we had to find Jerry Arun to take us to Rodney bay, about a two hour drive north, Jerry (who lives in St Lucia) is Robin's friend from years ago and clearly remembers Robin breaking both his legs on a motor bike accident when they were lads! Still friends today! Jerry's father was 'Arun sails' so he knows how to make boat covers, dodgers and sails.

What I've failed to mention is that we were in the middle of a thunder storm which persisted from the moment I landed all the way to Rodney bay, the Caribbean rainy season! Jerry has a Toyota truck, very little works including the brakes, bonnet tide down with rope, etc but, it took us to his house, which he built. As we travelled it was very apparent that like Barbados it's a poor country, meaning



Jerry's and Beths house

rusting shells of cars, vans, and lorries littered along the road side, roads down to single track where its subsided and just temporary fencing which Jerry said has been there for years. This is the only road from south to the north of the Island however unlike Barbados it's mountainous with picturesque views hence the road would be similar as a rally routes across Wales but in a tropical forest.

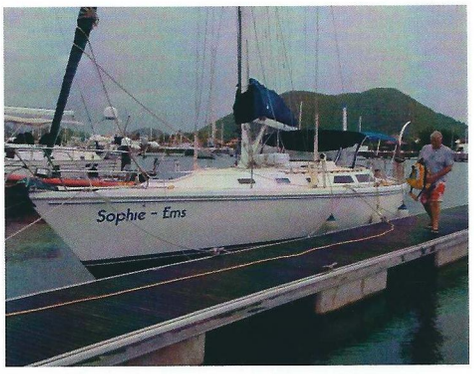
First night we slept on Sophie Ems but the rest of the week we stayed at Jerry and Berths house as they flew to Bonair for Beth to compete in the South American Kite surfing championships,

So, the yacht Sophie Ems, wants and needs. Well it had to been towed in as the engine over heated; the main electrics are installed adjacent to the sea cooling water filter and you are restricted to turn off the sea cock; the starter battery is stuffed in a sealed area which is virtually inaccessible; the wind generator had failed and needed replacing and the front water tank leaked. Oh, & we needed to have an emergency steering tiller made. Three weeks later all was achieved, but I've now learnt the Caribbean walk & know what it means to be St Lucianed! Everything tomorrow means the day after if you are lucky, if you give them a detailed drawing their eyes glaze over, and lets charge those yotties double, then you barter like you are in Turkey.

Above was the good news but us 'whites' are fresh meat for those mossies and there is a special one called 'No see me' my legs had about twenty bites on each and sleeping in high temperatures of 30°c does drain

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you which brings me onto drinking. I believe we were getting thro' a crate of 24 bottles of local beer called Pitons every two days I drank more beer in five weeks than the last five years!



Robins 'Boat

All work no play? Friday night in the town of Grosi let north of Rodney Bay its 'jump up' night hence dancing, loud Caribbean music from speakers that touch the sky, bars and restaurants, nearly all bbq's cooked in the street. It starts about 9pm and goes on to 2am, with the odd rain shower but you can order or have what you wish (shouldn't be saying this) - girls, crack, 'we have a special room where you can try out our latest'. They don't appear to have any drink drive laws—Nick and I were pulled over one night and apart from a bit of banter between the police and us we carried on..."that was close!" he said after drinking about 8 beers. There doesn't appear to be any speed limit signs on the Island either but then the roads aren't designed for speed, I think there is one dual carriageway on the whole island.

During the three weeks work we did take a few days off,.One day we took Nick and Franks J24 out for the afternoon & sailed around the bay and another we went on Franks fishing boat. Before we left Nick and I had to strip down and clean out the three twin carbs of this V6 engine as it was gunged up thro' standing for three years! Two hours later we set off, a four hour trip. Nothing was biting but the views back to shore were stunning.

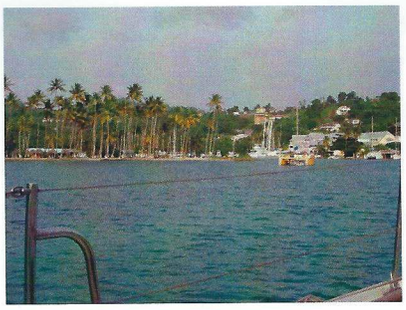


Striping down the engine 'don't drop anything'

The target date off setting off on the Caribbean island tour was Saturday but Oxy who was making the new gas locker box and tool storage cabinet hadn't finished by Friday evening! Oxi doesn't work on Saturday, church and family day so he came back Sunday morning. (We hoped) We also needed to fill up with water and fuel so we radioed the marina services 'yes they are open until 4pm' so we arrived at 3pm, one worker had gone home ill and the other had gone to bury his uncle at sea – St Lucianed again.

Sunday morning we fuelled up and waited for Oxi and by midday we left to travel to Bequia. After leaving the Rodney bay marina Robin switched on the auto helm – not working! I had a twenty minute look and gave up tracing the wires so we decided to head to Marigot bay about a third the way down the west coast of St Lucia, Always something good comes out of a bad thing we came across Frank, his boys Luke, Liam, and Nick fishing, they donated their catch - a large 'jack' for our tea; as they threw it to us Robin dropped it (they are slippery Robin) and it rested on the back step of the boat!

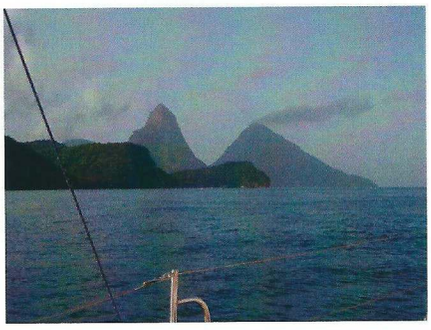
Dropped Anchor in Marigot bay and



Marigot Bay

I spent half an hour tracking the wires for the auto helm and eventually traced it to 'this wire's not connected to anything' plug it on and back in business. There were three wires looking lost behind the main control panel hay ho but the fish that evening was exquisite.

6 am next morning we set off for Port Elizabeth Bequia and we motored until we reached the southwest corner of St Lucia and set sail (engine off, what a relief) passing the famous Pitons, Pitons associated with the bottled beer I'd been drinking for the past three weeks! The Piton 'mountains' are majestic and the tops that morning were lost in the mist. As we departed south we were treated to four dolphins flying in unison on the port bow, then they jumped and dived around us for the next half an hour, but they wouldn't keep still for the camera!



The Pitons of St Lucia

Auto helm set, steering 190°, Robin reading a book, myself admiring the views of the entire island of St Vincent. 60 miles later we rounded the headland into Port Elizabeth & found a mooring. Well, when you arrive into any port you are are harassed by two or three guys in fast boats offering you their mooring bouys at about 40ec per night (40 Eastern Caribbean $ about £10); when you're dropping your anchor its free. However we did choose a mooring bouy and agreed 70 EC for the two night stay.

We had travelled 60 miles trailing two fishing lines and apart from dolphins which are too intelligent to take out bait we caught nothing hence went ashore for dinner and a few beers, Roti was on the menu and we tucked in.

Bequia has an Easter sailing regatta and the St Lucian yotties (Frank, Nick, and co) often travel down to this event and talked about these Bequia sailing Whalers which have seven or eight on board, two guy's trapezing and always one human bailing out water!

Next morning Robin had his 'blog' to do so I took myself off around the Island with Tim's Taxi, but before I went off I saw four of these Whalers and two young boys were rigging one up and as you do ,asked if they were going out and could I have a ride with them, yes come back at 2pm'!



Whalers at Bequia ready for launching

Toured around the Island with Tim and the first stop was his workshop/ museum of model boats, power and sail. He makes replicas all by himself and has one of the J class yacht Endeavour plus 50 or so others on display, he showed me a photograph of his brother presenting our Queen a model of the Royal Yacht Britannia in 1985.



Tims handy work

Tim then took me on the tour of the island, turtle farm, the now redundant sugar cane factory mill, views, and places on the other side of the island then dropped me back to the lads with the whalers.

Whalers can be rowed, sailed, or motorised and are used by the Navy for training purposes. They date back to whaling times. This whaler was called Iron Duke (after Wellington) and is over 140 years old and looked after by Alex the local sail maker and sailed by the local school boys.

We left with myself on the helm; two on the wire; and one on each sail plus one constantly bailing out water! After two hours of sailing around the bay applying my knowledge to the crew we came back to shore, An interesting note...the boom was made from bamboo!

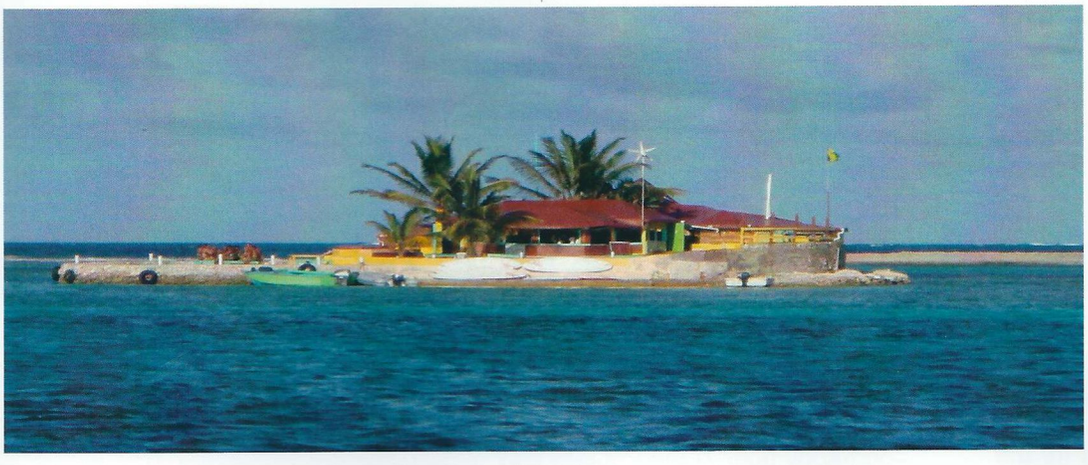
Later that evening Robin and I went to see Alex in his sail loft which was immaculately laid out and he and his wife were eating a KFC! Thought I had escaped from the commercial world! We had discussions about centre board profiles and sail tell tails etc and he was grateful for our knowledge. They have been given an old J24 sailing yacht on which the school boys were removing the 'mild dew' from the foredeck in the morning, hence not sailing tomorrow so we said our good byes and sailed off towards Union Island next day.

Union Island is a 40 mile sail due south, so again we deployed fishing lines but guess what; nothing! This is a smallish Island and a bit tricky to identify from a distance but over to our left were some menacing clouds with rain falling and no doubt strong gusts under, Fortunately it passed in front. As we arrived we passed the sunset bar, a tourist attraction for us yotties and built on a slither of rock at the end of the peninsular. It looked the place to go that evening. Approached the moorings and wergreeted by the usual two or three local speed boats all wanting to have us on their moorings, Robin said we were dropping anchor. Anyway we looked around the bay for a suitable depth and location only to find ourselves running aground in shallows, the depth sounder still said 1.4m! Yep that's not set up, that wasn't Robin's words! So, before attempting to reverse off I shorted the rope on our rib which we towed behind but we didn't move. However, from the beach international rescue was launched four high speed boats all screaming to 'give us a rope' Robin shouted one only but they all persisted in wanting a rope. In the end I threw the rope to one and we were off within one minute. That was good of them I thought and we then took this guys mooring and he came onboard. We offered him a drink and we all sat down for a rest. 1000 EC he said for his assistance! That's £250 for one minutes work! He then when on to explain we have damaged the coral reef and we could have had to pay for all the other boats! We said the tide was rising and we could have sailed off within half an hour. He then went on to explain the damage to the coral reef would cost us more and demanded his 1000EC. By now it was getting a bit tedious so we offered him another beer and then he said 500ec, Then we discussed mooring fees and take us to the sunset bar and I offered him 200ec he then said 250ec, Robin said 200 or we will leave now; he said he would stay on with us! By now I started to get angry with him and he said he would get the police. I explained after my experience with them in Barbados and St Lucia they couldn't be bothered unless it was one of his relations. He then offered to fight me and I sternly suggested he got off, and then he said 220ec which I agreed with him including two nights' moorings and taking us to the sunset bar, all happy bunnies – no Jack Sparrow around here, maybe trained by Hector Barossa! Lesson learnt.

So, we martened ourselves up and our water taxi came back to take us to the sunset bar. This manmade bar is what the Caribbean is all about, watching the sun slipping down over the hill tops of Union island while pressing your lips against a cool bottle or two and listing to the local music, I think our driver got his monies worth in beer!

When we arrived back 'Just Do It' had anchored next to us, they were moored next to us in St Lucia and we all went ashore for a meal and a beer.

Tobago Cays was our next stop which meant travelling northeast directly into the wind hence we motored there, switched on the autopilot, and guess what, not working! When arrived and moored then removed the hatch and found the potentiometer had dropped off, Robin's engineering! So, he curled his 6'-6" stature into the rear locker and sorted it. Tobago Cays is famous for tropical fish and turtles, so out with our snorkels, flippers and off we went to investigate; at this point I should mention my snorkel kit was the set I purchased ten years ago in the Maldives cost 77US$! (Would have been a ten quid if bought in Sheerness) So, what did we see? The arse end of a turtle escaping from my lime green flippers and several species, disappointed yes, so after lunch we upped anchored and left for Carriacou.



Sunset bar Union Island

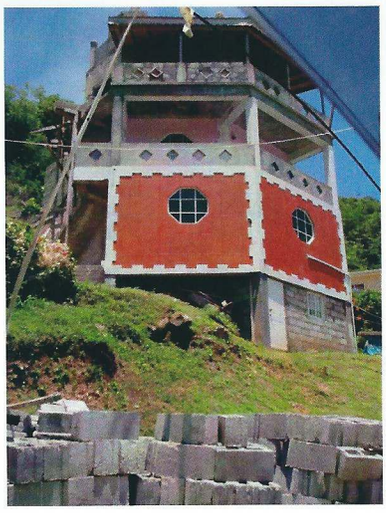
Cariacou is another separate country within the Caribbean, meaning immigration and sailing in their waters (££). The guide book states the Customs office is in Hillsborough but most yotties stay in Tirrell bay and, as it was late when we arrived; the office was closed so we moored around the corner in Tirrell bay In the morning I took Robin ashore and he walked to Hillsborough, about 3 miles. He arrived at 9 the official opening time but no one opened the doors until 10. Papers and Passports on the desk and a question from the other side of the desk 'where's your yacht?' "in Tirrell Bay", 'well that's an instant 5000 US$ fine as you should have stopped in Hillsboro bay' and he went into his next verse; 'I will have to take you through those double doors and make an appointment to see the judge. If he's not here we will lock you up until he's available!' The next comment 'you could have infected every one on the bus with a deadly virus!' Robin then got a grilling from some other female uniformed operative. Eventually he paid his dues and left shaken and stirred! Just as he left he was shown a document that as from the following week they were setting up a customs office in Tirrell Bay to receive yotties!

That evening we met up with all the other yotties moored in the bay at a small café for chicken and wedges - it was mentioned that a hurricane was building itself off the West African coast and was due our way in the next three days. Not a thing to welcome but nice to be informed, Ian and Annie's first yacht was in Grenada when hurricane Ivan swept thro' in 2004 and their boat was destroyed; they weren't there at the time.



Don't doze off on watch!

Next day we and Just do it motored around to the southerly tip of Carriacou to Saline Island where we moored up in a small bay for the



£15k for a plot of land

night. That evening we had a bbq on Ian's boat and drank several bottles .

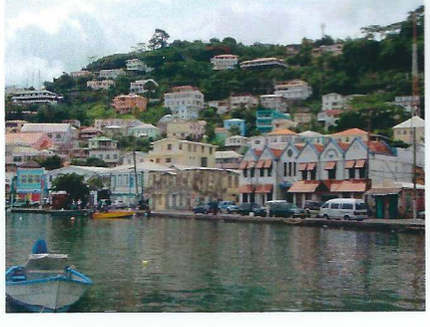
That night the wind and rain was blasting thro' at 40 knots and in the morning about 7 we heard the anchor jump and we moved about 50 yards, so quickly up on deck; start the engine and got the two anchors, Robin left them on deck and decided to head off out into the bay, leaving me to tidy up! the boat was bouncing around - I wasn't to pleased with him! He headed for the next island and I said 'do you think to go around those rocks' reply, "what rocks?", "the ones dead ahead with the waves breaking over them", "oh yes now I see them on the chart"... when he zoomed in! easily done looking at charts on the ipad.

We headed off to Prickley Bay via the west side of Grenada, oh there's a leather backed turtle having a swim on the starboard bow. Under sail we were moving quickly with a 2 knot tide and averaging 8.5 knots but as we reached the most westerly point of Grenada we had to bear-off onto a run and the boat slowed and the sea became lumpy, Robin attempted to hold the Genoa out on the spinney pole and after twenty minutes gave up plus he had bent it! At this point 'Just do it' had closed on us and closer inshore by about two miles they were radioing us but I couldn't leave the helm all the time Robin was 'frigging' around with the pole. We lost touch with them and located them on the AIS and decided to follow their track which went over land!, In the end we gave up and went to Prickly Bay and took a mooring for the first night. This was the Monday of my last week and it was half price Pizza night and happy hour at the Prickley Bay yacht club, Guess where we eating tonight?

Next day we planned to sail round to St Georges being the capital town of Grenada but with the impending Hurricane we stayed put. That morning we were woken up with some banging up front, another yacht swinging on its anchor moored in the middle of all the mooring bouys was hitting our anchor, no damage to us. After refuelling and taking on fresh water – we had run out - we heard the bilge pump running and it was throwing out a few gallons every twenty minutes, so inspection time. We found salt water trickling down under the back of the engine, it appeared to be coming from the exhaust muffler. I had tried to take it out in St Lucia and failed (without having to cut off the 4" diameter exhaust pipes) oh no I said to myself beginning to doubt if there is ever an end to work! Fortunately I found the leak; it was the redundant hose from the removed water maker just lying in the bottom of the boat with the sea cock open - that was sized as well – don't touch it!

We had planned to sail over night to Tobago but with the threat of this Hurricane we stayed put. This was down graded tropical storm and passed us by Tuesday morning; no wind and a few loud claps of thunder. It moved up to St Lucia then Martinique and I believe one person was killed in Dominica.

Robin had work (Blog) to do; I took myself off with Paul in his taxi to St Georges for the shop and to have a look around. He took me to the airport first to check out flights, my plane to the UK was from St Lucia late Friday.



St Georges, Grenada Harbour

Last day, bags packed, Taxi arranged and off to the airport. Just before leaving the water pump decided not to work and the shower pump was clogged up, wiggled the connections on the water pump which worked, cleaned the shower pump but that wouldn't suck, oh dear life on board!

My flight to St Lucia involved travelling via Barbados but with a 4 hour wait between flights. To cut a long story short, arriving at Barbados I was sent thro' the sliding doors to arrivals even though I said I'm in transit, filled in immigration forms etc then at passport control was told I should have gone to Transit! I sat in the lounge and my flight was at 5.50 and at 5.45 the display said on-time (the plane hadn't left Dominica) We took off at 9.30, landed in Castries where Nick picked me up and we headed straight off to the bars in Rodney Bay. It was carnival weekend. I downed several Pitons & had a good evening but missed most of the events.

Next day Nick and I went out for lunch then he dropped me off in Castries so I could bus down south to Hewanrroa airport, cost 20ec; 10 for my bag and 10 for me about a fiver for an hour and a half trip. 15 seats, no seat belts, fully loaded and Schumacher at the wheel! Every corner was hold-on but I think in the end I just thought he's driven this road so many times he must know which blind corners to overtake on! He even detoured off the normal route and dropped me off right outside the airport terminal, nice guy; see there are some good people in the Caribbean.

My plane, the 747 from UK, had landed but we left an hour late; I watched 3 films, flew in the upper deck seating with those being served champagne & extra leg room. I sat next to two young girls who had been in Dominica for 2-3 months working in the disaster area and studying the relief agency's work for their Southampton Uni course. It was an interesting flight, we slipped past Dartmoor at 33.000 ft & the realisation I was almost back home. Fortunately the warm weather had followed me and the UK was experiencing a heat wave so I kept my Caribbean dress code for another two months!!

Would I do it again; yes and leaving soon, Robins bought another yacht!

NEW CIRCUIT IN LAKES AND BORDERS TO BE LAUNCHED IN 2014

2014 will usher in a new circuit for Osprey sailors in the North. Currently the national WS series is the class's only traveller series, but for Northern/ Scottish sailors, it is often a day's driving to Southern venues, so only the most dedicated can undertake such journeys.

So in 2014 there will be a Lakes and Borders regional circuit. The circuit comprises five events spread through the year. The new circuit will give sailors an introduction to regatta sailing with venues within just an hour or two's drive. For sailors from further afield, the circuit offers an opportunity to visit and sail in probably England's most beautiful region.

The circuit will be open to Osprey sailors from anywhere, all are very welcome. All the venues in the Lakes and Borders circuit offer great opportunities for walking, cycling and other outdoor sports for any sailors who wish to stay on for a day or two after a regatta. The clubs all allow camping, or have camp sites very close by.

There will be five events, with three to count. The circuit starts at Kielder with a three day weekend, on the early May Bank Holiday weekend of May 3-5. There will be a long distance Dam to Dam race, going the length of the lake, on one day, with round the cans on other days. Many other classes are expected in a busy regatta at a club which has sustained a strong Osprey fleet for many years.

Next is another bank holiday three day event, at Coniston from May 24-26. There are seven races, and with two discards, it is possible to sail just two days if you aren't able to get the Monday off. The Coniston event will be part of the national Wilkinson Sword (WS) series as well as the Lakes and Borders series.

The third event is on August 9/10 at Ullswater. The club then holds Ullswater Week on the Monday to Friday straight after the event, and the club is inviting Osprey sailors to stay on for the week, or just part of the week.

In September, it is time to return to Kielder on the 6/7th of that month. This event will be a WS event as well as a Lakes and Borders series event, so a good turnout of national, as well as Northern, racers is expected. The regatta will be the Scottish & Northern Championship for the class.

The series will conclude at Bassenthwaite on October 18/19. All five of the events are held in conjunction with other classes, so there is the chance to show other sailors what a fine boat the Osprey is.

Lastly, another event which has proved popular in the past with Ospreys is the Lord Birkett Trophy at Ullswater, on July 5/6. This mass handicap event, with a usual entry of 200 plus boats, offers a long distance race on each day, going down the lake and back. It is rated highly on the national scale, being in Yachts and Yachting's top ten of events to do. The Birkett is not part of the Lakes and Borders circuit, but some Osprey sailors are expected to join in.

Look out for further information about this new circuit on the Osprey class website and gossip forum. Any questions or suggestions, please contact me via website. If you'd like to be added to the e mail list to receive updates on this circuit, just ask. I look forward to seeing you on this circuit.

Alan Henderson, 1316.
Class marketing rep

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Osprey Events Calender 2014

Month	Dates	Venue	Con-firmed	Event	Osprey Significance
Nov	23rd/24th	Draycote Water	Yes	Draycote Dash	Sailjuice Winter Series
Dec	14th/15th	Datchet	Yes	Datchet Flyer	Sailjuice Winter Series
Dec	27th	Yorkshire Dales	Yes	Brass Monkey	Sailjuice Winter Series
Dec	29th	Grafham	Yes	Grafham Grand Prix	Sailjuice Winter Series
Jan	4th	Farmoor (Oxford)	Yes	Oxford Blue	Sailjuice Winter Series
Jan	11th	Queen Mary	Yes	Bloody Mary	Sailjuice Winter Series
Jan	25th	Northampton	Yes	Steve Nicholson Memorial	Sailjuice Winter Series
Feb	1st/2nd	Rutland	Yes	Tiger Trophy	Sailjuice Winter Series
Feb	23rd	Starcross	Yes	Starcross Steamer Pursuit	
March	23rd	Wimbleball	Yes	Beastie	WS Special Event
April	5th/6th	Blithfield	Yes	Inland Championships	WS Event
April	18th/21st	Rock		Easter Chase	
May	3rd/4th	Mounts Bay	Yes	Open Meeting	WS Event
May	17th/18th	Tata Steel SC	Yes	Welsh & Midland	WS Event
May	24th/26th	Coniston	Yes	Open Meeting	WS Event
May/June	31st/1st	Poole	Yes	Open Meeting	WS Event
June	14th/15th	Tenby	Yes	Tenby Regatta & Caldey Island Race	
June	28th/29th	Shoreham		Open Meeting	WS Event
July	12th/13th	Castle Cove	Yes	Annual Regatta / South-erns	WS Event
July	5th/6th	Ullswater	Yes	Lord Birkett	
July	19th/22nd	Porthpean	Yes	Nationals	
August	23rd/25th	Burnham		Open Meeting	WS Event
		Sheppey	TBA	Round Sheppey	WS Special Event??
Sept	6th/7th	Kielder	Yes	Scottish & Northern	WS Event
Oct	5th/6th	Tata	Yes	Autumn Regatta	Possibly an Osprey Class start
Oct		Rutland		End of Season	WS Event

Blithfield Open and Inland Championships April 5 &6 2014

The Blithfield fleet are proud to have the 2014 Inland Championships and are looking forward to a great weekend. With recent National and Inland champions in our fleet we hope we can give you someone to chase!.

Blithfield offers very easy launching to its open waters and great scenery (for those of us mid fleet with time to look!) . Normal free parking for Motorhomes and camping - the early April start means we have booked special Summer weather to improve your comfort!. With the Peak District and Alton Towers close by ,thre are are a good spread of local B&Bs etc as well- www.blithfield.org.uk has some useful links for accomodation and other info about our club.

We have persuaded our experienced race team from previous Osprey Opens to run the event on the water. We can look forward to great racing in what we hope will be a large fleet.

Saturday evening will see the "normal" social event of the year with the "Osprey Ladies" offering great food and suitable lubrication.



It always seem strange to talk about the end before you have arrived however we will planan early start on Sunday so those with a long drive home can get away mid afternoon.

Alex Willis, First Lady Helm Winner of the Wilkinson Sword Travellers Trophy, 2013, here with two competent crews..Dad Nick in the middle (to whom Alex gives the orders) & President of the Osprey Association Peter Frith.



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