sprey



NEWSLETTER

MARCH 91

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Tel: 0590 42483

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Terry McDonald. 29 Harold Road, Minnis Bay, Birchington, Kent. CT7 9NA
Tel 0843 41497

Poole Yacht Club:
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Tel: 0202 827997

Sheppey Yacht Club:
Lee Allen, 172 Invicta Road, Sheerness, Isle of Sheppey, Kent.
Tel: 0795 664507

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Tel: 0742 366873

A nominal charge will be made to all non-members who advertise privately in the Osprey Newsletter.

COVER PICTURES:
From top to bottom:
Lucky Lucan and Mad Bob,
The Blithfield Butchers,
Princess Pam and Prince Michael of Murray.

All photographs taken by Colloryan Limited

LISA'S LEADER

Sitting in front of a roaring log fire it's hard to imagine blasting along in an Osprey in a good force 5. The National's a mere 4 months away, fit - you've got to be joking; work on the boat - there's still time; write Osprey articles - time's run out. Who will dominate the '91 scene?

It's been a winter for divorce, Phil and Andy, Ian and Adam, both crews joining the Rotterdam Aviators. Oscar and Dave, the wildman wants to play with his own Lethal Weapon. Vanny and Nick, who knows what's happening there, perhaps he forgot to put the top on the toothepaste; and wild rumours about the light weather experts Martin and Dave. What about that other Poole lad, Pierre Hirtf, this season stylishly modelling a new boat, with no undercrackers of course. Gareth is teaming up with Clousieu of BSC, Inspector Abdul having solved the mysteries of Colins love life is now seeking new challenges. What about those White chaps - when will they leave the women alone? But all these fights over alimony and solicitors fees leaves plenty of room for the old timers - Psycho Lang, Mr.Leather Trousers, the Cornish Pixies and the Blithfield Butcher.

So, to the letter,. I hope you'll find something to tickle your tastebuds. We've got helicopters and aliens, trailers and jib halyards, Ospreys old and new, and of course a Nationals report. Having missed the event myself I've relied on Mike Jakeways (thanks Mike), but have managed to pick up a few titbits of my own.

Under pain of death I must report that Phil and Lynn O'Kane beat the Murray Mints in Race 2, perhaps a first this year boys? Many, Many comments about how good the food provided by Tenby Sailing Club was, especially Sunday nights barbeque. Also lots of discussion about future venues. Pwllheli, 91's venue, has a mixed reaction. Perhaps those of you who feel strongly should approach Ian Madeley now before he books 1999. Jayne's report indicates plenty of feeling, but no action - I've tried at committee level girls but one voice just isn't enough.

Finally, me, well I'm throwing in the towel, or perhaps just my ears, willing volunteers would be welcomed, but unwilling will do. In favour of the job you can ring someone up and ask them anything you like under the aspices of a reporter - some might call it gossiping, but never let fact stand in the way of a good story. Against, well I was up at 6 this morning writing this!

Most importantly however, is Alfie Hawksworth and his team, the behind the scenes that goes into this newsletter, in the little time this editor gives them. Thankyou Alfie, Hilary, Lindsey and all, for your help, support and patience in making this what it is today.

Lisa

CHAIRMAN'S COLUMN

Happy New Sailing Year. By the time that this read the keen sailors will have done at least two of the winter classics, The Bloody Mary and the Pompey Perisher.

Now for some words of thanks. Lisa has decided that she is unable to continue as Newsletter Editor. I for one will miss her contributions to the Association, Lisa brought a new prospective and style to the Newsletter.

Thankyou Lisa, for all your hard work and enthusiasm.

We have a vacancy, any volunteers?

Other news. Andy Harrop has teamed up with Will Henderson to campaign a Flying Dutchman with the aim of being selected for the Olympics. They have achieved some successes already; the most recent being at Palamos when they were 5th overall and best British boat in the FD's. Andy is hoping to fit in a few Osprey opens but will be unable to attend the Nationals, due to the pre-Olympic regatta being held at the same time. Perhaps the next newsletter editor can persaud you to write an article or two!!

Don't forget the National at Pwllheli, further information and entry forms will be available shortly or included with this newsletter. Early entry will save you money. Also it will stop the organisers having heart attacks! Ian Madeley is the person to contact with any queries.

Fame at last! Ospreys made the front cover of Yachts and Yachting. Nick Willis and Vanny Page in a Jenny Martin of Coloryan production. Jenny has been at the last two Nationals taking excellent photographs. Why not come to the Nationals and commission a photograph.

That's all. Look forward to seeing you all on the curcuit.

Huw Pearce.

SECRETARY'S REPORT

The summer of 1990 seems a long time back, and the majority of boats in the dinghy park look rather the worse for wear - halyards blown by the winter winds, and the rain managing to penetrate even the best secured boat cover. However, the committee put their collective heads together last meeting and I think we have an even better Open meeting programme than last year - hope you agree. We have done our best to avoid clashes, and there are a few new, or rather revisited venues. The rapidly growing fleet at Minnis Bay are hosting an Open as part of their regatta. Those of you who went there last September will know what exciting sailing the club can provide, and the Minnis Bay Ospreys gave us all an excellent welcome. (NB Thanks again Terry for the emergency surgery on the lighting board at 8pm Sunday night) Filey are also holding an Open for us, which will give us an excellent opportunity for us puddle sailors to practise coping with tides, currents, fog and other coastal baddies before the Nationals. (It was pointed out that the date for the Filey Open was carefully chosen to allow time for any breakages to be mended before the Nationals, but I put this suggestion down to some subtlety of Northern humour). The Essex mob are inviting us all to Marconi Sailing Club, so one way and another there should be an opportunity for everyone to attend a selection of meetings.

Further ahead, a considerable amount of thought has been given to future Nationals venues. Many of the popular clubs are now booking up several years in advance, or imposing very high charges. There are obviously problems in pleasing all of the people all of the time, but hopefully before long Ian Madeley will have obtained provisional bookings for the Nationals up to 1999.

What, I hear you say? Yes 1999. Well done Ian.

A few more positive bits about 1990. Open meetings in general were better attended. National entry again over 70. Membership was up to 151, the best for a number of years. A new decade may well be a new start of the Osprey.

Still one of our problems is finding boats for new people to the class, so if you know of any boats for sale please let me know, as there are plenty of people looking.
Looking forward to seeing you all on the circuit.

Nick Jones

MUMBLINGS

Now what was I wittering on about?, Oh yes, jib halyards. The standard response to the failure of a 3.5mm diameter wire jib halyard is to fit a 4mm one. This is probably a mistake, as fitting a 4mm wire over the same sheave is very hard on the wire. The first step if replacing a halyard is to make sure the jib furler swivel isn't jammed up, as this can cause a failure. Try it with the rig tension on, as it would be used on the water. Look to see if the top part of the swivel is going around with the jib head.

How do you go about getting a totally reliable jib halyard. Well, regular checking for fraying where the wire lies over the halyard sheave, coupled with a really good quality flexible 3.5mm or 4mm wire (eg. Ormiston) will give good reliable service. But there is another way. This is using a two to one style jib halyard. This is simply a jib halyard that starts with a T terminal in the front face of the mast, immediately above the jib halyard, goes down to a pully on a stop coming from the head of the jib, then back up to a standard jib halyard sheave at the mast, then down to a conventional jib halyard adjusting system.

The pros and cons of this system are given below:

Advantages:

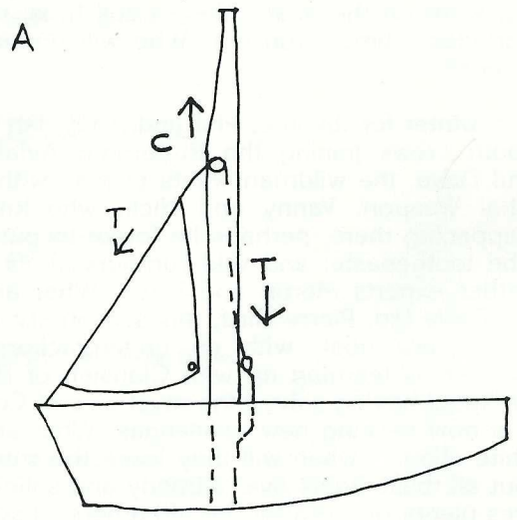
1) Compression load reduced in mast, so mast is effectively stiffer. *
2) Jib furler twist of the wire is eliminated, as the wire is supported at two points.
3) Tension in the wire is halved, for a given jib luff tension, so 3mm diameter wire can be used.
4) Adjustment power is doubled, so if an 8 to 1 ratio magic box is fitted, then the mechanical advantage of the input to the jib luff will be 16 to 1.
5) Jib halyard sheave loading is halved, eliminating the danger of sheavepulling out of the mast.

Disadvantages:

1) The jib cannot be lowered more than half way down the mast, so needs to be attached and detached by standing on the foredeck.
2) The range of adjustment is halved, as a direct result of the power being doubled.

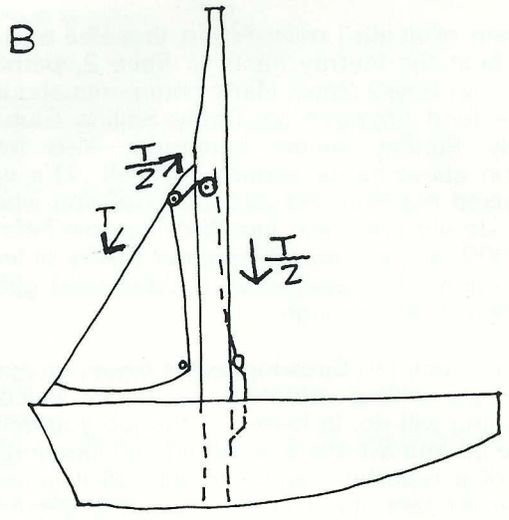
* The contentious item on this list is the concept of the reduced compression loading in the mast. This is best explained with with a few sketches.

Sketch A is of a conventional jib halyard set up with tension T in the jib luff. As the halyard goes over a sheave and down the mast, the tension in the wire stays equal. Hence there is tension T at the magic box. But the loading on the sheave (ignoring angles) is 2T. This loading is resisted by the mast as a compressive load, which effectively makes the mast more flexible. Try compressing a bamboo stick and see how flexible it becomes if you don't believe me.



When a two to one halyard system is used the picture alters.

Again the tension in the halyard is equal throughout its length. The jib luff tension is T, and this is split evenly into the two part jib halyard, which therefore has a tension of T/2.



Thus the compressive load on the mast (again ignoring angles is now T/2 + T/2 + T/2 = 11/2 T, a 25% reduction in the standard system. I reckon that definitely makes a difference. The 14 boys go one better and attach the halyard to a T terminal only and permanently fix it to the mast, adjustment is then achieved through the jib tack. The compression load in the mast is then T.

I have had the system working O.K. for three years, with no problems, but if you decide to go for it, make sure the jib halyard terminal position is in accordance with the Osprey rules.

Oscar

(This is an Oscar pet theory, any objections or alternative theories would be most welcomed - by me! -Ed)

BOAT PROFILE

OSPREY 1198 - BLUE MOON II

Blue Moon II was built in 1982 by Martin Creasey using the ply / WEST construction system. The hull has always been down to minimum weight, carrying 7kg correctors. As far as I know there are no "special features" built into the hull, apart from the fact that there is no traveller thwart built in. Instead, the centreboard box is supported by a strut on each side, running from the top of the box to the floor by the side-tanks. The centreboard is an extra stiff Milanes and White glass/epoxy sheathed foil. The bolt hole is placed such that the centreboard is close to maximum length when vertical. A standard Stanley and Thomas rubber blade in a Rondar stock is currently used. This has proved very reliable and practical for harbour sailing.

Ullman sails are preferred due to the consistency of the sails produced, the quality of the products, and the excellent service offered. These are set on a Z Spar mast which, although heavy, is very controllable and flicks off just enough at the top.

As the rig is potentially very powerful it is important to have a good level of control and adjustment. Low down mast bend is controlled by an RWO ram. Higher up, adjustable spreaders allow the bend to be altered to suit the conditions. The amount of power developed may also be controlled by raking the rig. This is achieved via adjustable length shrouds and a long Harken muscle-box for jib halyard adjustment.

All these controls are led back to the helmsman and can be moved under load, although to make life easier the purchase on the jib halyard adjuster will be doubled before the start of the 1991 season.

Given that the rig is extremely adjustable, the layout is kept as simple as possible. Control lines are only twinned to each side if necessary. The kicking strap, ram, claw outhaul, and cunningham are led to each side, the cleats being mounted on the struts supporting the back of the centreboard box. Shroud length, jib halyard muscle-box, spreader angle adjuster, spinnaker pole up, and spinnaker pole down controls are led to the helmsman, but are not twinned. They are all led to the centre of the boat, the rake controls being adjustable from both sides by passing the control line through a swivel-lead block after the cleat. Great importance is placed in making the boat easy to sail. A good quality main-sheeting system is considered vital, as is an efficient kicker system. The mainsails used recently have incorporated a flattener cringle, although this has never yet been rigged. This will probably come in more useful in 1991, with the prospect of sailing with less all-up crew weight demanding more mast rake to help de-power. The mainsail tack cringle will be replaced in the next sail with a webbing strap and buckle arrangement. During 1990 the sail was lashed to the mast 'FD style' at this point, instead of pinning through the boom. The lens foot looks better with this arrangement, and the sails can be hoisted to the black band. Luff tension is controlled with the cunningham.

With an extremely adjustable rig it is important to know a limited number of fast settings which can be used in varying conditions. If single components of the rig are varied without compensating for this movement in other areas, the results can be very slow!

Blue Moon has just four proven rig settings. These progress from upright in the very light stuff through to maximum rake in force 6 upwards. Selection of the correct setting can only be made by best-guessing and testing prior to the race. If the boat is consistently over-powered then the degree of rake is increased. When the rake is changed, attention is also given to mast ram, spreader angle, and genoa sheeting angle settings. When the boat is not overpowered, the kicker is used sparingly. Mainsail leach tension is controlled by the mainsheet. As the wind increases and the main cannot be sheeted in too tightly, more kicker is applied to maintain constant leach tension as the main is eased and sheeted. Power can then be reduced further by pulling on more kicker tension. The clew outhaul is normally applied generously, except when the sea state and wind strength make it advantageous to sail a free course. Even then, reasonable outhaul tension seems to provide the best speed.

The cunningham is normally used only to replace the tack pin, as explained above. With the overlapping genoa, I prefer to sail with a few horizontal creases in the mainsail, rather then risk restricting the slot by pulling the mainsail fullness forward. As the wind increases I do apply some cunningham, but rarely do the horizontal creases disappear.

The rig settings are only changed downwind on a very broad leg. The shroud adjusters are then fully released to allow the mast to flop forward. This is only ever done on a leg which is definitely non-trapezing.

In all conditions where the kicker is tensioned upwind, it is eased during the approach to the windward mark. This assists in keeping the boom out of the water during the mark rounding, and prevents unnecessary strain on the mast gate as the boom is eased. A simple twinning-line system is preferred to reaching hook type devices. Twinners, combined with knotted spinnaker sheets, make control during hoists and gybes much easier. Knots in the spinnaker sheets have the advantages of pre-setting the length of the guy for a close reach and stopping the leeward sheet catching round the end of the boom.

Preparation and time on the water are the keys to success in any class. Particular attention should be given to the finish on the hull and foils. I prefer to matt down all underwater surfaces, using either wire wool or fine wet-and-dry paper. The centreboard slot gasket must fit well around the board in all positions. A damaged or tired gasket will cause unnecessary turbulence and must therefore be replaced. All fittings must be regularly checked and serviced. There is no excuse for badly secures or worn fittings. There is nothing more annoying than having to retire from a race due to gear failure - especially if better servicing could have prevented the failure.

Even though adequate speed may have been achieved, it is critical to study the sailing area at length before and during the race. Before the start of any race, wind bends and shift trends should be established, tidal directions and timings must be known, and the effect of any land masses must be considered.

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During the race it is unlikely that things will go completely to plan. It is therefore important to learn what is happening to the wind and tide as the race progresses. This experience can then be used to advantage later in the race.

If things do not go to plan, never give up hope of improving your position during the remainder of the race. Keep learning and keep trying.

Adonis Angrave

"ALIEN ATE MY ROYAL LOVE SLAVE OSPREY CREW"

Oscar Chess, known in Royal circles as sex muppet, revealed today solely to the Sunday Spit, how an extraterrestrial Osprey crew devoured (except for her ears) the luscious, lithe and loud Lisa.

"I was distracted by Elvis Presley and Lord Lucan sailing by in a GP14 and when I looked back at Lisa all that was left was a trapeze harness and her ears", said clownhearted but busty Oscar.

"I blame the Chinese. Things haven't been the same since they found an Osprey on the moon."

An expert from the RYA declined to comment, but sources close to the Royal Family reveal that a similar thing happened to Princess Michael of Murray (30" 40" 60"). While sailing one day crew Princess Pam of Margom was turned into a jam doughnut by a Martian Battie cruiser disguised as a self bailer.

See next weeks Sunday Spit for the second half of this riveting tale.

Mr.Chaplin

Finally, from America, for the Osprey sailor who has it all.....

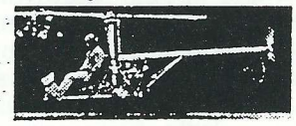
This is the chance to drop in on Open Meetings, impress your friends, pull the chicks.

It really is amazing what the Yanks are getting up to these days!

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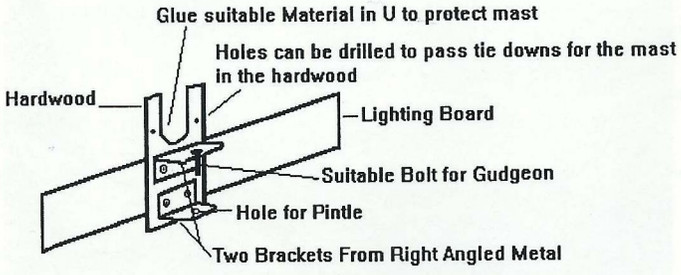
There is one man who may be very tempted to try one of these - Alfie Hawksworth! But only if Hilary has one too - beats a hot air balloon, even if he did try and stitch together all his old Osprey spinnakers that were lying around in the attic to make one

TRAILER BOARD LORE

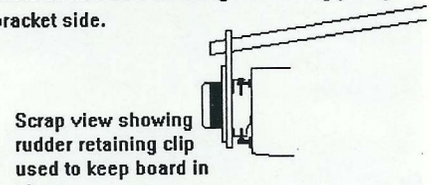
How many times have you lost your Trailer Lighting Board from the back of your boat, at least once probably, more likely you have had trouble with it not working properly umpteen times. If you are satisfied with what you have don't waste time reading this tho' you may like to keep the connection diagram at the bottom of this article for reference. OK for those who are not happy with their situation let's see what can be done to prevent these problems, let's start right at the beginning, we don't own a lighting board, so what do we look out for?

Well first of all we can buy a proprietary Lighting Board from Halfords or the like, these are usually plastic. Unfortunately they usually have cables which are too short to reach the car from the back of an Osprey and there is no easy methods to mount them on the back of the boat, not that it's impossible, but it isn't easy with plastic. There are one or two places I'm told that do provide boards with longer cables but if you are like me you can never find them as a general rule. Few if any provide the necessary Mast Support you will require even if the cable is long enough.

O.K., so you decide to buy one of these inferior boards and you intend to modify it to suit your Osprey, the minimum you can sensibly get away with to extend the cable (see later how to join it) and to provide some means of mounting the board safely on the boat, also a support for the foot of the mast. You will need at least 22 feet of 7 core cable and maybe more depending on your road trailer, why not hitch the car to the road trailer, then measurE the diStance from the point where the nose of the boat would be, vertically down to the trailer and then horizontally to the socket on the car, remembering to allow some spare for the car and boat turning, then add this amount to 18 feet and you will have the correct length. A suitable piece of wood (preferably hardwood or marine ply) at least half an inch thick and some form of fixings to join the Board and the timber together and the whole ensemble to the Pintle and Gudgeon on your boats transom will also be required. Suggested fixings are shown in the sketch below.



Board, Wood and Brackets should be bolted together using penny washers, nuts on the bracket side.



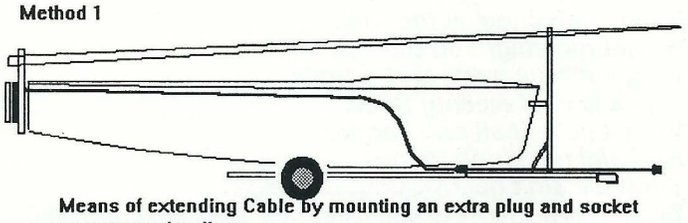
Scrap view showing rudder retaining clip used to keep board in place

If, like me, you prefer to make a real job of it then you can manufacture your own board from basic materials and purchase the bits that you can't make easily and have a real custom made job, your shopping list is given below.

1. Piece of marine or Water and Boilproof ply, half inch thick by 6 feet long and 8" wide. You cut the extra length off to form the upright.
2. Primer, undercoat and a Bright Yellow Top Coat (or any colour you may chose, but yellow shows up well)
3. Stainless steel screws to join the two pieces of wood together and the angle to the wood, also to fix the lights, reflective triangles and number plate to the board.
4. Lights, number plate, reflective triangles, (if board painted yellow you can just use stick on black letters and numbers instead of a number plate). Seven Core Cable of the right length and a connecting plug (remember to allow for the extra length along your board).
5. Metal angle with a long bolt to provide the means of attaching the ensemble to your boat, non ferrous is best but paint will stop the rust otherwise.
6. Glue and dense protective foam, perhaps some blocks of wood to place between the boat and the board, fixed to the board to keep it steady.
7. Finally, if for some reason you don't have a rudder retaining clip on your transom some means of stopping the board from jumping off the pintles and gudgeons. A hole through the bolt in the angle for a quick release pin would serve this purpose.

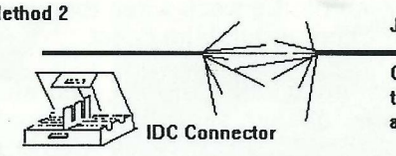
Methods of Extending Cables

Method 1



Means of extending Cable by mounting an extra plug and socket on your road trailor

Method 2



OK, now how do you connect it all together well you must have Lucar Connectors, these are the normal spade connectors used on cars, and a Crimp Tool tho' if you don't wish to invest in the tool ordinary pliers can be made to do the job tolerably well if you are careful. Lucars will be required at the Lights Units (Do check inside the ones you have bought first to make sure before you buy any Lucar Connectors). At the car end he Connector will be a binding screw fixing so no special tools or equipment will be needed. You need to connect the Cable in accordance with the Chart below which conforms to common European Standards and will ensure that your completed Lighting Board will plug into any vehicle system safely, this information also holds good for caravans.

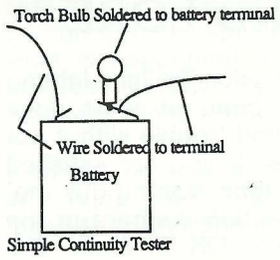
	Plug		Socket		Colour Code	
	Old	New	Old	New		
Stop Lamp Right & Left	54	6 54	54	6 54	Red	Stop Lamp
Tail Lamp Right	58	5 58R	58	5 58R	Brown	RH Side & Tail Lamp
Tail Lamp Left	58	7 58L	58	7 58L	Black	LH Side & Tail Lamp & N° Plate
Control Valve Trailor Brake	52	2 54g	52	2 54g	Blue	Interior Lamp and Spare
Flasher Lamp Left	L54	1 L	L54	1 L	Yellow	LH Flasher Lamps
Flasher Lamp Right	R54	4 R	R54	4 R	Green	RH Flasher Lamps
Earth	31	3 31	31	3 31	White	Earth
	Trailer		Vehicle			

An Earth must be connected in every case, the contact bridge from 31 to housing is not required.

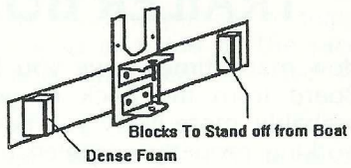
I have assumed that you will have already assembled the board, painted it, attached the mounting brackets, heavy duty foam and offered it up to the boat to make sure it fits. You have then mounted the lights and

triangles and number plates. Having wired the board you can now try it out on your car to make sure it works. Do remember to ensure that you have correctly applied strain relief devices on the outer case of the cable at both ends, if you don't you will almost certainly end up with wires being pulled out. Always carry some spare bulbs, because inevitably one will blow on the road, of course you must also have the tools to open up the lights to replace them as well.

The simple continuity tester below can help you locate the faulty wire on your lighting board, by connecting both test leads to each end of the suspect wire you can prove if it is intact, if the test lamp lights all is well. It may just be a bulb but remember to check the earth since no lights will work if it is not intact, the current needs a return path to the car to flow through the bulbs.



Simple Continuity Tester



I hope that you have found this article helpful and that you will keep the wiring chart with your travelling toolbox or in the car for easy reference, should several wires pull out it's not going to be much use in your Osprey magazine at home.

Terry MacDonald

OSPREY NATIONAL CHAMPIONSHIPS 1990
TENBY SAILING CLUB 28TH JULY - 3RD AUGUST

We got sunshine on the sand,
We got moonlight on the sea,
We got rescue-boats and signals,
And a fleet of seventy three,
We got volleyball and barbies
And alot of dandy dames;
What we ain't got?
We ain't got a scrap of bloody wind most of the week, actually.

Wouldn't you know it? We hit the week when there was no wind just about anywhere around the coast.

Tenby harbour was crammed with Ospreys, and after a good series of open meetings plenty of people fancied themselves for the top spots. Tenby members were leaning out of the window of the ladies' changing room on the Friday night hanging up the sponsors' banners. Last week, they said, there had been an uncomfortable swell, but the wind had gone round, and we should be alright.

There was a variety of beers in the bar, and the beach-master was on station jovially answering questions and moving cars out of the dinghy-space. Old friends were shoving trollies about and borrowing spanners and rolls of tape. As usual, it seemed as if the last Championship was just last week. The sun was beating down, there was some breeze out to see. Everything was set fair on Saturday night.

On Sunday, there was plenty of wind as we went out for the Practice Race; Force 6, or thereabouts. There were also big waves to surf on before the start, and a certain amount of gung-ho spinnaker-flying for those who wanted to show all this was pretty normal for them. Going to windward was very fast and very wet: boats with big crews got flat out and prepared for a benefit day. Down went the flags, off went the pathfinder, off went the guard boat. Seventy Ospreys close reached together in a thunder of flogging sails. Don't want to hit anyone today. Don't want to stop in these waves - we'll never catch up again. Where are they? Sheet in! Ready for a nice little curve up to the transom of the committee boat ...

Unfortunately the committee boat hadn't been able to keep up with the pathfinder. Some boats dived up through the widening gap,some bore off, gibbering slightly as they accelerated towards the committee boat, hoping there would be a space of some sort when they arrived there on a planing reach. Pretty soon the race was abandoned, and that was that, as the only alternative was to ask the pathfinder to sail more slowly next time.

Monday's conditions were just about perfect. This may seem a strange statement in the light of the wingeing at the head of this report, but we always take away memories formed by most recent impressions, especially if they include a measure of discomfort. The discomfort will be disclosed later; on Monday though there was a good force 4 and sparkling sunshine. Plenty of wind for hard trapezing on all the beats, not so much that spinnaker gybing in a tight bunch to become too much like a demolition derby.


The Boys:- Ian and Adam

The practice race was resailed first, and was won by Chris Firth in 760 "The Other Man's Grass", (champion boat in 1971, now back at Mount's Bay)

followed by Phil Angrave in "Blue Moon" (champion boat in 1983) and then Martin Lewis in "Schiaffino".

In the first points race, sailed back to back with the practice, another Mounts Bay sailor was first to the windward mark, this time SAndy Postle in 1250 "Street Legal", with Ian Porter going to second place on the hoist. Porter in 1255 "Gremlin" took the lead at the gybe, and held it for the rest of the race. Van Page in 1260 "Stiff Stuff" went from 8th to 2nd on the run, and stayed there to the finish despite having to clamber back constantly on the offwind legs to push his rudder blade down. Try doing this on a three sail reach, imagining the pressure of being up front in a National race and you'll know why Van and Nick looked so shattered and pleased in the bar afterwards. Phil Angrave took third place, with Oscar Chess fourth in 1085 "Toothpick".

The second race was the first of the light winds events which characterised the rest of the week. Doug Glenn in 1219 "Miss Maryland" led to the windward mark, followed by Tim Brace in 1235 "Splot" from the home club, and Ian Porter next. These positions were held for the first triangle, with Martin Lewis moving into fourth place. By the second triangle Lewis was second, but there was everything to play for on the last beat.



Light weather specialists, Martin and Dave

Balding and Bashful Colin with Posing Phil



The Rt.Hon. Commadore and an alien



RACE RESULT	1st HELM CREW	2nd HELM CREW	3rd HELM CREW
PRACTISE Plycraft Trophy	760 The Other Mans Grass Chris Firth A.Spencer-Smith Mounts Bay	1198 Blue Moon II P.Angrave A,Harrop Poole	1207 Schiaffino M.Lewis D.Corringe Poole
1 Mounts Bay Trophy	1255 Gremlin I.Porter A.Bowers Hayling Island	1260 Stiff Stuff Van Page N.Willis Hayling Island	1198 Blue Moon II P.Angrave A.Harropn Poole
2 Merlini Trophy	1207 Schiaffino M.Lewis D.Corringe Poole	1231 Brothers in Arms T.White C.White Hornsea	1235 Splot T.Brace J.Rees Tenby
3 Bell Woodworking Trophy	1207 Schiaffino M.Lewis D.Corringe Poole	1085 Toothpick D.Griffiths S.Stubbs B.S.C.	1255 Gremlin Ian Porter A.Bowers Hayling Island
4 Ian Proctor Trophy	1256 Legal Eagle S.Rich D.Lewis Tenby	1198 Blue Moon II P.Angrave A.Harrop Poole	1219 Miss Maryland D.Glenn R.Bowers Parkstone
5 Saundersfoot Trophy	---	---	---

OVERALL POSITION	HELM	CREW
1st	Gremlin Ian Porter	1255 A.Bowers
2nd	Blue Moon II P.Angrave	1198 A.Harrop
3rd	Toothpick D.Griffiths/O.Chess	1085 S.Stubbs
4th	Miss Maryland D.Glenn	1219 R.Bowers
5th	Stiff Stuff Van Page	1260 N.Willis
6th	Schiaffino M.Lewis	1207 D.Corringe
7th	Legal Eagle S.Rich	1256 D.Lewis
8th	Swift Half A.Laing	1216 P.Frith
9th	Brothers in Arms T.White	1231 C.White
10th	Porgie & Buff N.Skudder	1259 R.Tooz-Hobson
11th	Street Legal A.Postle	1258 C.Webster
12th	Blind Faith C.Corringe	1223 N.Hosie

Filey Novice Tropy	Stubley (evergreen)trophy	Creeksea	Offer Team	First Lady Helm	First Lady Crew	Junior Trophy	Masters Trophy (over 40) (top 6 previously)	Tubbs Trophy (over 40)	Stubbs Trophy (handicap prize)	Last Boat To sail every race
TIM BRACE JOHN RICH	JOHN SHENTON 555	MK 2 555 J.Shenton	POOLE NO.1	SUE HARROP	NADIA HOSIE	N.METCALFE	MARTIN LEWIS SCHIAFFINO	JOHN LANG 1178 Psycho	BRIAN THOMAS BRIAN JOHNS Dardanella - 1251	ANN & TONY Bachelor

Eventually Lewis in 1207 "Schiaffino" lee-bowed Glenn in the last few yards to take first place after a battle up the middle of the course. Porter had moved up behind Brace, but Tim White went to the right of the course and finished ahead of this second pair. Glenn was disqualified at sail measurement, so White took second place, and Brace third with Porter fourth.

In race 3, Glenn tacked after an early start and crossed the fleet above the pathfinder. Everyone went to the right, which had been correct in previous races, but first to the windward mark was Phil Angrave followed by Phil Holt in 1220 "LOw Flyer", both boats having kept further left than the rest. Lewis and Porter moved into second and third places on the second reach, but as the leaders started the beat the wind died altogether. There was a long period when the only thing to do was sit still and try to concentrate as the sweat and sun block ran into your eyes. Eventually small gusts filled in from both sides, and by the finish Lewis was ahead, followed by Dave Griffiths and then Ian Porter. Dave was sailing "Toothpick" because Oscar had gone home, having received the sad new of a family bereavement.

By now there had been a good many different faces near the top of the fleet, but this was the situation amongst those who might come out at the very front. Martin Lewis had two firsts and a fifteenth, Ian Porter had a first, a third, and a fourth, Phil Angrave had a third, a sixth and a seventh. {Toothpick" had registered fourth, fifth and second, Doug Glenn counted seventh and fourth, with evidence of speed from his second rave, and Van Page had second, eighth, sixteenth.

Thursday's racing was brought forward from the afternoon to morning in the hope of finding some breeze earlier on, then postponed progressively to the afternoon again. As we set off from the beach, a light breeze started blowing, only to die away once the fleet reached the start area. After a period in which we wallowed miserably in lumpy seas some serious wind arrived, but in such a localised way that one boat could be trapezing while another, a hundred yards away, was still slopping about with water splashing in through the transom flaps. A start was signalled, and some of the fleet got away. The wind dropped again, veered through ninety degrees, most of the fleet were stranded well back from the line, and a problem for the race officer was solved when the pathfinder's trapeze wire broke. After further attempts to hold a start, the racing was abandoned.

Two races were now planned for the last day, the first beginning at 9.30. Steve Rich in 1256 "Legal Eagle" was pathfinder, and reached the windward mark first, having kept hard right. Angrave was next, with Glenn and Porter in the next two places. These positions were held down the reaches and up a very slow beat while the rest of the fleet closed up. And that, as John Arlott used to say, quoting an old umpire from the thirties, concluded the entertainment. The boats were towed back to the harbour, and the mental arithmetic began. Four sailed, three to count. In this final race, Page had a fifth, Griffiths a seventh, and Lewis was back in the pack.

The counting on fingers sorted them out well before the computer in the race-office. Ian Porter and Adam Bowers were 1990 champions, with 7.75 points from three races. They had shown clear superiority in the only race with real Osprey conditions, and had never slipped out of the first four in the drifters. Ian had been bringing a succession of black GRP Ospreys to the championship for seven years now, and won five times, with two second places. Until now, no-one in the thirty-two years of Osprey National Championships had won five times. Ken Robertson won four times between 1964 and 1971, and Tony Blatchford had four in a row from '74 to '77. (Others with more than one win are John Matthews and Oscar Chess with three each, and Ian Proctor and Tony Powell with two each). Six of the first ten boats this year were Porter built.

Congratulations to Ian and Adam, and to Phil Angrave and Andy Harrop who were second, a whisker ahead of team "Toothpick", also on 11 points and with an equal discard, but with a better result in the final race.

Dave Griffiths had performed spectacularly in taking up the reins of "Toothpick", and his pick up crew, Steve Stubbs (the son of the Commodore of Tenby S.C.) certainly had the kind of week he hadn't been expecting.

Doug Glenn and Richard Bowers were fourth, Van Page and Nick Willis were fifth, and Martin Lewis and Dave Corringe finished sixth, having to count their fifteenth with the two firsts.

As usual, going to Tenby brought us a good turnout, and the club was as welcoming and as friendly as ever. Race Officer Blake Shaw has often conjured wind for us out of nothing in the past, but even he couldn't beat the high-pressure area this summer.

A personal postscript: thanks to those Osprey sailors who stopped to offer us help by the road near Carmarthen on Friday night. We had picked up some petrol with water in it, and were lucky to find a garage on the Saturday morning prepared to drain the fuel system.

Mike Jakeways

TOP 10 GEAR

Psn		Hull		Foils	Sails Main	Genoa	Spi	Mast
1st Ian Porter	1255	Porter	GRP	Porter	Hood	Hood	Hood/Bowers	Epsilon
2nd Phil Angrave	1198	Creasey	Wood	Milanes & White Stanley and Thomas	Ullman	Ullman	Ullman	Z Spar
3rd Oscar Chess/ Dave Griffiths	1085	McCutcheon	Wood	Graham Vick/ Milanes & White	Leader	Leader	Leader	Sovereign
4th Doug Glenn	1219	Porter	GRP	Stanley & Thomas	Bowers	Bowers	Bowers	Epsilon
5th Van Page	1260	Porter	GRP	Porter	Hood	Hood	Hood	Epsilon
6th Martin Lewis	1207	Claridge/Smart	Wood	Rudder:Bloodaxe	Hood	Hood	Hood	Needlespar
7th Steve Rich	1256	Porter	GRP	Porter	Hood	Hood	Hood	Epsilon
8th Alan Lang	1216	Porter	GRP	Porter	Hood	Ullman	Banks	Epsilon
9th Tim White	1231	Brooks	Wood	Mackillikan	Leader	Leader	Leader	Epsilon
10th Nigel Skudder	1259	Porter	Composite	Porter	Bowers	Bowers	Bowers	Gamma

NATIONALS BALLOT - RESULT

Being in the 'privileged' position of listening in on an impromptu Committee Meeting at one of the opens earlier this year, I overheard some discussion about Nationals venues. After the meeting, I hesitantly suggested that the committee were deciding where to hold the Nationals based on their assumptions of what they thought the Osprey sailors (and their families) wanted. Perhaps, I suggested, a ballot of the sailors at the Nationals this year would be helpful in planning future venues? Right, they said, it's a good idea, you organise it!

I left voting slips on the beachmasters desk on the first day and they were also handed round at the AGM (thankyou Hilary). I regret that I did not go around at the Nationals pushing slips into people's hands, which on reflection is what I should have done. If you knew nothing about it, I apologise; if you filled in a ballot slip, thank you.

I did receive 32 slips back, out of a total of 73 boats at the Nationals. Assuming one slip was returned per boat, approximately 44% of the Nationals Fleet was represented but this may only be one person's opinion and may not take into account the opinions of the crews and families. Therefore I think the survey can be an item of interest rather than an accurate indication of the majority view.

P.S. If you want to participate, please write (to me, c/o Nick Willis whose address is elsewhere in this issue) and let me know your top 3 choices of Nationals venue, plus a 'least favourite' venue, and I will update the results in a future newsletter.

Jayne Willis

VENUE	NO OF VOTES CAST OUT OF A TOTAL OF 128	OF THE VOTES FOR EACH VENUE % POSITIVE	% NEGATIVE
MOUNTS BAY	23	91	9
TENBY	17	88.5	11.5
PWHELLI	15	46	54
HAYLING	11	54	46
MUMBLES	10	90	10
FILEY	8	75	25
PAIGNTON	7	-	100
POOLE	6	100	-
BRIDLINGTON	5	100	-
ROCK	4	100	-
MINNIS BAY	3	100	-
BRIXHAM	2	100	-
LYME REGIS	2	100	-
WEYMOUTH	2	50	50
HORNSEA	1	100	-
SELLAFIELD	1	-	100
SKEGNESS	1	-	100
LYMINGTON	1	100	-
KIELDER	1	100	-
BARNSLEY	1	-	100
HARWICH	1	-	100
LEE ON SOLENT	1	100	-
LLANDUDNO	1	100	-
ABERDOVEY	1	100	-
SIDMOUTH/EXMOUTH	1	100	-
FALMOUTH	1	100	-
LOOE	1	100	-

CLUBS WITH HIGHEST NO. OF 1ST CHOICE VOTES: TENBY, MOUNTS BAY, ROCK.

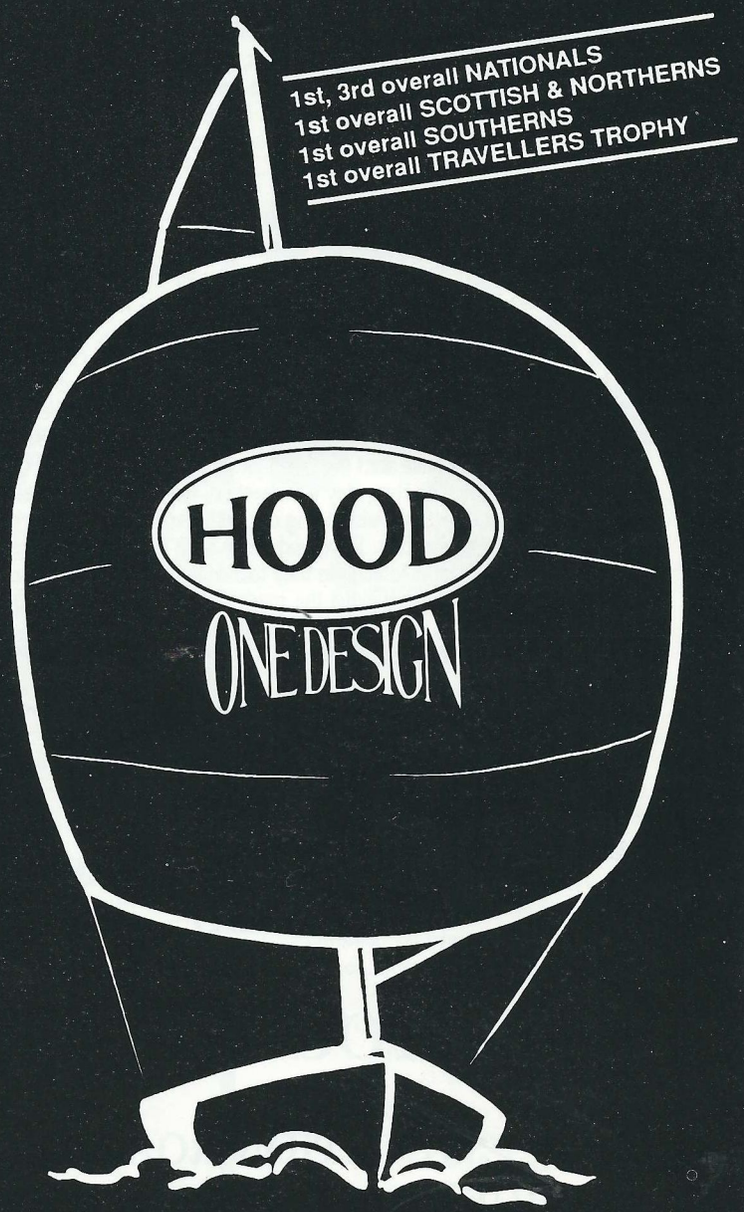
CLUBS WITH HIGHEST NO. OF 2ND CHOICE VOTES: MOUNTS BAY, MUMBLES, HAYLING, POOLE.

CLUBS WITH HIGHEST NUMBER OF 3RD CHOICE VOTES: MOUNTS BAY, TENBY, MUMBLES, PWHELLI.

CLUBS WITH HIGHEST NO. OF 'LEAST FAVOURITE' VOTES: PWHELLI, PAIGNTON, HAYLING.

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OSPREYS AT MINNIS BAY S.C. ANNUAL REGATTA

Some seven visiting Ospreys had indicated that they were going to boost the home fleet of six Ospreys at Minnis Bays Annual Regatta on the 22nd and 23rd September, the weather reports however were grim to say he least, and in the event only four Intrepid Visitors were prepared to brave it out. They were (1233) Quatlepanqui, Nick Jones with his Torquay crew Ben Duke, (1259) Porgy and Buff, Dave Chalkley and Steve Watson who were unrecognisable without Hugar the Horrible, what is this Porgy and Buff anyway, (1125) Return of the Pink Panther, Gareth Caldwell and D.Hunt (No wonder Gareth didn't put the name on the side, it would cost a fortune) and (1175) Aida, Bob Falconer and R.Taylor. It was also great to see Hugh and Kathy Pearce on Saturday, even if it was without a boat, what was Hugh doing without his boat I hear you ask ... well Nationals have to be held somewhere each year!

The Home Fleet due to crew difficulties finally fielded five boats (663) Zebedee, Chris Dodds and James Wealand, (1197) Bus, Peter Farrow and Ed Parker, (1165) Movie Star, Burt and Wilmina Fokkema, (723) Dillon, Mike Speller and Tony Murphy and (695) Antares, myself and Andrew McDonald.

The event was the standard MBSC Regatta, three races to count, the long distance to Herne Bay and back on Sunday and two races round the cans on Sunday. Saturday dawned miserable and wet with forecasts of Westerly 5 to 8, the rain managed to hold off most of the time but the wind couldn't even manage a 4. After a false start the Ospreys set off well up the front of the 75 strong fleet, by the time Hene Bay was reached, some 8 miles of beating into a choppy sea, the fleet was well strung out, with Ospreys all in touch and still in front of some of the Cats. Dave and Steve were leading the Ospreys and had the local Cat sailors looking to their laurels and wondering how to shake off the Ospreys as they rounded the mark at Herne Bay for the run back. Porgy and Buff led Quatlepanqui, Return of the Pink Panther and Aida out to sea to run the tide back. The local boats favoured a more direct inshore course, led by Dillon closely followed by Antares, Zebedee, Bus, with Movie Star some way behind, whilst the visitors led the way, the home fleet didn't appear to lose any ground by being inshore.

The visitors positions remained unchanged and they finished in the same order, tho' on the the way to Herne Bay Bob was battling to keep ahead of his old boat Zebedee. The home fleet had a battle royal on the run back with all the boats changing positions at various stages, the final positions being Dillon, followed by Bus, then Antares only seconds ahead of Zebedee, Movie Star some way behind. The Osprey fleet were in the top 13 positions after the handicaps had been worked out which really gave the home fleet a boost, the other boats in the first 13 frame were a Hornet, Delta Cat and two Contenders. Dave and Steve took the Sanderson Cup, should look great in the case in Humberside, with Gareth Caldwell taking second, which really was great for the Ospreys. In the bar later Cat sailors were heard to be muttering about the Osprey yardstick, let's hope they keep on doing so cos' that will mean the Home Fleets doing well.

Saturday burst forth in a shower of rain and gloom with an even worse forecast than the previous days, such words as cyclonic, heavy showers and force 8 were liberally sprinkled over the Race Officers briefing. However once again the weather forecast appeared not to be responding to the Met Office predictions and the first race was sailed in light airs with the odd gust, punctuated by showers. The race was shortened due to the light winds and the home boats managed to get a second to split the visitors.

The afternoons race started in similar airs, and tussles were had with Fireballs and a lone 505 by the back of fleet Ospreys. Bus and Movie Star showed great improvement over Saturdays performance and Peter and Ed managed to get ahead of Nick and Ben in the afternoon race. The Ospreys, bar two who were about to round, were on their way back to the finish from the North Mark when the large and evil black cloud which had been building on the western horizon finally reached out and struck, those on the way back had an exhilarating beam reach back to the finish with Ospreys and Cats running at similar speeds. The two unfortunates about to round, Antares and Zebedee almost collided due to a tiller extension getting jammed on Zebedee whilst the kite was returned to its chute prior to rounding and onto what should have been a beat. The wind strength went from 2.5 to 6 in one hit as the tiller jammed which resulted in both boats going the wrong side of the mark, after regaining control Zebedee tacked back leaving Antares to follow. The broad reach back was exciting particularly as vision from rain a spray was virtually non-existent and the safety boat , was narrowly missed as it appeared out of the gloom, trying to rescue an inverted Wineglass with two very frightened young ladies clinging to it. Non of the Ospreys capsized and all returned safely.

Minnis Bay Osprey Fleet were pleased to get such great support with such an awful forecast, but it paid off, we now have a total of at least five more prospective Osprey sailors for next seasons Fleet. Thanks for coming guys, hope you enjoyed it as much as we enjoyed having you. By the way you will be pleased to note that I got my new spinny measured by Nick and I now have all my bath towels fully measured and signed thanks to Niaomi....it could only happen in the Osprey Fleet were everyone joins in and is so friendly, I love it!

Terry McDonald (695)

The final results for the Ospreys were:

1st 1259 Porgy & Bluff, Dave Chalkley and S. Watson (Humbermouth Y.C)
2nd 1175Aida, B. Falconer and R.Taylor (Broxbourne S.C.)
3rd 1225 Return of the Pink Panther, G. Caldwell and D.Hunt (Blithfield S.C.)
4th 1233 Quatalpanqui, N. Jones and B. Duke (Stewartby S.C.)
5th 1197 Bus, P.Farrow and E.Parker (MBSC)
6th 1165 Movie Star ,B. Fokkema and W. Fokkema (MBSC)
7th 695 Antares, T. McDonald and A. McDonald (MBSC)
8th 663 Zebedee ,C. Dodds and J. Wealand (MBSC)
9th 723 Dillon ,M. Speller and T. Murphy (MBSC)

(It's sad that I haven't received any more Open Meeting reports especially as the Newsletter usually ends up as the only permanent record of past results - next next please send something even if it is only to inform me of the top 3. A further plea is from the secretary who inadvertently awarded the Forsythe Lang Trophy to the wrong person in the absence of any results.)

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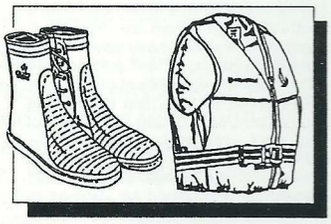
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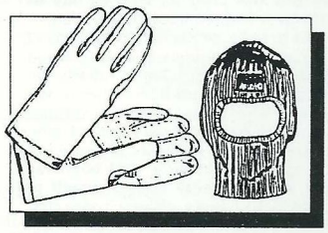


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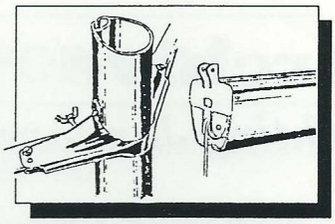


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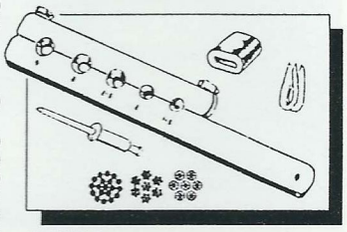


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Tension gauge dinghy £17.48
Tension gauge yacht.....£24.97



RIGGING

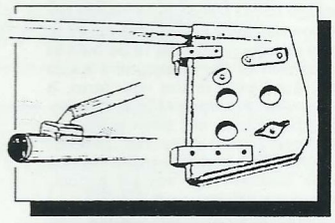
Ormiston wire splicer £14.95
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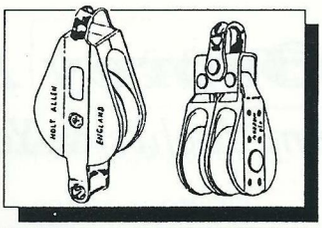
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Silva 85 Regatta £29.41
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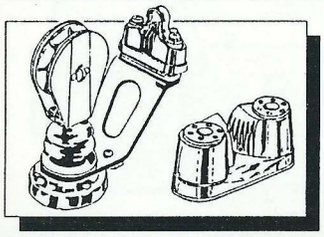
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Harken Hexaratchet 76mm from . £34.18
RWO Macro 57mm from £20.14
RWO Macro 76mm from £25.61



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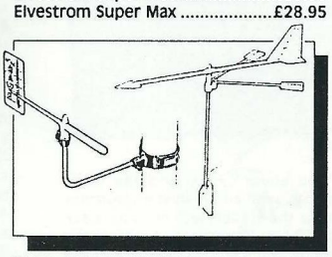
Holt Standard.....£26.85
Holt Laser base £26.85
Holt Ball base & sheave £30.63
RWO Standard.....£20.78
RWO Low base ***NEW*** £33.56
RWO High base ***NEW***.....£42.84
Yachtspeed Rocking standard.....£51.43
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Elvestrom Mini.....£17.45
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Elvestrom Super Medium.....£25.50
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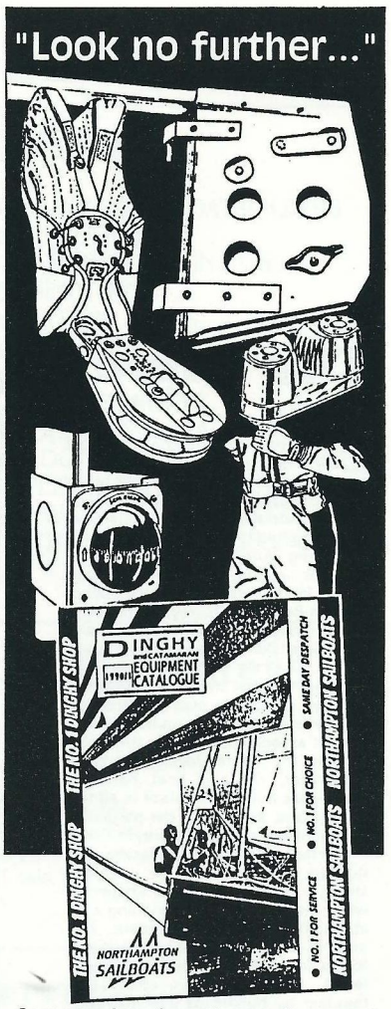
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Osprey Archive

Taken from Yachts & Yachting January 1984

Classes in Action

The Osprey

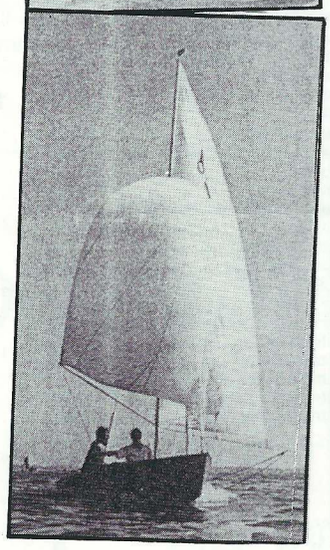
The Class . . .

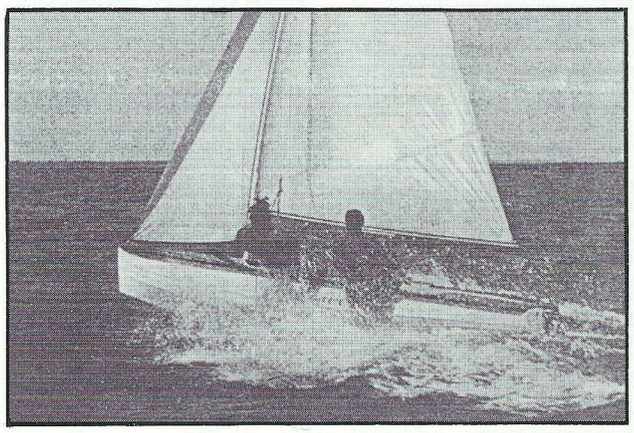
LIKE so many of the boats we now sail, the Osprey was conceived in the 'Fifties. Of the three leading boats in the trials to select a two-man centre-boarder for the Olympics, one was later modified to become the first 505, the Flying Dutchman was chosen for Olympic racing, gaining its huge genoa in the search for extra speed, and Ian Proctor's Osprey, having won the Coronation Year Round the Island Race, was taken up as a racing class in Britain. The two International classes and one National class have moved in different directions over the ensuing thirty years, depending on the policies of their associations. During this time, broadly the same developments in equipment, rig and boat handling techniques have taken place in all the fast classes, so what is the particular appeal of the modern Osprey?

Proctor's original design for the production Osprey had an inherent strength, and consequent longevity, which has influenced everything else about the class's development. The original clinker boat was re-drawn in a four-plank form, the hull being stiffened, braced and in effect tied together by bulkheads and fore-and-aft panels which formed the sides of the big buoyancy tanks. This strength has led to hulls having an exceptionally long racing life, and subsequent changes have all had to take note of the fact that there were always tough, seaworthy and beautiful older boats in the class, which were not going to go away, and whose owners were eager to bring them up to the latest specification.

The result is a class in which there is a mixture of brand-new and older boats at the front and back of most fleets; in which it is neither necessary nor possible to buy yourself to the front with this year's modifications or the latest hull shape; and in which a twenty-year old boat can draw admiration for its up-to-date layout and racing success as well as for the gloss of its varnish. You can buy a thoroughly sound Osprey for around £400, which will enable you to race within sight of the front bunch at the nationals if you're good enough. Well equipped Mk3 wood boats can be had for anything from £1,000. If you go for a new wood hull, all varnished perhaps, built if you like using an epoxy saturation system and with a cockpit layout taking advantage of the latest regulations and personalised as to layout and stiffening, the hull will cost you about £2,000 and the complete boat, with all the best equipment down to the trailer, will set you back about £3,500. However, if you keep practising you'll still be able to win the nationals in it in ten years time, though in twenty-five years you'll probably need a major re-fit.







. . . and its development

In the early years, Ospreys were often raced with three in the crew, but the advent of the trapeze (which was invented or re-invented for the boat depending on whose memory you depend on) brought those days to an end. Terylene sails, metal spars, centre mainsheet, spinnaker chute, a bigger spinnaker, all moved the boat towards its present form. Early boats had a big winch in the middle of the thwart to take the genoa sheet; bruised crews must have decided quite soon that this was a mistake.

The most noticeable change was the decision in 1973 to alter the internal layout to what became known as the Mk3 boat; the distinctive curved aft deck and buoyancy tank were removed, leaving side tanks running through to the transom. Although the change was prompted by the desire to allow a really good boat to be built in glassfibre, all the subsequent boats have been built in the new form. It seems that the original intention behind the change has been achieved; Mk3 boats are not in themselves faster than the Mk2s, and they retain the hull shape, strength and elegant appearance of the original boat.

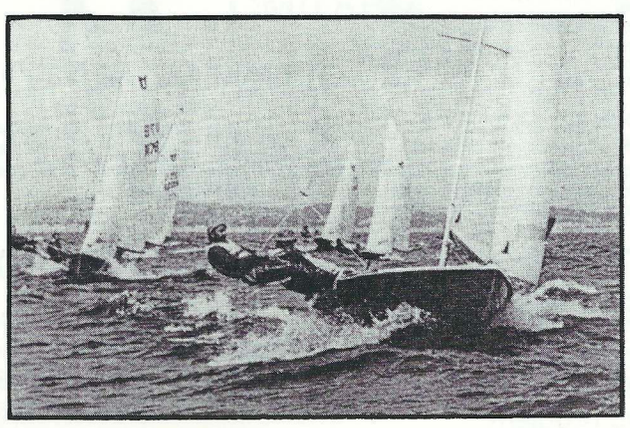
Another though minor change over the last few years was also prompted by a modification by owners of glassfibre boats. They began to use an alloy structure in place of the mastgate to triangulate the forces of the shrouds. Although this is probably not necessary in wood boats because their bulkhead by the mast provides plenty of strength athwartships, recent wooden boats have taken the hint to extend the fore-deck to just aft of the mast, which, now that washboards have all but disappeared, has led to some exceptionally handsome decks, with laminated carlins.

Hull shape itself has been strictly controlled, and the Case of the Fine Entry in the 1981 season shows this, as well as giving an indication of the spirit in which competition takes place in the Ospreys. A builder discovered that the measurements allowed the stem to be built almost vertical giving about four inches more waterline to the boat, and, perhaps more significantly, a much finer entry. The two boats built did well, but both belonged to experienced helmsmen who might have gone as well without the new shape. The rule was clarified for subsequent boats, but both owners of the funny boats had them modified to standard at the end of the season, and both boats are still at the front of the fleet.

Experimentation with the rig adjustments which have emerged in the dinghy world over the last ten years has shown some ideas to be important for the Osprey, and others less so. Tony Blatchford used adjustable spreaders controlled at deck level back in 1977, and this year's champion John Marsh controls mast bend with a strut instead of a ram but these two pieces of equipment have never found general popularity. Most people now use a muscle box to adjust jib tension.

As with most other fast classes the emphasis in sail setting is to control twist by a combination of a strop or loop for the main, with a powerful kicker, and the genoa sheeted well inboard but controlled by devices to haul it fore-and-aft or outboard. Although one new boat appeared this year without a spinnaker chute, the freeboard at the Osprey's bow causes most people not to regard water coming aboard as a problem. Most pole launching systems are simple ones, perhaps because so many of the leading boats use a continuous trapeze. The reason for this either/or situation, which has not been commented on elsewhere, must be the wonderful tangles which can take place if you have bits of yellow rubber running across the boat as well as bits of yellow rubber running fore-and-aft.

As to hulls, of the first three boats at this year's nationals two were wood and one glassfibre, which reflects the proportion of boats built in the last ten years. The three boats mentioned were respectively three years old, nine years old, and six years old, and the highest position by a 1983 boat was 9th. As with other classes, speed of growth has been closely connected with having an enthusiastic builder of hulls in some volume. When Ken Robertson's Osprey won the Boat of the Show Gold Medal at Earl's Court in 1970, one of the magazines said 'These big, graceful dinghies seem to attract the perfectionist'. A glance around the boats at an open meeting shows that this is half true; there are tatty boats here as in every class. There's no doubt though, that this is one of those classes where part of the pleasure for the owner lies in having an elegant machine which he can keep in top condition year after year. Perhaps as a result, people ordering a new wood boat have used a variety of builders in order to seek individuality. The recent appointment of Porter Brothers as the licenced glassfibre builder has raised hopes in the class that a supply of top quality moulded hulls will herald a new phase in the spread and development of their much-loved boat.



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* Denotes special event for the purposes of the Wilkinson Sword Trophy.

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27th/28th April	Welsh & Midland Championships, British Steel
4th/5th May	Southern Championships, Mounts Bay (Barrel of Beer Race Mon 6)
11th/12th May	Hayling Island
25th/26th May	Marconi
1st/2nd June	Kielder Water
8th/9th June	Humbermouth
15th/16th June	Sheppey Poole Regatta
29th/30th June	Poole
6th July	* Bala
6th/7th July	Hornsea
13th/14th July	Scottish & Northern Championships, Filey
20th/21st July	Mumbles Open
28th July - 2nd August	NATIONAL CHAMPIONSHIPS Pwllheli
24th - 26th August	Burnham Week
28th/29th September	Minnis Bay

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