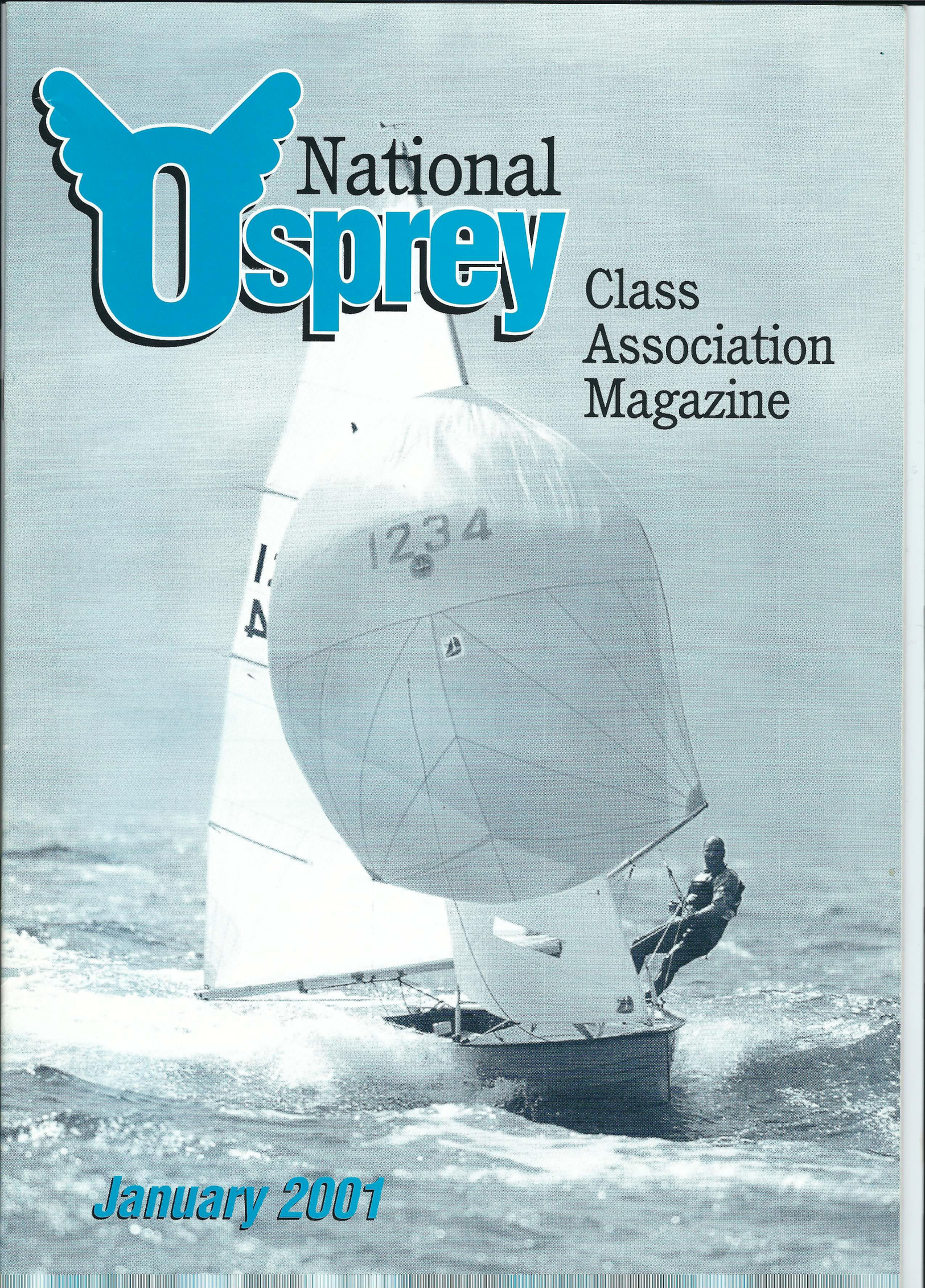
National Osprey Class Association Magazine



January 2001

Your Committee

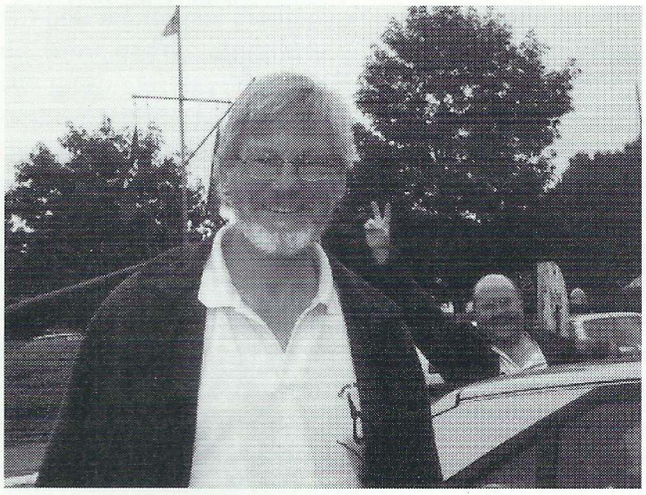
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Front Cover: OK. It's your chairman. He's not showing off, really! He just wanted you to know what he looks like



Your Editor with trainee!

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Ed's Epigram

Here it is! "At last" did I hear you all say? Well, no excuses, other than I seriously underestimated the amount of work involved, have never edited a magazine before and my latent inability with my computer became very obvious. Gimme a pencil and a fag packet! My apologies to you all and I hope that you will find the contents worth the wait. I take my hat off to Terry for providing us all with a great mag. on time, for so long. I now know how hard it was. Thanks Terry and I hope I will be able to keep up the standard from now on. Thanks also to those (they know who they are) who have helped me thus far.

OK. That's enough grovelling. **NEXT**.

2001 is the **real** start of the new millennium and we have a new committee to drive us forward who have loads of energy and enthusiasm. However, they cannot do The Biz without the support of the membership **and that means all of us!** If we want a thriving class association, good competitive sailing and a developing boat which holds its value, we all need to let non-Osprey sailors into the secret. Poor sods, they don't know what they're missing, do they? So lets examine what we have:- 17'6" of flat out whey hey blasting machine which we can sail from Force Yawn to Force Yee Hah, which doesn't wear out or break and lasts for years and is still competitive when it's old and provides probably *(notice the reference to beer?)* the best **VALUE FOR MONEY** sailing based on lifetime costs *(now there's a millennium concept!)* in the dinghy market. We do **not** have an over- canvassed, bendy plastic plank that won't stand up in less than a 2 and can't be sailed in more than a 4. Your committee also strives to provide good after sail activities (beer, beer and more beer) and the best family entertainment of any class. And guess what, **it works!**

Who could refuse such an offer? No one! So let's all go out there and tell them. They'll thank you for the introduction and may even buy you a beer. *(This point may need some extra coaching!)* Let's all make a really determined effort to encourage more peeps to sail Osprey. Then we'll all have more fun.

Book your Nationals now. It's going to be a real good'un and its value for money too. Look carefully at what comes in the price. No, **you** look!

My particular plea to you all; more articles, pictures, reports, gossip, funnies, adverts and your comments on the way I'm putting the mag together. Do you like it this way *(OK I know you want it on time)* or would you prefer to see some changes. Let me know, politely preferably and I'll do the best I can.

Adam's Antics

'Two decks or not two decks'

Yo! Osprey sailor. Chairmansky here and I'm in discussion mode.

Big question: what does the future hold for our boat? I firmly believe that one of the strongest features of the Osprey is the ability to take an older boat, reorganise it, then race it competitively against the best in the country. This allows young and old alike to enjoy close quarter racing followed by close quarter socialising. Not a bad plan !!

However, as with all things there comes a time to move forward and develop new ideas to keep the juices flowing. Some of the things that are going to change the face of sailing in general could be used to catapult the Osprey back into the limelight of competitive dinghy sailing. First is the question of laminate sailcloth. Well, we're already ahead of the game here in that, for many years, the Osprey class rules have allowed Mylar and it's derivatives to be used. The cloths that were used in the early eighties were hard to look after, prone to shrinkage and useless at resisting UV (good old sunshine) and so fell from favour. Today's batch of laminate sailcloth bears little resemblance to those of yesteryear and I'm developing a suit of sails to utilise the new breed of cloth. The reason for this change? Well I believe that a reduction in the weight of the rig by a couple of kilos will make the boat easier to sail. The next natural extension of this idea is to reduce the weight further by allowing carbon fibre masts and booms. By doing this we will take another few kilos off.

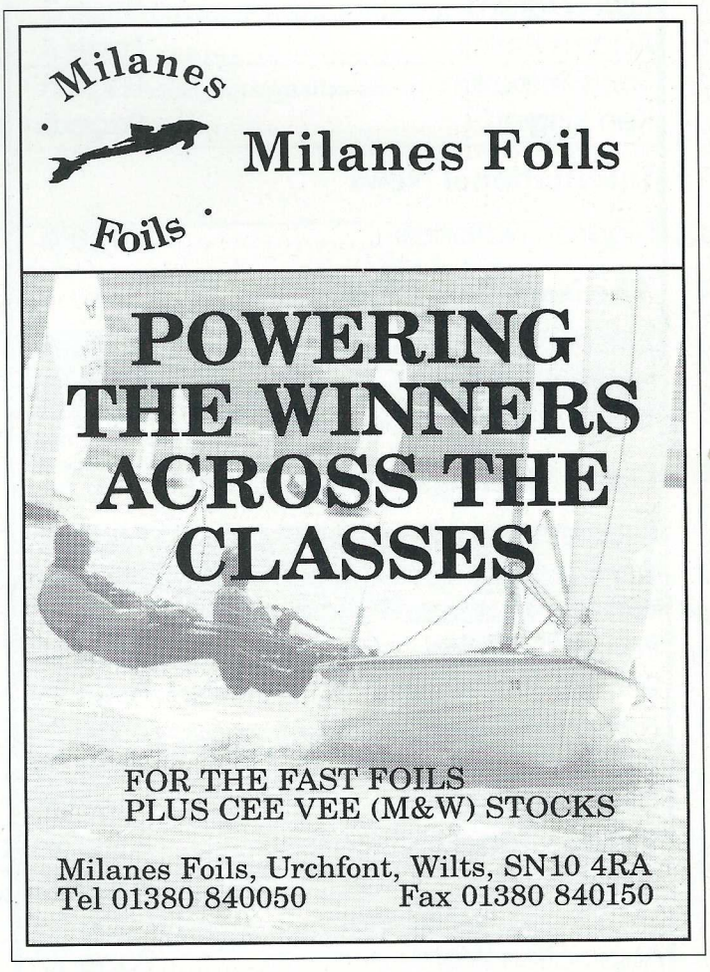
A big question here has to be: is it worth It? Well, we continually argue that the Osprey is a great racing boat and we're proud to associate our boat with top level racing, whilst keeping abreast of the latest developments in technology. Many of our competitor classes will be changing to the new materials and certainly there is a huge push from the new 'pop out' classes suggesting that they are the only way forward. Perhaps it is not a question of 'should we look for change?' rather that we must look to evolve and survive in an ever changing world.

The first practical glimpse into this brave new world comes with the latest boat from Andy Barker. With the permission of Adam Ellery (the soon to be owner) Andy is building in a false foredeck which lies underneath the main foredeck and allows the spinnaker to live here rather than in a tube full of water. *(See drawings later in this issue. Ed)* The advantages of this system are that the spinnaker stays dry and doesn't have to be pulled so hard hoisting and lowering. Spinnakers last longer and the jib fittings are suddenly accessible. When your jib tack pulls out you can fix it without recruiting the services of some poor unsuspecting child to climb into your foretank [(1)] and hold a spanner to a nut. Further advantages are the ability to lose mast and rig controls below the deck and save the clews of genoas – and, lets not forget the biggest advance of all - finally somewhere to put our sandwiches !!!

So the future is ours to grasp. My thoughts are 'lets get on with it' and start discussing ways to ensure that our beloved boat embraces fresh ideas (which are coming anyway) and launches itself into another truly successful Fifty years.

Adam Bowers

(1) Whatever happened to the idea of sending children up the chimney? Perfect for the job. Ed.



Sec's Selection

Hello everyone, I'm your new secretary and I'm being kept quite busy by all things Osprey.

Arrangements are under way for your National at Highcliffe SC from 28th July – 3rd August 2001. The club has hosted Fireball and Contender championships and Laser Europeans amongst others so it is quite used to running large events. The sailing club nestles in Mudeford, next to a pub and is surrounded by a good range of accommodation from hotels and B&B's to a handily placed static caravan park less than 5 minutes walk away. Give me a ring for further details. Oh! And the sailing is really good too!

Your new look committee is working very hard to get things right and one of the many aims will be to publicise the Osprey more. We are also looking at nationals and open meeting venues and hope to have events at some new clubs, together with the more popular existing ones.

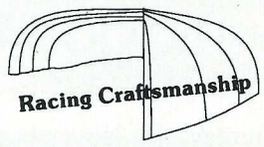
The Nationals at Sunderland were a resounding success. The sailing was excellent, if a little too close to the shore the first couple of days and the facilities were superb with some of the best grub served north of Watford! Everyone enjoyed themselves both on and off the water and the nightlife again lived up to expectations. The Prize Giving do was held in a very nice hotel with a marvellous buffet and was a complete blast and very entertaining. Those who didn't enter missed out on a very good championship.

Many thanks to the committee members who have retired, for all their hard work and I will endeavour to do my best for the class.

Jane Seymour

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Ken King

It is with great sadness that we must report the untimely death of Ken King on Christmas Eve 2000.

Ken had been an Osprey sailor since 1986 when he arrived in the U.K. after spending his youth in the U.S.A. He was an active member of your committee from 1989 until 1998 as the fleet representative for Creeksea Sailing Club but more especially he was the key organiser of our stand for the Dinghy Exhibition, both at Crystal Palace and Alexander Palace.

In the spring of 1994 Ken was advised that he had developed cancer but despite this he was still prepared to meet his commitment to the Osprey Class Association and we always had a stand ready to go on the Saturday morning of the exhibition. This was typical of Ken and his contribution to the class was greatly underestimated. Those of us who travelled on the circuit will remember his commitment to Open Meetings in East Anglia and his support for Burnham Week in particular.

As a friend and fellow Osprey sailor Ken will be greatly missed.

Nick Jones

◆◆

In order that our class recognises the contribution made by Ken it is proposed that we create a fund, by donation, to purchase a trophy to be named the Ken King Memorial Trophy. This will be a prestige trophy to be awarded at the National Championships.

We are currently seeking suggestions for an appropriate purpose for this trophy.

Please send donations to Will Odling (Treasurer) and suggestions to Nick Jones on 07802 220560 or Email: nicholas.jones@bull.co.uk

2000 Nigerian Nationals
Lagos Yacht Club — 4th November 2000

Saturday, 4th November 2000, a momentous day, saw the first Nigerian National Osprey Championship. The venue for this auspicious event was the Lagos Yacht Club, which is situated under palm trees alongside the beautiful Lagos Harbour.

The balmy breeze soothed the nerves of the competitors. However, one could sense an air of excitement and tension. This was partly due to hangovers brought on by the excesses of the night before (members are eager to ensure the Clubs funds remain in a healthy state by drinking copious amounts of alcohol). It could also have had something to do with the fact that there were 15 teams and only 9 boats. An interesting mathematical problem! Unfortunately no one had brought a calculator. Being resourceful as ever, the committee took off their shoes to reveal their toes and together with their fingers, were able to work out this mathematical dilemma. The first solution, although correct, placed 1.66 teams in each boat. The competitors unfortunately couldn't decide who was to have legs and arms amputated to make up each team. Then along came some mathematical wizard and suggested there should be a 5-race program with each team sailing in 3 races. (A Nobel Prize for mathematics nomination has been suggested). After the squabbling about who was to sail first had been decided and the yellow card had been shown a few times, the yachts were launched together with their respective teams.

The course for this inaugural event was described as Olympic; it consisted in a number of rings going around and around and around. The tide was in full flood and the undercurrent whisked the Ospreys away in all directions. Rescue boats could be seen darting in all directions trying to gather them all up for the start. (you can visualize the picture if you imagine a sheep dog amongst sheep rounding them up for the sheep-dip).

The first race got off to a belting start and for once the teams followed the course (which is quite novel for them). The language and shouting was up to its normal standard - maidens standing on the hard were seen to blush and small children and people of a sensitive nature were hurried away.

After numerous close calls, the odd ramming and some spectacular trapeze work around the mast, the race ended with Stewart Jones and Jean Lennock winning with the two 'Heidis' from that well known seafaring nation Austria, Gusti Merzeder and Ingrid Noori, coming second. Niall Wallace (that well known Hobie sailor and Antigua racer) and Pauline Freeman (the one with the diamante studded lifejacket) came third. Phil Rayner and Sean Barret were fourth. 'We wos robbed' explained Rayner; apparently Gusti Merzeder did something underhand but the bridge crew by then were fast asleep in the warm afternoon sun and missed the incident.

The Second, Third, Fourth and final race all eventually got underway with the usual pandemonium - yachts pitched and dived, capsized, collided with unsuspecting ships at anchor. Helms got confused and headed off on the wrong course, crews continued to leap about in all directions with harnesses coming adrift, squeals of delight could be heard as well as obscenities. Basically, a good time was had by all.

The final result saw Peter and Margaret Barraclough in first place (Peter and Margaret being the longest serving members of the Osprey class and therefore were odds on favourites). Second place went to Stewart Jones (you will recognize Stewart by the bar-towels sewn onto his shorts to protect his nether regions). He was ably crewed by that English Rose, Jean Lennock. Third place went to Gusti Merzeder and Ingrid Noori, the only all female crew (they would have done better if they hadn't spent most of their time looking for the fags and lighter in the bottom of the boat) 4th place saw our Club Commodore, ex GP 14 and now Lightning sailor, Richard Willmott and Mark Martyn-Fisher (even the fast service of UPS could not help here). 5th, Phil ('we wos robbed') Rayner and Sean Barrett. 6th, Niall Wallace and crew Pauline Freeman. In 7th place, ex Hobie sailor and sponsor of this championship and keen fancier of steak and kidney pies, Peter Taylor and his crew Thomas Madsden (who had only sailed twice before). Peter decided to capsize his Osprey as he thought it wouldn't be right if the sponsor won this championship - what a bloke!

8th place to went to another 'Heidi', Judith Riessner (only 3 years sailing and 12 lifejackets, also team captain and organizer) valiantly crewed by Al Bollinger (two motor-mouths on one boat – no wonder!). 9th were Mike Barnes (LYC sailing sec, ex Olympic sailor and regular UK events competitor and connoisseur of Nigerian Beers) together with Eugene Luzietti (who is normally more comfortable on a Hobie).10th was Robert Maxwell (no, the other one) who only started sailing last year and who "threw" away a 3rd place, again ably assisted by the ever-popular Jo Rhodes. 11th

(only on count-back) was Don Third who wore out two crews (Veronica Vanormelingen and Peter MacNamara). 12th was another Hobie sailor Jonathan Rhodes (bar member no less) with his crew David Middleditch. Lucky 13th were Martin Hannah (Lightning crew who finally saw the light) with the brave Anke Wiechula.

14th were Roger Ivey (who had a touch of "Lagos belly" and could not sail the 3rd race) with Ted Maitland (who is more used to the other end of the table as a Lightning crew). The 15th team, Rear-Commodore Kevin O'Farrel and Betty Sue Luzietty did not make it on the water at all.

As the Sun set over Apapa docks, awards were awarded, tankards filled, the odd drunk fell off a bar stool. Numerous discussions took place, "if I hadn't sunk I would have won" and "what a stupid place to put that Island, it got in my way".

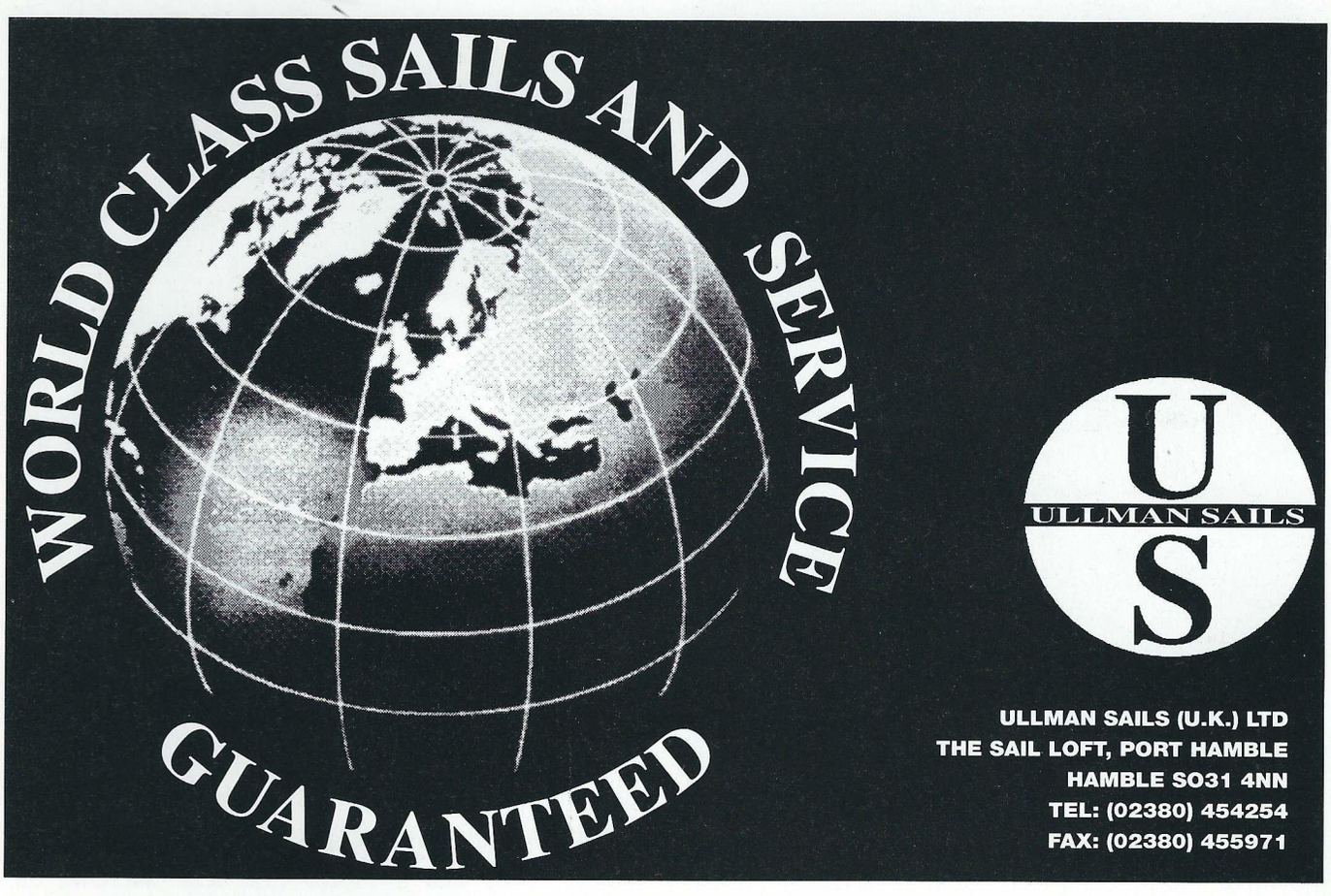
Battered and bruised, elated and deflated, all appeared to have thoroughly enjoyed this first Osprey championship and no one could understand why it had never been held before.

So, same time, same place next year!

Our thanks go to our sponsor, Vicomar Ltd, aka Peter Taylor, the Bridge, the boat boys, the bar and kitchen staff and especially to the OOD for sobering up.

Report by Osprey Nigerian correspondent

(It's great to hear the news from Nigeria, we thought we'd lost you, but a Nationals event to boot. Great stuff. It sounds like you all enjoyed yourselves and you're clearly keeping up the best traditions of the fleet in the bar. Can we come? Keep us posted.
More photographs of the Osprey community in Lagos are available on the web site www.osprey.mariner.co.uk Ed.).



43rd Osprey Nationals
Sunderland Yacht Club — July 29th to Aug 4th



Wear Mouth, SYC & Marina

The 'little fishing village' of Sunderland hosted the nationals again after a five-year break. What a difference! In 1995 we enjoyed a horrid hut at the end of acres of nasty contaminated land. Now the Sunderland Yacht Club has a magnificent new clubhouse, a large dinghy park, in harbour launching and is surrounded by a large new development of housing, marina, sculpture park, Wear Side walks and so much else, Altogether a different venue. On Saturday and Sunday we even had a grandstand view of the spectacular Sunderland Air Show with everything from Hurricanes and Spitfires to Harriers and Hercules. Noisy, but a hell of a start to the week. *(in case you may think it, NO! this editor is not from Sunderland!)*

Thirty seven boats turned up from as far afield as Penzance and the series of six races were all sailed on a Olympic course with legs of between one and a half and two miles, utilising gate starts for each race. The racing started on Sunday with a shortened practice due to the dying wind and the need to stay away from the performing aircraft, lest they fell amongst us and needed rescuing. All boats escaped the start cleanly and the race was led from start to finish by 1296 (Martin Cooney/John Price). They were pursued by 1295 (Jane Seymour and husband Chris) and 1298 (Andy Barker/ Adam Bowers). Jane missed a covering tack on the penultimate beat to let Andy and Adam through to second place. Finishing positions were 1296, 1298 and 1295.

Races 1 and 2 were sailed back to back on Monday fairly close to shore. After the previous days light wind the fleet was pleased to start Race 1 in a Southerly Force 3 on fairly flat water, which promised some excellent racing. After another clean start with 1198 (Ollie Houseman/Andy Bellamy) as pathfinder the wind dropped to a Force 1-2 which favoured the boats which tacked early for the shore leaving many of the 'speed merchants' well down the fleet by the first mark. As the race progressed 1085 (Oscar Chess/Nick Daly-Hunt) squeezed through the fleet, together with 1207 (Martin Lewis/Terry Greene) and 1296 (Martin Cooney/John Price) to finish in that order. The next seven places were hotly contested until the finish with all seven finishing very close together. The racing was sufficiently close that the race officer had to call a draw between 1112 (Karl Gorner/Graham Mant) and 632 (Martin Boatman/Jonathan Boatman) for 20th place.

For Race 2 the pathfinder was 1297 (Mike Taylor/Jon Willey). They had a superb first beat, standing on



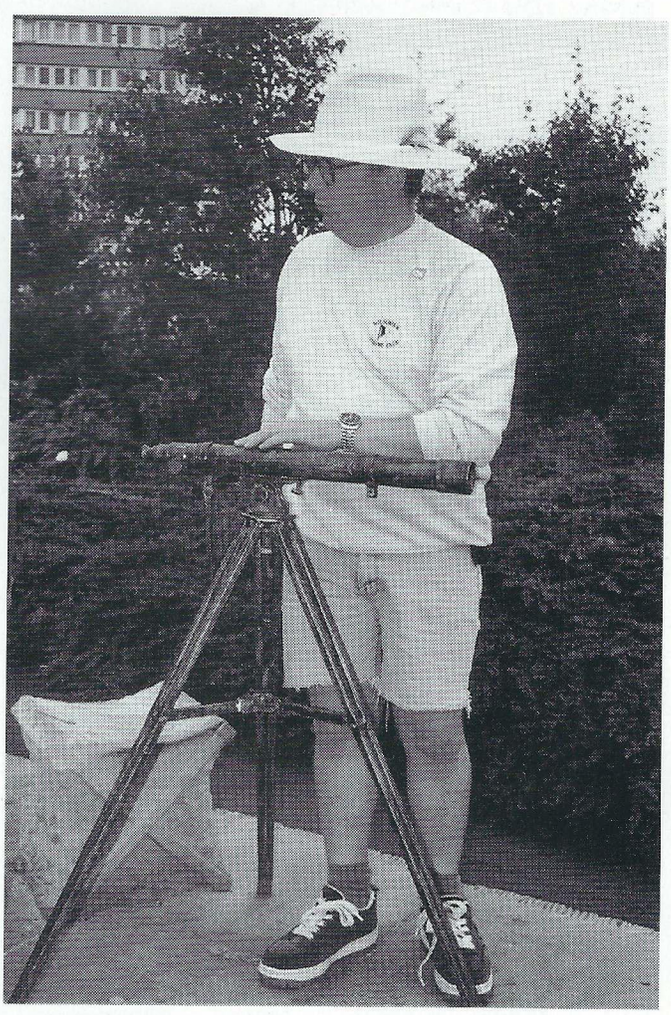
Who said Sunderland's boring? These beauts, and more, were just behind the clubhouse

inshore to round the mark well ahead of the rest. Again the racing was close until the third triangle when the dying wind left most of the fleet running against an increasing tide. At the leeward mark the leading boats headed for shore and out of the tide. However 1292 (Rob Shaw/Steve Watson) and 1291 (Peter Bannister/ Nick Willis) spotted that the wind was filling in from seaward and picked up a freshening breeze. At the finish, after several place changes and tacking duels the bias on the line just gave 1298 (Andy Barker/Adam Bowers) the gun followed by 1292 (Rob Shaw/Steve Watson), 1085 (Oscar Chess/Nick Daly-Hunt) and 1291 (Peter Bannister/Nick Willis).

For Race 3 the wind was forecast at SE Force 4-5. The fleet left shore in high hopes but what ensued was a SW Force 1-3 with 45 degree shifts and a lottery for the first beat. The race started on a heading port tack and 1285 (Adrian Summers/Phil Angrave) took full advantage, tacked inshore (for ices and wench watching) and rounded the windward mark 80 yards in the lead from 1295 (Jane and Chris Seymour) and 1085 (Its them again!). Many of the hot shots were left down the pan. 1085 and 1292 steadily closed on the leaders and by the next leeward mark it was 1285, 1085 and 1292 in first three, which positions were held up the next beat. On the next run 1285 (Summers/Angrave) went right for the tide and 1085 (Chess/Daly-Hunt) and 1292 (Shaw Watson) gybed left and collected a stronger wind to edge out 1285 at the leeward mark. Positions were hotly contested but on the last beat 1085 just edged out 1292 with 1285 making a close third.

For Race 4 the fleet was excited by the promise of a S Force 3-4 steady. 425 was pathfinder but with only half a dozen boats started she had a 45 degree lift and the race officer had to call foul. At the second attempt, on a new course, the race started in a SE Force 3 with 1292 just ahead of 1285 who was just ahead of 1207 at the windward mark. The strength of the tide caught out several boats who hit the windward mark There was a great deal of tactical manoeuvring, hard sailing and luck with the shifting breeze causing many changes in position. At the next windward mark the breeze had dropped to F1-2 and by the end the shake out was 1285, 1298 and 1207 with the remainder close behind. A race of mixed fortunes.

For Race 5 on Thursday the fleet sailed way off shore. The race officer took our request for longer legs seriously! The forecast was for N Force 2 but by the time the race started it had piped up to the top end of a 4. All boats had a good first beat with much jostling and shouting at the windward mark. There followed probably the most exciting reach of the week by the



'ere Barney. If we 'ad this on the bow we might be able to see where the fleet's gone.

end of which fog had rolled in and visibility was down to 100yds. The Race Officer had to abandon and the competitors had to dredge their memory banks for 'How to Find your way Home in the Dark'. Most thought 'head West until you hit something hard' would do and all returned safely.



Sir Walter Lives !

Race 5 was resailed on Friday, back to back with Race 6 on a Northerly swell crossed by a W, F2-3 creating some demanding conditions for the final day. 1295 (Seymours both) were pathfinder and 1291 was first through the gate. They sailed straight into a header, tacked off and cleared all the starting boats. As they approached the windward mark the wind lifted those on the left side of the beat to let 1085, 1296, and 425 through. On the first of two tight reaches 1291 reached over 425 to reclaim third. On the second beat 1298 (Barker/Bowers) moved from 4th to 2nd by picking the shifts. On the run 1291 reclaimed 3rd again. Positions at the front changed several times and on the shortened last beat 1296 (Cooney/Price) just took 1298 with 1291 third. Entering the final race of the series it was a contest between 1085, 1296, 1298 and 1285, any one of whom could win the championship.

Pathfinder for race 6 was 1294 (Edwardson/Shilling) who sailed the fleet away on a 10 degree lift. 1291 was again first out and tacked on the shift to cross behind the starting boats to round the windward mark 3rd behind 1285 and 1292 who had found a 15 degree lift on the approach. There was again much jostling for position and by the end of the next beat 1085 was 3rd behind 1285 and 1292. The next two tight reaches saw 1085 close up even more on the leaders and on the final beat a battle royal ensued during which all three leading boats took first at some time. At the finish 1085 took the gun with 1285 just beating 1292 in a photo finish.

The series went right to the wire with only 6 points between 1st and 5th places and was deservedly won by 1085 (Chess/Daly-Hunt).

The fleet was entertained by Sunderland YC with barbecues, Jazz and Blues and discos, with good food and drink and excellent company. The AGM was held on Thursday 3rd Aug, at which a new Chairman, Adam Bowers was elected along with Jane Seymour as Class Secretary and Will Odling as Treasurer. Appropriate thanks were given to those retiring for their long service and especially Hilary Jones who has typed the minutes and kept the outgoing Chairman fed and watered for many years. Good luck to the new committee. We expect great things.

The Dinner/Dance/Prize Giving was held at the Swallow hotel on Friday evening and all went exceptionally well until the start of prize giving. This was interrupted by the Dodgy Double Act of Gorner and Mant demanding redress for many breaches of the sailing instructions perpetrated throughout the week by unsuspecting members. Those guilty parties were given the opportunity to repent their sins by contributing to the RNLI amongst much levity and jeering. £28 was raised, which was enhanced by the very generous person who won the first raffle prize of a spinnaker. He does not sail an Osprey so he donated it to be auctioned for the RNLI and this raised a further £310. Thank you.



Tactical Planning Meeting

Next year Highcliffe, Dorset.

Overall results:

1st: Daily Telegraph Trophy	1085	Oscar Chess/Nick Daly-Hunt
2nd: Stone Trophy	1298	Andy Barker/Adam Bowers
3rd: Mumbles Trophy	1296	Martin Cooney/John Price
4th: Little Ship Trophy	1285	Adrian Summers/Phil Angrave
5th:	1292	Rob Shaw/Steve Watson
6th:	1207	Martin Lewis/Terry Greene
7th:	1291	Peter Bannister/Nick Willis
8th:	425	Will Odling/Steve Hunt
9th:	1280	Des Menear/Peter Greig
10th:	1297	Michael Taylor/Jon Willey

Full results on page 12

Plagiarized, pulverized and pummelled into shape by Ed.



Osprey Nationals cater for every taste



Why is this bit under water then?



DRIFTWOOD INSPECTION TEAM
(things to do whilst waiting for the wind)

Due to severe sea sickness photographs of the racing were unprintable.

2000 Nationals Sunderland Yacht Club from 29th July to 4th August

The Final Results- after 6 races with 1 discard

Posn.	Sail No.	Helm	Crew	PR	R1	R2	R3	R4	R5	R6	Points
1	1085	Oscar Chess	Nick Daly-Hunt	*4*	1	3	1	6	6	1	12
2	1298	Andy Barker	Adam Bowers	*2*	4	1	6	2	2	8	15
3	1296	Martin Cooney	John Price	*1*	3	8	4	4	1	5	17
4	1285	Adrian Summers	Phil Angrave	*6*	5	6	3	1	8	3	18
5	1292	Robert Shaw	Steve Watson	*8*	7	2	2	7	5	2	18
6	1207	Martin Lewis	Terry Greene	*9*	2	7	5	3	4	9	21
7	1291	Peter Bannister	Nick Willis	*14*	8	4	8	8	3	10	31
8	425	Will Oddling	Steve Hunt	*5*	13	12	10	5	7	4	38
9	1280	Des Menear	Peter Grieg	*DNC*	6	11	7	9	10	7	39
10	1297	Michael Taylor	Jon Willey	*DNC*	10	5	20	10	32	6	51
11	1295	Jane Seymour	Chris Seymour	*3*	9	16	9	11	9	16	54
12	1178	John Lang	Malcolm Clack	*19*	12	19	17	12	14	11	66
13	1198	Ollie Houseman	Andy Bellamy	*10*	14	10	30	38	12	12	78
14	555	Tim Kift	Steve Offer	*13*	11	33	28	14	13	14	80
15	1287	Victor Goode	Stephen Graham	*26*	28	18	11	15	20	17	81
16	1294	Roger Edwardson	David Shilling	*16*	23	21	22	17	11	15	86
17	1258	Adam Ellery	Michael Grieg	*DNC*	24	30	15	21	16	13	89
18	1245	Peter Warner	Alistair Smith	*15*	25	9	12	24	22	23	90
19	1146	Ed Whipp	Will Thomas-Ferrand	*DNC*	18	29	13	16	19	29	95
20	1112	Karl Gorner	Graham Mant	*27*	20	14	27	28	18	19	98
21	632	Martin Boatman	Jonathon Boatman	*11*	20	13	24	38	24	21	102
22	1259	Richard Hartley	Mark Hartley	*7*	16	15	14	19	38	38	102
23	1227	Tony Harper	Martin Stillgoe	*21*	19	24	37	20	17	22	102
24	963	Peter Northern	Iain Williams	*DNC*	17	17	16	18	38	38	106
25	1293	Richard Hewitt	Richard Purdy	*23*	26	26	23	29	15	20	110
26	1261	Viola Scott	Michael Scott	*22*	27	25	21	23	23	18	110
27	1276	Alec Mamwell	Ian Little	*18*	29	20	18	25	27	24	114
28	857	William Crichton	John Osgood	*20*	22	28	26	22	21	27	118
29	1205	Keith Gibbons	Jonathon Gibbons	*17*	32	22	25	27	25	26	125
30	1286	Mike Mooney	Dave Metcalfe	*12*	15	27	29	26	38	38	135
31	1163	Don Flannery	Roger Woodhead	*28*	31	31	19	30	38	28	139
32	1240	Nick Jones	*various*	*29*	34	32	37	32	26	25	149
33	1167	John Shenton	Matthew Wynn	*25*	30	23	31	34	38	38	156
34	1273	Bob Thomas	Haley Smith	*31*	37	34	38	31	28	30	160
35	1217	Terry McDonald	Peter Farrow	*30*	33	36	37	35	29	38	170
36	1144	John Rayner	Shona Brown	*24*	36	34	37	36	30	38	173
37	1150	Richard Hoad	Steven Wilder	*32*	35	37	32	33	38	38	175

Results with many thanks from Nick Willis, who also posted daily results to the SailSail.com web site

Individual Race Results & Trophies

Race	Trophy	1st Helm	1st Crew	2nd Helm	2nd Crew	3rd Helm	3rd Crew
Practice	Martini	Martin Cooney	John Price	Andy Barker	Adam Bowers	Jane Seymour	Chris Seymour
One	Mounts Bay	Oscar Chess	Nick Daily-Hunt	Martin Lewis	Terry Greene	Martin Cooney	John Price
Two	Bell Woodworking	Andy Barker	Adam Bowers	Robert Shaw	Steve Watson	Oscar Chess	Nick Daily-Hunt
Three	British Steel	Oscar Chess	Nick Daily-Hunt	Robert Shaw	Steve Watson	Adrian Summers	Phil Angrave
Four	Ian Proctor Memorial	Adrian Summers	Phil Angrave	Andy Barker	Adam Bowers	Martin Lewis	Terry Greene
Five	Marlow Ropes	Martin Cooney	John Price	Andy Barker	Adam Bowers	Peter Bannister	Nick Willis
Six	Saundersfoot	Oscar Chess	Nick Daily-Hunt	Robert Shaw	Steve Watson	Adrian Summers	Phil Angrave

Other Trophy Winners

Trophy	Winner	Boat	Place
Filey Novice	Jane Seymour	1295	11th
Stubley/Evergreen	Will Odling	425	8th
Creeksea MkII	Will Odling	425	8th
Offer Team	Poole Yacht Club		
First Lady Helm	Jane Seymour	1295	11th
Under 21 Helm	Ollie Houseman	1198	13th
Under 21 Crew	Peter Greig	1280	9th
Masters	Oscar Chess	1085	1st
Tubbs Over 40	Oscar Chess	1085	1st
Stubbs Handicap	Tim Kift & Steve Offer	555	14th
Endeavour	Keith & Jon Gibbons	1205	29th
Chairmans Tankard	Teresa Thomas		
Tenby Tankard	Adam Bowers	1298	2nd
Forsyth Lang	Nick Jones & Others	1233	32nd
100Up	Martin Lewis & Terry Greene	1207	6th
Crews Race	Nick Willis &Peter Bannister	1291	
Wilkinson Sword	Rob Shaw & Steve Watson	1292	

An Alternative view of the Sunderland Nationals 2000

(Or what we did on shore when we thought our wives weren't watching)

The Sunderland Nationals 2000 had been billed as a social event not to be missed. There were promises of a warm Northern welcome, cheap food & beer and an excellent new club house to welcome friends old new. We were not disappointed. As with most National Championships, everyone arrived on the first Saturday and put their weaponry together whilst sampling a couple of the amber nectars served as cold as a Poole Yacht Club welcome.

SYC commissioned a special Osprey Ale from a local County Durham brewery which seemed to be acceptable to the older, brown beer drinking members of the fleet. SYC had bargained for the usual suspects within the Ossie crowd, their own sailing members and a few locals with social membership when specifying the quantity of Osprey Ale to be delivered. With the late substitution of Long Dicky onto 1294 'Men at the Back' it was clear that our resident beer QS had cocked up - THERE WAS NO PAUL JAMIESON TO SUP ALL THE ALE !! To save the blushes of the SYC Social Committee we all rallied round & decided that if we really concentrated on getting mortal morning, noon and night we might just be able to drink the PJ Factor. The Ospreys are a fleet that you can rely on for that sort of behaviour.

The entry fee included a couple of social events as usual. The first was a Comode's welcome which received an excellent 8 out of 10 - the food and wine were up to the usual standard but to really merit 8 points SYC played their trump card - Malcolm's speech lasted all of twenty seven seconds..... and he drank most of the wine to boot !! I write not of Malcolm Clack, our very own Boy Wonder, but of Malcolm Dixon, Commodore of SYC. I imagine that Clacky and Lang were harbouring thoughts of a top 11 finish, having only gained one of their six discards at this point in the proceedings.

The second of the organised socials was a 'cook your own BBQ' at the side of the club house. This would have scored an impressive 10 out of 10 had it not been for the quality of the many cooks spoiling perfectly good meat packs. I think that my personal cook had been on the pop all afternoon and was a little too wasted to cook anything properly. Presentation was poor too. I give myself 1 out of 10.

Most nights consisted of the Osprey crews gathering in the SYC bar, telling tall tales of bravery on the wire ...and some shorter stories about our helms. The sailing throughout the week was very demanding and the larger crews were all wishing for a steady force 5 Easterly to be able to stretch their legs. The Easterly didn't appear so we stretched our legs by walking to taxis.

For those of you who don't know about the social delights of Sunderland, I will sum them up in one word, FAN-BLOODY-TASTIC !!! The Maccams know how to enjoy themselves and have many restaurants, bars and night clubs available for the lonely Osprey sailor, far away from the valleys of South Wales and understandably pining for the fjords. One such lonely Welshman was taken along to an evening of enjoyment at Idols - the best bar in the United Kingdom by far, only beaten in a world wide poll by 'Dicks' in Chicago and any bar above the 50th floor anywhere. Idols serves beer in a 'two for one' fashion which can get a bit messy if you're drinking in a round of three. The Welshman was happily ensconced in a small tidy round with a guest crew from the Bristol area, who we will call Rocky as he always claimed that he was a contender. Rocky and Taffy couldn't believe their eyes when they entered Idols. There on stage was a full size shower, encased in see-through pollywassaname to facilitate 360° viewing. Of all the ladies that entertained us



with their dancing skills, there was one that proved the requirement for those 'all round views'? Or do I mean 'all round' views. Thankfully the engineers in the room explained the principle of a cantilevered structure and we all went off to our tents as happy bunnies that night.

The social events all week were enjoyed by those taking part and were equal in both gore and glory to those experienced at the 1995 SYC Nationals. One particular night from that week sticks in the mind of those present. The venue was Annabels, the night was Thursday, or as we prefer to call it 'Winky and Weatherall's Seventies Night'. This year we went on the Wednesday and tried to 'make friends' with the locals. The success rate wavered from a polite "How old are you; No thanks" to "Where did you get your blonde from, Essex?" and included a "Surely you won't want to go back to that tent all alone - let me warm your cockles tonight Lover Boy" which was nice. *(I'll bet the last one was Big Boys Bird! Ed.)* A new technique was used where 'Vest Boy' was thrown into a target rich environment as ground bait - we'd wait for all the girls to start speaking to him - then we'd pounce !! *(Come Watson, did you really think this method would work with the Sunderland Ladies? Ed)* I believe that people danced whilst I took care of the vertical hold on the bar. I certainly know that a few bevvies were supped as the world famous 'Nationals Stagger' was evident in at least one boat on the Thursday morning.

The late finish to Thursday evening's AGM put paid to the full-on Crew's Night Out this year but I believe that a crack party of troops went off to Newcastle to cause uproar. The 'Flexor Digitorum Superficialis' crew had a good evening and came back on the aptly named 'late night express' from Newcastle to Sunderland – *(it isn't called that in real life, but this is a family show)*. They then proceeded to triple the attendance in one of Sunderland's grottier nightspots.

Thursday evening saw the cleaner proportion of the usual suspects go off for a quiet curry. Most of them had something to play for on the Friday so it was, perhaps, just as well that the AGM ran on so long. The remainder of Ospreyites joined Wee Willy Winky for the opening of his tented bar. The music was low and swanky. I believe that after an hour so was I.

The Friday night prizegiving/dinner-dance was excellent and will probably be reviewed elsewhere in the magazine. My job was just to let you know who'd been a naughty boy during the week so if you can identify them from the aliases, you were either there or you have worked out that Oscar was the only Welshman there !! I have tried to change the names to protect the innocent. If I knew the girls names in Sunderland I would include them too – they are most definitely not innocent.

L & K's from your Roving Roker Rat

Relling One Design

Photo Courtesy Eddie Mays



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Open Meetings and Club Events

Southern Area Championships — Highcliffe S.C. 8th to 9th April

Results only as no report received.

Position	Sail No	Helm	Crew	Points
1	1286	Andy Barker	Adam Bowers	5
2	1085	Oscar Chess	Nick Daily-Hunt	7
3	1285	Adrian Summers	Phil Angrave	9
4	1194	Gavin Rose	Steve Birch	11
5	1226	Dave Gorringe	Steve Williams	16
6	1295	Jane Seymour	Chris Seymour	18
7	1291	Peter Bannister	Nick Willis	18
8	1284	Mike Taylor	Jon Willey	22
9	1296	Martin Cooney	John Price	24
10	1207	Martin Lewis	Terry Green	25
11	1293	Richard Hewitt	Paul Jameson	29
12	1278	Peter Gordon	Richard Perry	32
13	425	Will Odling	George Odling	36
14	481	Chris Frith	Mark Somers	43
15	1269	Mike Richardson	Dave Bourne	47
16	1244	Simon Bridges	Tim Mitchell	48
17	1240	Nick Jones	Keith Dingle	48

Poole Open Meeting — 6th & 7th May

Thunder, lightning and rain greeted us as we set off for the Poole Open but by the time we arrived it was sunny with the temperature in the 70's and a light Easterly wind. Peter and I set off for the start arriving in plenty of time (3 mins 30 to the gun) and after a mediocre start, worked our way to the right hand side of the beat and picked up the best wind, enabling us to round the weather mark in 2nd. Things then went pear shaped as we tried to stem the tide with a failing breeze. Karl Gorner and Graham Mant claimed they were the only ones not to have taken the lead during the next half-hour. The race was then abandoned, rescheduled for the following day and the fleet towed home.

Cheap beer and good food were the fare for the evening where we all talked a good race.

The following morning dawned with even less wind so the Race Officer had no choice but to cancel the whole event and reschedule for July 8th & 9th.

Position	Sail No	Helm	Crew	Points
1	1296	Martin Cooney	John Price	5
2	1272	Colin Rainback	Bob Iles	8
3	1291	Peter Bannister	Nick Willis	8
4	1285	Adrian Summers	Phil Angrave	10
5	1207	Matin Lewis	Terry Greene	11
6	1194	Gavin Rose	Steven Birch	13
7	1024	Alan Laing	Steven Brown	15
8	1271	Ian Zimmerman	Rob Gillespie	24
9	1223	Richard Hattersley	Dave Gorringe	26
10	1278	Peter Gordon	Chris Beaumont	31
11	1228	Peter Reeves	Jeff Wear	33
12	1269	Mike Richardson	David Bourne	36
13	1195	Richard Marshall	Owain Peters	38
14	1244	Simon Bridges	Chris Hardy	38
15	1298	Andy Barker	Adam Bowers	39
16	1250	Colin Pugh	Alastair Watkins	43
17	888	Phil Holt	Single handed	54

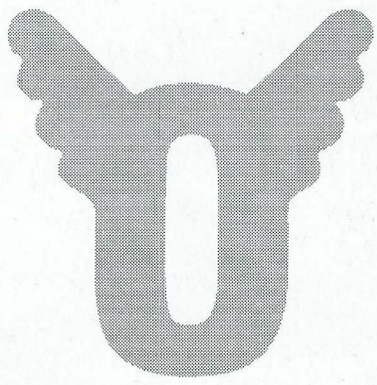
These are the results of the re-sailed race on 8th & 9th July.

Blithfield Open Meeting 8th & 9th July

Results only as no report received.

Position	Sail No	Helm	Crew	Points
1	1085	Oscar Chess	Nick Daily-Hunt	
2	1292	Rob Shaw	Steve Watson	
3	1175	Ian McDonald	Jeff Cooper	
4	1276	Alec Mamwell	Richard Purdy	
5	1295	Jane Seymour	Chris Seymour	
6	1198	Duncan Hindley	Dave Matthews	

7th to 12th positions not reported.



Dam to Dam Race 2000
Kielder Water Sailing Club—10th to 12th June

Blue sky, blue water, loads of sunshine and some good wind greeted competitors at this years Dam to Dam. Indeed, sailing conditions on Saturday were nearly perfect. Force 3-4 with the odd patch a bit stronger made for some interesting racing. Rob Shaw & Steve Watson (1292) were in excellent form, especially Steve who enjoyed an additional training session the previous evening in the Blackcock. They took control of the first two races at an early stage and proceeded to sail away from the pack. Alec Mamwell & Ian Little (1276) and Richard Hewitt & 'Dicky' Purdy (1293) enjoyed very close racing until, in the first race, Richard tripped and sprained his boom. This allowed a beautiful Winder Fireball to sneak into second place with 1276 third. The battle between 1276 and 1293 continued in the second race with much place changing and complications created by Viola & Mike Scott (1261) and Nick Jones & David Eynon (1240) joining in at various stages. 1276 just shaded it at the end and 1293 came third on this occasion with the Fireball having fallen over badly whilst well placed.

Sunday dawned bright and clear and it was obvious that this would be a big wind day. The race officer also decided that this would be a real test of crew and equipment, opting to send competitors twice round the lake (30 miles +). Several crews opted out and several more didn't go much further than the start. Shaw/Watson were quickly into their stride, pursued closely by Hewitt/Purdy. Mamwell/Little fell over a couple of times on the first lap, their eagerness being dissipated as they watched the other Ospreys sail away. A few miles later they were heartened when they observed Hewitt/Purdy also plumbing the depths, shortly to retire with another broken boom. Richard 'Two Booms' Hewitt must have set some form of record over the weekend but, given the 'No Discard' rule in this series, failed in the overall prizes.

By this time Shaw/Watson were well on their way to a third win. Gusts of 35 knots were recorded and the best part of the race was a three-mile reach/run followed by a mile long beam reach parallel to the dam wall, with a short beat to the finish. The pair flew down the run giving a fine demonstration of heavy weather speed and control. It is rumoured however that the crew was too knackered to hook on the wire for the reach and the beat. Obviously his second training session at the Blackcock had not led to a notable increase in efficiency.

The author and crew also enjoyed this last section – like doing a steep ski run only in an Osprey. Halfway along the reach a voice from the wire said philosophically, "You know this reminds me why I like sailing at Kielder". Obviously he was ecstatic! But it was time to go home and save our handicap over the handful of Flying Fifteens still in the race. Roger Edwardson *(picture available for blackmail purposes)* and his crew Edith Findley led these. As it happened Roger came third in the race and third overall.

Results

1	Rob Shaw/Steve Watson	Osprey	Sunderland YC
2	Alec Mamwell/Ian Little	Osprey	Kielder Water SC
3	Roger Edwardson/Edith Findley	Flying Fifteen	Kielder Water SC

(No one took responsibility for this report but I blame Alec. Ed)



That's no place to hide Roger!

Welsh and Midlands Championships 2000
Mumbles Yacht Club—24th & 25th June

A total of fourteen Ospreys competed in the Welsh and Midlands Championships. The change of venue from British Steel SC meant we would be sailing in beautiful Swansea Bay with Mumbles YC as our hosts.

The first race started with the wind blowing NW off the land from Swansea, force 4 with cloudy and sunny periods. The race officer, Les Hickson, said that it was swinging 20° at times, so there were big gains and losses to be had out on the course. As the race progressed Andy Barker/Adam Bowers had a close battle with Rob Shaw/Steve Watson. Jeff Hughes/Peter Martin took a flyer to the port lay line and rounded in second but gear failure soon put the brakes on. At the finish Barker/Bowers held off Shaw/Watson with Oscar Chess/Nick Daily-Hunt finishing third.

The second race was sailed back-to-back with the first. Shaw/Watson went out in front from the start. Peter Bannister/Nick Willis followed by Des Menear/Peter Greig made progress by playing the shifts very well. Bannister/Willis dropped to fourth while Chess/Daily-Hunt moved to third. At the finish Shaw/Watson, who had led all the way, finished first, Menear/Greig were second and Chess/Daily-Hunt third.

The fleet returned to shore after a marvellous days sailing where the bar and restaurant staff took good care of the sailors every need, to round the day off.

Sunday dawned with a light Northerly wind that was coming and going. The race officer, assisted by Dick Lewes, postponed the start for an hour when we were rewarded for the delay by a Southerly 2-3. The third race started with Bannister/Willis going off the line like a bullet but it was Chess/Daily-Hunt who worked their way clear to take the lead. At the last windward mark Bannister/Willis closed on Chess/Daily-Hunt and took the lead in a tight finish. Mike Taylor/John Willey started to show some speed and finished third.

The championship was wide open at the start of the fourth and final race, which was again sailed back-to-back, with any one of four boats able to win. Chess/Daily-Hunt led from the start. Rounding the windward mark it was Chess/Daily-Hunt, Menear/Greig and Charles/Martin. Midway through the race Barker/Bowers went hard right up the beat and climbed from fourth to second by the next windward mark. Chess/Daily-Hunt held on the their lead and finished first to win the championship. Barker/Bowers finished second with Menear/Greig in third.

Overall results

				Points
1st	1085	Oscar Chess/Nick Daily-Hunt	MumblesYC	6
2nd	1292	Rob Shaw/Steve Watson	Sunderland YC	7
3rd	1298	Barker/Adam Bowers	Rock	9
4th	1291	Peter Banister/Nick Willis	Hayling Island SC	9
5th	1280	Des Menear/Peter Greig	Penzance SC	9
6th	1284	Mike Taylor/John Willey		16

The proof of some great racing was third, fourth and fifth positions, which had to be separated on discards. That's close racing!

Composed and written by your Welsh rep Jeff Hughes.
Translated from the Welsh by your multilingual Ed.

Panmorra Cup Mounts Bay SC
2nd & 3rd September

(I have decided to include this report although this year it was not a true open meeting as only members of MBSC took part. Let us hope that the committees of MBSC and NOCA can resolve the present difficulties so that all Ospreys can sail from MBSC next season. Ed.)

It is said that 'the sun shines on the righteous', or something like that. Well, I can only surmise that we must be a pretty good bunch if this weekend's weather and sailing were anything to go by.

A total of twelve boats entered this event and all turned out for the first race. The wind was Force 4-5 Northerly in the gusts with a norm of 3-4, flat seas and sunny intervals – beautiful but wet in varying degrees, depending on your skills. (I got VERY wet, as normal). After a line start from the middle of the bay the fleet was fairly soon strung out over most of the course, with the heavier crews doing the best. After some tussling the eventual winners were Andrew Hosking and Mark Somers in 1153, followed by Adam Ellery and Michael Greig in 1258 second and Barry Reynolds and Paul Badcock in 1018 third.

After a quick turn around the race officer, Paula Morcumb, started the second race in similar conditions. Again, tight racing right the way down the fleet. The first two boats were a repeat of race one, 1153 first and 1258 second but with Chris Frith and Steve George in 481 third.

Sunday saw much lighter winds and a good course set again by our lady race officer. This led to even more competitive sailing than on the previous day with battles going on right down the fleet! The first race was won by Ellery/Greig with Colin Stephens and Mostyn Evans in 1116 second, Firth/George third and Hosking/Somers fourth. This result made the final race of great importance.

The start of this race was very tight with much jostling and Stephens/Evans took an early lead. After some tactical sailing they were overtaken by Hosking/Somers who went on to win, with Stephens/Evans second and Firth/George third. With Ellery/Greig coming only sixth in this race it meant the winners overall were Hosking/Somers. Second were Ellery/Greig with Stephens/Evans in third.

Prizes were presented by the race officer in the clubhouse, bringing to an end an excellent weekend of very competitive sailing, enjoyed by all.

Penned by John Marks

Overall results

1st	Andrew Hosking/Mark Somers	1153
2nd	Adam Ellery/Michael Greig	1258
3rd	Colin Stephens/Mostyn Evans	1116
4th	Chris Firth/Steve George	481
5th	Barry Reynolds/Paul Badcock	1018
6th	Pippa Baker/Andrew Baker	413
7th	John Marks/Bryan Roskilley	1251
8th	Alex Morcumb/Tom Somers	922
9th	James Baldwin/Matthew Skewes	1115
10th	Colin Chapman/Neil McClary	1235
11th	Stuart Crebo/Martin Britten	1081
12th	Roger Curnow/Paul Reid	346

Penzance Open Meeting
Sept 9th & 10th

The Penzance Open meeting proved to be a fascinating test of patience and stamina for all concerned.

Saturday dawned with fog and mist which the locals told us would clear 'dreckly', (this is the same as 'manana' other countries). It didn't! So instead we spent the day mending bits that didn't really need mending and deciding whether the bar should open yet. Racing was abandoned for the day at some stage in the afternoon. Later on the fleet assembled in the local Meadery for a drink (Or ten!) and a bite to eat. Des Menear and Adam Ellery led the blackberry wine drinking, Martin Lewis came a close third. The rest of the evening and events thereafter got a bit fuzzy, although it is alleged that Des rang his wife at 3am and asked her to pick him up....and she did!

Sunday produced a light and variable wind that struggled to get above force 2, although it did occasionally manage a brief 3. The competition, all of four of us (very disappointing), eventually started. (Adam E failed to get out of bed, the guys in Gremlin went home on Saturday afternoon). Karl Gorner & Graham Mant, 1112, surprised themselves by leading up the first beat (it certainly startled Martin Lewis in 1207) then the race sorted itself out with Des pulling through for second, and Martin taking line honours.

The other two races followed a similar theme with close racing amongst the fleet (although I can't remember the full sequence of events and neither can anyone else).

The final results were:

1st	1207	Martin Lewis & Terry Greene
2nd	1280	Des Menear & Peter Greig
3rd	1116	Colin Stephens & Paul Reed
4th	1112	Karl Gorner & Graham Mant

Our thanks to Penzance Sailing Club for organising a fun weekend. Let's hope that a few more can enjoy it next time.

Karl Gorner (Trainee correspondent)

Scottish and Northern Championships 2000
Kielder Water Sailing Club 16th & 17th September

"I don't bloody believe it," garbled the answer machine. A burly Osprey crew was fretting about driving to Kielder in the wake of the fuel crisis. The debate had raged through the week whether or not to go ahead. As there was no guarantee that the event could have been run at a later date it was decided, rightly or wrongly, to proceed. This decision lost the event four boats but it is very much to the credit of the Ospreys that six visitors joined the four home boats. Nick Jones had travelled from Brighton to Kielder on the Friday, which just goes to prove that where there's a will there's a way. It might also have been something to do with the fact that his boat had been 'impounded' a few weeks previously and he wanted it back! Nevertheless he was assured of the pot for the long distance traveller.

Two races were held on the Saturday afternoon in a pleasant Force 3 plus Westerly breeze. The Race Officer set some challenging courses and Rob Shaw & Steve Watson (1292), a familiar sight in the North dominated both races. Behind them however the racing was much closer and any of six boats could have taken the next two places. As it transpired Roger Edwardson & Dave Lyall (1294) gained a third and a second with Mike Mooney & Alastair Smith the same.



He's a grinner,
He's a sinner,
He's a mad B..... Scotsman



Mike & Alastair
'Perfectly Poised'

After the racing the competitors enjoyed a relaxed snack and a beer before repairing to The Blackcock for more beer. Mike Smith still nursing his back could now enter the action, especially as his decidedly better half was driving. Foresight and planning also allowed the more robust Osprey crews to enjoy a later session than current licensing permits in the Upper Tyne valley.

Sunday dawned grey and uninviting with a light variable South Westerly, which initially showed signs of building. Rob & Steve were quickly into their stride but this time did not have it all their own way, being challenged closely by Vic Goode and Steve Graham (1287). In fact Vic & Steve broke through on the second beat to establish a good lead at the windward mark, only



'Fat Boy' Watson keeps it up!

to sail into a hole and let 1292 back through. Further back the wind was playing tricks as Alec Mamwell and Ian Little (1276) fluked their way into third, much to the amazement of Mike and Alastair.

The wind continued to play tricks and finally died away completely, leaving everyone, including the leader, who by this time was just a few yards from the leeward mark, motionless. Several decided to retire but eventually the wind filled in from behind. 1292 and 1287 kept their places to the finish but 1276, despite the crew thrashing around like a pair of headless chickens, was overtaken by 1281 and temporarily by Viola and Mike Scott (1261)

After lunch the wind had steadied and risen, providing a force 3-4 South Westerly. The race officer changed to short courses and held two back to back races. If anything, the racing became closer and with the increased wind, more frenetic. Mike & Alastair started clear in the fourth race and were never headed, despite 1292 working through to second and pressing hard. Behind them 1276 and 1293 (Richard Hewitt & Dickie Purdy) were engaged in yet another contest with 1293, skilfully won (or 1276 ineptly lost) on the line.

The fifth race developed into almost a re-run of the fourth, although on this occasion 1281 found a technical hitch at the last gybe, which let 1292 overtake and go on to win the race and the championship. 1281 came home second and enjoyed the same position overall, having fought clear of the pack and sailed brilliantly on the Sunday afternoon. Once again 1276 and 1293 (yawn!) were at it, only on this occasion 1276 managed to prevail, probably because they are better looking! 1294 sneaked into third place overall, despite a protest and having to call on the fourth place helm as their potential chief witness!

Despite the fuel crisis the Ospreys had a good Scottish and Northerns at its remote outpost. Rob Shaw's speech at the end was almost as eloquent as his sailing shorts (circa 1965) were fetching and brought to a close an enjoyable weekend.

Kielder Water Sailing Club would like to thank the six visiting boats for making the effort and contributing to the weekend in many ways. We hope to see all the 'Nancy Boys' whose cars need fuel, next year.

Overall Results

Position	Boat	Crew	Club	Points
1	1292	R. Shaw/S. Watson	Sunderland	4
2	1281	M. Mooney/A. Smith	Hornsea	8
3	1294	R. Edwardson/D. Lyall	Kielder	15
4	1276	A. Mamwell/I. Little	Kielder	16
5	1287	V. Goode/S.Graham	Kielder	19
6	1261	V & M Scott	Kielder	20
7	1293	R.Hewitt/R. Purdy	Kielder	21
8	1182	J. Osgood/W. Crichton	Ribble	30
9	1240	N. Jones/ B. Holloway	Stewartby	32
10	1150	R. Hoad / S. Wilder	Ribble	37

(No one took responsibility for this one but I blame Roger. Ed)

Netley 2000 30th September & 1st October

23 ospreys turned up for the combined Osprey and Shearwater open held over the weekend of 30 September/1st October. After a warm welcome the competitors headed out into Southampton water for some very close racing. All the starts were set perfectly in very difficult shifting winds.

For the first start the fleet was a bit too keen resulting in a general recall. At the second gun the race started cleanly and 1207, sailed by Martin Lewis/Terry Greene established an early lead ahead of Adrian Summers/ Phil Angrave in 1285. Both Lewis and Summers consolidated on their leading positions to take 1st and 2nd places. For a long time the Cooneymobile (1296) held 3rd until the last lap when they were caught on the wrong side of a shift allowing 1178, John Lang/ Malcolm Clack through to take 3rd place. Despite the shifting winds the 2nd race was won convincingly by Andy Barker/Adam Bowers in 1298 followed by Summers/Angrave (1285). The rest of the fleet swapped positions frequently but 1296 managed to keep them all at bay to take 3rd.

That evening, the social was every thing we have come to expect from Netley. Very lively! Both fleets enjoyed themselves and the evening culminated with a Beer race, won narrowly by the Shearwater fleet and raising in excess of £60 for the RNLI. Well done everyone.

The following morning there was little wind resulting in an hour and a half postponement. When the wind arrived it had some sneaky 45 degree wind shifts which caught quite a few napping. 1291, Peter Bannister/Nick Willis fought their way from 6th at the first mark to second at the gybe mark. Then leader Barker/Bowers tried to fly the kite on the next leg and Bannister/Willis dropped theirs and reached over the top to claim the lead only to have Barker/Bowers take the inside of a shift and to be lifted over them. Racing remained close until the last but one beat when Rob Shaw/Steve Watson in 1292 hit the unfavourable right hand side to pick up a big lift. This moved them from 5th to 2nd, pushing Bannister/Willis down to 3rd where the positions remained to the finish.

By the time the last race started the wind was picking up and things had become pretty wild! Shaw/Watson (1292) and Barker/Bowers (1298) rounded the windward mark together but there was never more than 30 seconds between the first 6 boats. On the next beat Barker demonstrated his crewing skills by going out on the wire whilst his crew was in the water, having been dumped there by an involuntary tack caused by a 20 degree header. Position changing was frequent until the last beat when 1207 (Lewis/Greene) picked an inside lift to move up to take the lead and the gun ahead of Shaw/Watson with Barker/Bowers recovering well to finish 3rd.

All in all very enjoyable racing with Andy Barker and Adam Bowers worthy winners ahead of Martin Lewis and Terry Greene, Adrian Summers/Phil Angrave and Rob Shaw/Steve Watson with the 2nd 3rd and 4th boats all on 8 points.

Position	Sail No.	Helm/Crew	Race 1	Race 2	Race 3	Race 4	Points
1st	1298	Andy Barker/Adam Bowers	4	1	1	3	5
2nd	1207	Martin Lewis/Terry Green	1	9	6	1	8
3rd	1285	Adrian Summers/Phil Angrave	2	2	4	5	8
4th	1292	Rob Shaw/Steve Watson	6	4	2	2	8
5th	1296	Martin Cooney/John Price	5	3	5	6	13
6th	1291	Peter Bannister/Nick Willis	8	6	3	8	17
7th	1194	Stewart Maunder/	7	5	13	9	21
8th	1024	Alan Laing/	13	10	9	4	23
9th	1178	John Lang/Malcolm Clack	3	11	12	10	24
10th	1295	Jane Seymour/Chris Seymour	9	7	11	12	27
11th	1297	Mike Taylor/	10	12	10	23	32
12th	1195	Richard Marshall/	12	13	8	14	33
13th	425	Will Odling/	23	23	7	7	37
14th	555	Tim Kift/Steve Offer	15	8	14	23	37
15th	1273	Bob Thomas/	11	14	17	23	42
16th	1167	John Shenton/	17	16	19	11	44
17th	1112	Karl Gorner/Graham Mant	14	15	15	23	44
18th	1269	Mike Richardson/	18	17	18	13	48
19th	1240	Nick Jones/	16	18	16	23	50
20th	905	Ian Madeley/Paul Madeley	19	19	21	23	59
21st	1182	John Osgood/	20	20	20	23	60
22nd	663	Chris Diggins/	21	22	22	23	65
23rd	814	Dave Garrard/	22	21	23	23	66

Osprey Inland Championships at Rutland Water
14th & 15th October 2000

There was a good turnout for the National Osprey Inland Championships which were held at Rutland Water, with twenty five boats from all over the country taking part.

The first race saw Mike Taylor & Jon Wiley in 1276 take the lead after favouring the left side of the F2-3 south-westerly beat. They were quickly followed by Oscar Chess & Nick Daly-Hunt (1085) and Andy Barker with guest crew Steve Hunt (1298). Mike & Jon held the lead until the last lap when they were caught on the wrong side of a shift allowing both 1085 and 1298 through with Oscar & Nick taking the gun from Andy & Steve with Mike & Jon third.

For the second race the wind had swung more southerly making the left side of the beat less of an advantage. Mike & Jon again established a good lead ahead of Rob Shaw & Steve Watson in 1292 who were closely followed by Andy & Steve (1298). On the next beat Oscar & Nick (1085) hit the unfashionable right side to pick up a big lift to move up to third whilst Rob & Steve in 1292 took the lead after Mike & Jon had found a hole to wallow in, allowing Andy & Steve (1298) through as well. Rob & Steve led for most of the remainder of the race until the last beat when Andy & Steve had the better of some shifts around the windward mark to take the lead and hold it to the finish, just ahead of Rob & Steve with Oscar & Nick third.

The following day the water was like a mirror but a light southerly filled in to allow racing to start on time (nearly). With the wind shifting dramatically Rob & Steve (1292) and Mike & Jon (1297) both had to return after a premature start, leaving Andy & Steve (1298) to sail away, only to have Oscar & Nick (1085) pop up in front of them at the first mark ahead of John Lang & Malcolm Clack (1178). By the end of the next beat Andy & Steve had fought through to establish a clear lead over Oscar & Nick with John & Malcolm just behind with three other boats on their tail. On the run the leaders went left to clear their wind whilst Peter Bannister & Nick Willis (1291) sailed low in the stronger wind and leapfrogged from fourth to second. Peter & Nick closed on Andy & Steve up the next beat but were held off down the last two legs to the finish. Unfortunately, Andy & Steve's start had been a bit too good and they were disqualified for being OCS, leaving Peter & Nick to take the gun with Oscar & Nick in 1085 second.

Starting the last race, Oscar & Nick in 1085 had a 1,2,3, Andy & Steve in 1298 had 1,2,26 and Peter & Nick in 1291 had a 1,4,5. Peter & Nick could still win provided that 1085 and 1298 were out of the top 3. Peter and Nick had a good start alongside Will and George Odling in 425 and by the first mark 425 was in the lead with 1291 close behind, with Richard and Mark Hartley (1114) in third. Ian McDonald & Jeff Cooper in 1175 and Duncan Hindley & David Matthews in 1198 close behind. The wind dropped away completely leaving the fleet totally becalmed. By the time the leeward mark was reached 425 was still in the lead but now Ian & Jeff were in second and Andy & Steve (1298) had drifted through to third. Now on a shortened course, Will and George in 425 held their lead with Andy and Steve being lifted inside Ian and Jeff to take second and the championships. This left Oscar and Nick second overall, Peter and Nick third and Rob and Steve in fourth.

For the second year running our thanks go to Rutland SC for providing a great venue, good grub, good beer and a good party. Also to the Contender and Flying Dutchman fleets for recognizing the best boat and giving way so graciously. See you next year guys!

Overall Results:

Position/Helm/Crew/Sail No./Club/Race 1/Race 2/Race 3/Race 4/Points

1 Andy Barker Steve Hunt 1298 Rock 2 1 26 2 5
2 Oscar Chess Nick Daly-Hunt 1085 Mumbles 1 2 3 9 6
3 Peter Bannister Nick Willis 1291 Hayling Island 4 5 1 6 10
4 Robert Shaw Steve Watson 1292 Sunderland 5 2 5 7 12
5 Richard Hartley Mark Hartley 1114 Blithfield 8 11 3 4 15
6 Will Odling George Odling 425 RYA 9 8 7 1 16
7 Ian McDonald Jeff Cooper 1175 Blithfield 7 7 15 3 17
8 Mike Taylor Jon Wiley 1297 Marconi 3 4 12 15 19
9 John Lang Malcolm Clack 1178 West Riding 14 12 4 5 21
10 Alec Mamwell Ian Little 1276 Kielder 6 6 13 10 22
11 Jane Seymour Chris Seymour 1295 Shoreham 10 10 9 11 29
12 Duncan Hindley David Matthews 1098 Blithfield 15 13 10 8 31
13 Steve Clay Peter Williams 1209 Hornsea 17 20 6 13 36
14 Pip Warner Ali Smith 1245 Hornsea 11 9 16 16 36
15 Tim Kift Steve Offer 555 Wilsonian 13 15 14 12 39
16 Richard Hewitt Richard Purdy 1293 Sunderland 12 16 11 26 39
17 John Shenton Matthew Wynn 1167 Wilsonian 18 18 8 18 44
18 Karl Gorner Graham Mant 1112 Oxford 16 14 18 17 47
19 Keith Gibbons Jonathon Gibbons 1205 Blithfield 19 17 20 14 50
20 Nick Jones Keith Dingle 1240 Stewartby 21 19 19 22 59
21 Robert Thomas Andy Gibb 1273 Netley 25 25 17 19 61
22 Jonathon Osgood Colin Treadwell 1182 Wilsonian 20 21 21 21 62
23 John Rayner R Hughes 1144 Hornsea 22 22 22 24 66
24 G Diggins Mike Williams 663 Mercers Park 25 23 23 23 69
25 Richard Marshall Bill Oliver 1195 Poole 25 25 26 20 70

Created by: Nick (which way do we go now?) Willis
Plagiarized by: Karl ("The Trainee") Gorner
Edited, corrected & changed arbitrarily by "Ed"

Clubs and Pubs and Other Stuff

News from Hornsea

Regular readers at Hornsea were very sad to find that Terry would no longer be editor of the Osprey mag. They all join me in saying a huge thank you for all his hard work and entertaining stories, not forgetting Margaret who proof read everything.

As our season draws to a close, it hardly seems seven months since we donned dry suits *(Dry suits! Dry suits! I thought you northern lads were tough! Ed)* and started racing for silverware. The turn out at Hornsea has on the whole been reasonable; 9 entries at weekends and 10 on Wednesday nights; but the lack of crews led to some boats being left on the bank whilst helms have teamed up. This led to great spectator sport. Watching from the bank as two helms in the same boat cock it up really is a fun way to spend an enforced lay-up. But I'd rather be sailing! On to the results of the Spring series:- Steve Clay/Peter Williams, 1209 dominated the series, followed by Pip Warner/Alastair Smith, 1245 with Mike Mooney/Brian Ruston, 1281 in 3rd.

Summer brings our Wednesday night series. This, as in past years, was hotly contested – maybe the attraction is the lure of the Rose & Crown and a pint or two of Yorkshires finest afterwards. [One to me Mr. Bridges] It certainly wasn't the balmy summer evenings! This series was won by Pip & Alastair, 1245, Steve & Peter, 1209, in second and Dave Metcalfe/Elaine Wilson-Smith, 1286, in third. Looking back, I think I managed the most pints [now there's a surprise!] – I find it relaxes my back so giving me a solid nights sleep. *(So that's what you do at night in the North East! Ed)* Also, Elaine loves driving home. *(Yeah! Yeah! Mrs.Ed)* Alastair ate the most sandwiches, closely followed by Pip.

The Summer series was again dominated by the weed though some trekked off to Open Meetings and the Nationals. Others made excuses:- I must cut the grass; paint the house; the mother-in-law's coming to stay [all the more reason to go sailing] etc. Steve Sharp won the excuse competition by a mile. Not only did he manage to break his centre board and take months to get a new one, he also cut the grass **AND** took his wife on holiday during Nationals week!! *(dats lurv baby, dats lurv! Ed)* I was under doctor's orders not to sail and for once did as I was told. However, Elaine and I cut our honeymoon short to go to the Nationals as spectators. *(Dedication man, dedication! Ed)* The Summer series was won by by Pip/Alastair, 1245, despite all the sandwiches. Dave/Elaine, 1286 were 2nd, Steve/Peter, 1209, 3rd.

Autumn brings the Moyes Cup, a special event held over a weekend in the middle of the Autumn series with five races: three to count. Mike Mooney found the fast button, winning the first three and doing rather nicely in the others. The Autumn series was a walkover for Dave/Elaine, 1286, who seemed unstoppable. Mike Mooney, 1281, lost it until the end of the series when he overtook Pip/Alastair, 1245 to take second overall.

All in all not a bad season. I'll leave you with a thought to ponder over the winter...

People who enjoy work never learned to sail!

Merry Christmas and all that; see you at the Dinghy Show.

From:- Mike (there's no bloody mint in my garden) Wilson-Smith

Mike. You could have said 'People who enjoy sailing never learned to work'. Ed.

Shoreham Sailing Club

Shoreham SC is situated on the south coast between Brighton and Worthing.

Whatever the state of the tide or weather you are able to launch into the harbour and sail the short distance to the racing area. Some of the best racing conditions are to be had here, with large waves and prevailing south westerlies. Racing takes place every Sunday in the adjoining River Adur in February and March and then out at sea from April until October. A winter series is then run in the river until December. There is also a Wednesday Series run from May until September.

The clubhouse is large and the changing rooms have recently been revamped. The galley serves hot and cold food and the bar has an informal self-service arrangement.

There is plenty of room to leave your boat in the grass compound of the club and most spaces have dug-in tie downs.

The club is by far the best location to race an Osprey bar none, with the combination of big seas, big winds and easy launching. If you haven't experienced it then this is one part of life that is passing you by. If you live in the area then you will be hearing from me (we know who you are!) to try and entice you down to the premier club on the South Coast. Check out the website:-
www.shorehamsailing.org.uk.

Chris Seymour

Sounds like this should be on the ads page to me. Then I could charge you for it! Mine's a pint. Ed.

Split Bow Tank Modification

As mentioned by our chairman earlier in this issue, here is a reprint of Andy Barkers notes and drawing of the redesigned bow tank, which he is currently building into Adam Ellery's new boat. Your committee believes this is a very positive move forward, which brings the Osprey up to date without the need for a MkIV re-design. The committee does not think that this modification will compromise the ethic of a one-design class by making the new boat any faster over the water, but it will make hoisting and lowering the spinnaker easier and make righting easier too. Neither does it appear to breach the class rules.

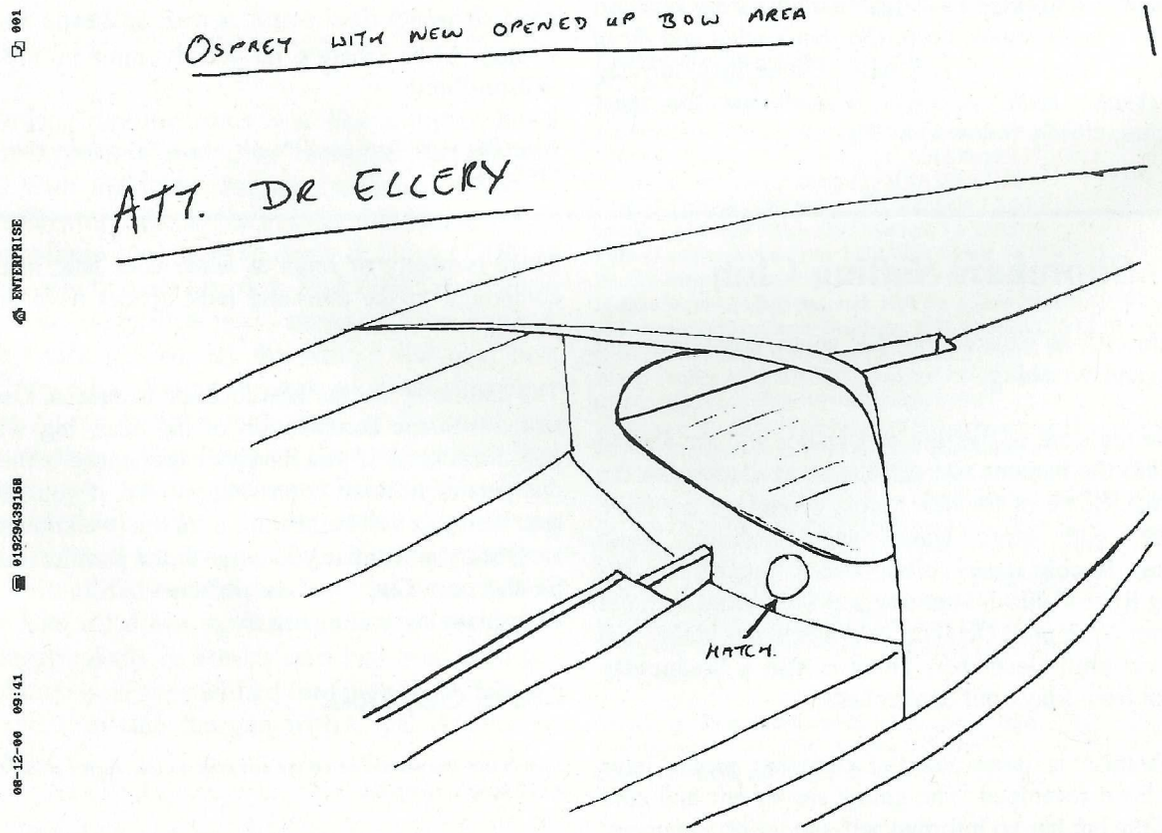
Your committee also believes that this modification will make the boat "sexier" and easier to sell against the new "pop-out" classes. This can only be good for the class and should help us to increase membership and thus create longer term stability for the Osprey and more fun for all of us.

Your comments would be welcome.

Osprey Split Bow Tank
What we propose to do on Adam Ellery's new boat is to open up the bow tank. This involves cutting an elliptical opening in the bow bulkhead and attaching a mini foredeck of 4mm ply inside resting on the top stringers. This will be epoxied in place. A hatch will be in this as per normal. There will be a central support inside the new bow tank to support the false deck.

Advantages of this.
First of all it will modernise the boat like Scorpions and Merlins.
The spinnaker will be stowed there and due to lack of tube, wear on it will be a lot less and it will last longer.
When the boat capsizes it will not float "bow up" which it does now due to the removal of the aft tank – it will level up the boat in capsize mode (i.e. when the mast is parallel to the water). When the boat is righted the water will only come up ¾ of height the new bow tank.
No more leaking spinnaker tubes which by the way now cost £70.
Easy access to bow fittings
Mast bend controls can now be under the deck not on top – saving wear on the genoa.
There will be no weight gain or loss as the lack of tube will be compensated by the new false deck.
It would be easy to duplicate on the GRP mould for a new builder.

Andy Barker



S.O.B. and O.O.P.S

See below

Price	Sail No	Material / Mark	Description	Contact
425	1066	Glass Mk II	Tatty but sound trailer trolley good cover. Westerley built.	Nigel Walbank Tel 01590 677166
500	900	Wood Mk2A	A Good sound fast boat 2 sets of sails, Ready to sail.	Peter Allen Tel 01273 462499 Allen@tinyworld.co.uk
510	759	Wood Mk2	Kept garaged, full set of sails. with a road trailer.	Wayne Woodbury Tel 01983 281040 wawwoodberry@hotmail.com
800	696	Wood Mk2A	Recent Conversion from Mk2, Varnished decks yellow hull. Road and Launch Trailers, Ready to go	John Fleming Tel 01702 468099 johnfleming@tesco.net
1000	1020	Wood Mk3	Westerly built. Good Sails, 2 Yr old Cover, New Trolley with road trailer, hull painted 2 years ago, Partial redeck 2 years ago.	Robert Smith Tel Robsm50@hotmail.com
2200	1142	Wood Mk3	Combi Covers, good sails, Winner various regattas and Welsh games.	David Charles Tel 01792 517732 d_charles80@hotmail.com
2495	1181	Wood Mk3	Good condition with good selection of sails. New Combi trailer Dry stored in winter.	Nick Jones Tel 01525 751712
3000	1203	Wood Mk3	Claridge Built./ Wested, Kemp Sails trailer, Trolley	Tel 01963 23486
3000	1251	Wood Mk3	Claridge Build Mk3 with spars sails cover and combi trailer	John Marks 01736 788913
3000	1275	Wood Mk3	3 Mains, 3 Jibs, 2 Spinny's Combi Trailer, Ronstan Equipment	Chris Morrell Tel 01482 831411 Mobile 07714 124955 cmorrell@swiftleisure.co.uk
3300	1175	Wood Mk3	Martin Creasy boat. Good Condition, Fixed and lifting rudders under and over cover. Ready to go. Good racing history.	Jeff Cooper Tel 0973 551565 JCooper@Freeuk.com
4500	1281	Wood Mk3	Built by Mike Mooney. Light use only Quality Fittings, 2 good suits of sails, Cover and Combi trailer.	Mike Mooney Tel 01964 542450 Mobile 07790310353 mike.mooney@virgin.net
Depends on Spec	1298 1234 1287	Wood Mk3 Wood Mk3 Wood Mk3	Supplied to your requirements or as sailed to 2nd in the 2000 Nationals. 3 times National winner New April 2000	Andy Barker Tel 01929 439165

POA	New Proctor Epsilon mast New Super Spar mast	Unused Unused	Andy Barker	01926 439165
150 350 25 ea 75 200 75	Relling Main & Genoa *Ditto* 2 x Relling Genoas Ullman Spinnaker Relling spinnaker Relling spinnaker	OK for cruising Good condition As new	Des Menear	01736 756154

List Maintained by Jonathan Osgood (Selling Osprey Boats (SOB) and Osprey Odds Pieces and Sods (OOPS) bod.)
(020) 8387 0398 Email: Jonathan.osgood@marconi.com.

PETER NORTHEN SAILS

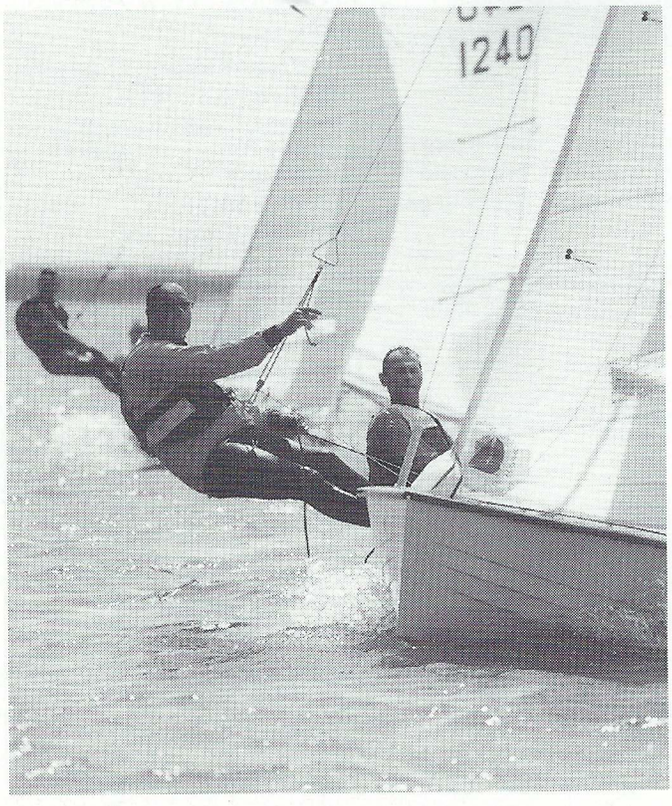
CHAMPIONSHIP WINNING SAILS

MAIN & JIB IN 4.46 oz POLYKOTE RIPSTOP
SPINNAKER IN 3/4 oz SUPERKOTE
MAIN £390 GENOA £180 SPINNAKER £280

INCLUDES
WINDOW IN GENOA, SAIL NUMBERS, LONG SAIL BAGS, SOFT LENS FOOT, BATTENS, LUFF & LEECH TELL TAILS

MORE INFORMATION FROM PETE ON

TEL 01482 782637
FAX 01482 787162
MOBILE 0378 576555
peternorthensails@supanet.com



"The bar's down there, Andy!"

Small ads

Wanted

Stoker for Wood Fired Osprey

Must be able to keep the home fires burning
Spinnaker handling and trapezing experience no longer essential.

Apply in writing (short words only please)

B. Asher

Auntie Glo's agony column

Dear Auntie Glo

I've had a variety of problems recently. The worst seems to be that it's always very dark whenever I go sailing. Putting the sails up is difficult and the boat seems very crowded. Can you help?

Yours hopefully

Joshua Slo Combe

Dear Josh

Take the b****y cover off.

Auntie Glo.

Dear Auntie Glo.

I've recently invested about 30 bob and got a nice shiny new Osprey. The trouble is it's too nice to sail in mixed company as the wife reckons it's better looked after than her sideboard. Any suggestions would be gratefully considered.

Yours with a polishing cloth

M

Dear M

If it's that nice to look at maybe you've got them the wrong way round. Take the china out of the foretank & sail the sideboard. It may not fall over as often.

Auntie Glo.

Letters (in confidence of course) to the Editor please.

Boats for Sale

See page 25

Disclaimer: The National Osprey Class Association makes every effort to ensure that all details of boats for sale are accurate at the time of printing. However, all contents of advertisements are the sole responsibility of the owner/ advertiser and the NOCA will not take responsibility for any inaccuracies.

Builders

Chipstow Boatyards

John Claridge

Membership

Please remember that your membership fees are due and payable by 20th January. If you do not have current membership you cannot sail in any Osprey events and will not receive your magazine.
Please ensure that the membership secretary knows your current address and details of your boat etc. We need to know this to ensure that our records are up to date if you are to receive your magazine and other mailings in time (or at all!).

If you do not already pay by Standing Order please consider doing so. It saves you forgetting and greatly helps your association with cash flow.

Advertisers

Please support our advertisers. They pay for the space in your magazine and this helps considerably to defray the cost of producing and dispatching it.

Measurers

Full – All Activities

Oscar Chess	Swansea & South Wales	01792 367837
Huw Pearce	Crowthorne, Berks	01344 771047

Maintenance

Peter Frith	Poole, Dorset	01202 694845
Nick Jones	Bedfordshire	01525 751712
Martin Lewis	Poole, Dorset	01202 842672
Terry McDonald	Birchington, Kent	01843 841497

The above are all class members. There are RYA measurers in other parts of the country. Details can be obtained from the secretary.

The MkIIa

Members are reminded that in order to legally update a MkII to MkIIa you must purchase a Template and Guidelines from your Association.

Copy Deadlines

July issue..... 1st June
December issue..... 1st November
Broadsheet ..... 10th February

Please send open meeting reports & photographs to the editor immediately after the event. Any other local information, amusing stories, photographs (compromising or otherwise) gossip, ideas, comments or criticisms (but constructive ones please), send them to the editor at any time. If you can put them on a floppy disc, preferably in Word, this would be a great help. Alternatively, Email them, either direct or via the Chat Group. If you are not on the chat group talk to Huw Pearce.



Another spectacular pic

Provisional Osprey Open Meetings & Events – 2001

Please note that these dates are provisional and subject to change.
They are provided for guidance. **Please check before travelling.**
A confirmed list will be printed in the March Broadsheet.

April			
28th - 29th	Blithfield Open	Nick Daily-Hunt	01785 851346
May			
12th - 13th	Hornsea **(Scottish & Northerns)**	Mike Wilson-Smith	01964 534692
26th - 27th	Coniston Open	Don Flannery	01772 724740
June			
9th - 10th	Kielder Dam-to-Dam	Alec Mamwell	01670 505822
16th - 17th	Penzance Open	Des Menear	01736 756154
July			
7th - 8th	Lord Birkett (Ullswater)	Don Flannery	01772 724740
14th - 15th July	Poole Open	Phil Angrave	01202 885942
28th - 3rd Aug	**National Championships** – Highcliffe	Jane Seymour	01245 268776
August			
25th - 27th	Sunderland Open	Alec Mamwell	01670 505822
September			
15th - 16th	Kielder Water Open	Alec Mamwell	01670 505822
29th - 30th	Netley **(Southern Championship)**	Bob Thomas	
October			
13th - 14th	Rutland **Inland Championships**	Nick Jones	01525 751712

Wilkinson Sword Travellers Trophy

This will be presented at the 2001 Nationals Prizegiving.
The qualifying competition period is August 2000 to July 2001.
One Special Event (SE) + four best opens (excluding Nationals) to count.

Special Events - to be advised.

