Pre-Nationals Special

Osprey Class Association **Newsletter Date** March 2021



Welcome to the Pre-Nationals special edition:

- Entry Reminder – reduced early entry before 2nd April
- Pre-Nationals practice @ Tenby Regatta 10th/11th July
- Camping & storing trailers at Tenby High School
- Storage of boats between Regatta & Nationals
- A Message from the Principal Race Officer



Foreword from the Editor

S'mae fellow Osprey sailors,

Your committee hope that you are all well and that many of you will now have received a vaccination. With there being clear signs of spring emerging hopefully we will all shortly be able to dig our boats out of storage and start sailing them again.

Good progress is being made with Tenby SC for the National Championships on the 1st to 4th August with the addition of a non-points race around Caldey Island on the 5th August for those who want to make a longer break of it and fancy a blast around the Island. Why not have a practice at the Tenby Regatta on the 10th/11th July.

Our PRO for the event will be Nigel Denchfield who is a very experienced Race Officer and has been working with the Merlin Rockets in recent years. Nigel Denchfield introduces himself later in the Newsletter.

The entry list now stands at around nearly 40 boats including an encouraging number of Welsh boats.

We would like to remind members that to take advantage of the reduced early entry fee we need to have received your entry before close of play on the 2nd April.

We are aware of people who may be looking for helmsmen or crews for the event and we may be able to help with suggestions.

Ros and David on behalf of the Osprey Class Association (07928483789)

Camping & storing of Trailers at Tenby High School

The local High School have confirmed they are happy to have trailers for storage and people to camp on site at the school during the Nationals.

Costs are as follows and the money is to be collected by a Osprey Class committee member (Mick Greenland) on arrival. *(The OCA Treasurer will make a single payment directly to the school.)*

Trailer storage £5 per week

Camper vans £10 per night

Tents £5 per person per night

They will give access to showers and toilets for campers but one person staying there has to be a dedicated key holder with the responsibility to ensure the school is locked up overnight for security. (This has worked fine in the past with other fleets).

Please contact the Osprey Class Committee member Mick Greenland if you wish to camp or leave your trailer at the school asap. (mickgreenland1322@gmail.com or 07872 837189)

The Tenby SC regatta is on July 10/11
This is a weekend. The school is open as its term time so no camping then but, they are happy to store trailers (with or without boats) from the Regatta to the Nationals in a compound they have on site.

https://www.tenbyvisitorguide.co.uk

A message from Nigel Denchfield our PRO

Fiona (Wife & Timekeeper) and I are looking forward very much to being at Tenby with the Ospreys. Tenby is one of our favourite venues, and I have long admired the elegant Osprey, so when Jo Musson asked if we could come over it was an easy decision. I was a member of Stewartby from the early 1970s until a few years ago, and the fleet of Ospreys there were always good to watch. I never managed to get a ride in one though. Sadly, the fleet died out by the 1990s.

Like so many in my position, my sailing goes back a long way. Before Stewartby, I began sailing in 1963 at a small club in Bletchley. The club only sailed Herons and Enterprises, so it was purely class racing. [Our 1960-built Heron still comes out once a year.] Unfortunately, Milton Keynes Development Corporation saw no need for a sailing club, and we were evicted in 1972. Luckily, Stewartby was setting up in an old brick pit near Bedford so the move was made. University introduced me to Lark sailing and that has remained my boat ever since. Our current boat is our 3rd Lark. University also solved the problem of getting a crew. It's just right for us, being short legged and light weight. Fiona first sailed with me back in 1978 and has been there ever since with just 2 short breaks looking after the children. Our children went the Cadet route, from where my son moved into Scorpions. I crewed for him at the nationals each year until he sacked me. I bought one then and my daughter crewed for me. The boat doesn't get used as often as I would like but will hopefully come out to play soon.

Our event race management began taking off at Stewartby and we found ourselves officiating at all the open meetings there and around 2007 I decided that I wanted to do more in this area. This was when we began travelling around the country working in assistant roles at events, and also went to Grafham where we could manage large open meetings. We were fortunate because at Grafham were Peter and Sue Saxton who mentored us throughout the process and have been very important to our progress up the race management ladder. We are still pleased to work in assistant roles with them, there is always more to learn from such a highly skilled race management team.

I achieved NRO status at the beginning of 2015 and kicked off our Nationals management with Toppers at WPNSA. This was a real baptism- Fiona just loved running the 60+ start sequences! In contrast, the following year saw us at South Shields for the Phantom Nationals. It was great fun, and what a brilliant club. We also work regularly with the Sprint 15 class which has taken us to some challenging venues like the Blackwater and Shanklin. We love the experience of working with different teams on different waters, it all adds to the fun.

We were recruited by the Merlins in 2018 and had a wonderful week at Lyme Regis. That resulted in us being booked by them for the next 3 years, so 2019 found us at Looe, and this year we shall be at North Berwick [all being well]. 2020 should have been at Tenby, so although it didn't happen, we have done a lot of the preliminary work needed for the Ospreys.

The key thing for us is that it is the fleet's National; they are the customer, so they determine the racing style, and then the race management team deliver it. The competitors have invested time and money to attend, so providing a good quality service is important. This is where good planning, following well established processes and making use of the skills in the team will pay dividends. As a visiting RO I rely heavily on the local team for advice. Tenby has a well-earned reputation for delivering quality events and this is due to the expertise of its team.

David Downs has been excellent to liaise with and has given me a solid feel for what you want. I have also read some class newsletters and previous National reports.

Starts will be a key time, so we shall work very hard to set the line square, and of the correct length. We shall be observing the testing of the line carefully to see if any changes are needed before the sequence. If 40 boats attend, the line is going to be a little over 300m long. We intend that the pin end will be a boat so that there is nice stable platform for the ARO there to work from, and the flag signals [but not sounds] will be repeated there. During the start sequence I shall be communicating by phone with the pin end team to establish which boats are getting near the line …or OCS.

David has asked that we begin with prep flag P for starts. However, if we see that a boat is OCS but cannot identify it, there will be a general recall- it is not fair for someone to gain an advantage by pushing over and relying on not being identified. Should there be a general that is caused by the fleet rather than, say, a big late wind shift, then the next attempt will be under the black flag. I recommend that you do your homework on the tidal streams in the bay; the tide is not an excuse for multiple recalls!

At the other end of a race, it is important to us that unless a boat has retired, everybody gets a result. Thus, we make use when appropriate of the on the water finishing using the 'whiskey' flag. We have never timed anybody out at an event-so if you are upside down near the end of the race and the rest of the fleet have disappeared into the distance, make sure you can remember your sail number should a support boat come over to tell you that you are finished. This will also help us turn back-to-back races around more quickly, very important on your 3 race days.

After racing is finished each day, I will make sure that I am around the clubhouse and available for feedback [or abuse!]

And finally…read the 2021-24 racing rules, there are some significant changes!