

December 2015

Osprey Class Newsletter



Osprey Class Association



MARK 5 SPECIAL REPORT – SEE INSIDE PAGES



TERRY'S TOP TIPS—MY OSPREY JOURNEY

Q. Terry, when did you start in Osprey and what first attracted you to class?

A. This is my third year in the Osprey. I wanted to try some doublehanded sailing. Being 13 stone plus, not many boats suited me, and the Osprey was the standout choice. Plus the 2013 Nationals were at Weymouth, my home club.

Q. How have you planned your course to the top?

A. I wanted a wooden boat and in Autumn 2012 bought 1281, which had a decent record. I planned to upgrade the rig. We took it to the Final Fling a few weeks later and sailed it exactly as it was, to see how it went. We didn't do too well there, but learned a few things about the rig set up. I had a chat with Terry Cooke at Aardspar who I had worked with in the past and he used his Contender mandrel to build a (carbon) mast to my spec. We took some bend characteristics from a couple of metal masts including Adam Bowers' Blue

Moon rig to come up with some target numbers. I had used P88 sails in my OK since 2003 so they were the obvious choice. I started with a standard cut and we have made a few tweaks to the Genoa and Kite along the way. I have sailed with a number of different crews at either end of the weight spectrum, which has been really useful to accelerate my learning of how to power the rig up and down. I set the boat up very differently depending on how much weight is on the wire. Sailing with Pete Greig has been a real bonus this year - he brings so much Osprey experience to the front end. There is plenty to go wrong in the front of an Osprey, so not having to think about that helps me keep my head out of the boat. We tend to share tactical responsibility, it's just the way it panned out.

Q. Many new people are joining the class next year. What advice would you give newcomers?

A. The Osprey is a big powerful boat. The tendency when you first get in it is to try and wrestle with the power, but the truth is that although there is a lot of power available, the rig is quite adaptable. The key is setting the boat up for the conditions so you are in con-

trol. If you're fighting it then something is wrong, which leads me perfectly into plugging the training sessions.

As we did this year there will be **3 training sessions in 2016** which will be provided by the class association free of charge to members. Dates are to be confirmed but likely to be the Fridays before the events at Blithfield, Tata and one of the Northern events, probably Kielder.

Terry is fleet training rep.



Ed note: Latest rules mean that new masts may only be bought through Hartleys, so you cannot design your own any more.

Inside this issue:

Mark 5 unveiled	2
Hull construction	2
Foils and rig	2
Hartleys and Association to support 2016 Nationals	3
Design of the Mark 5	3
On Show in 2016	3
Regional series for 2015. Looking ahead to 2016.	4

WS SERIES 2015— Early Birds catch the worm

This year Terry Curtis and Pete Greig were so fast out of the traps that they had won the WS series before any of their rivals had even woken up! They started in March by winning the Star-cross Steamer, and virtually wrapped things up by early July. Their emphatic final scoresheet was six wins and a second place at his seven opens.

1. Terry Curtis/ Pete Greig, 5pts
2. Kevin Francis/ Phil Male, 21pts
3. Martin Cooney/ Peter Frith, 23pts
4. Paul Heather/ Jon Osgood, 33pts
5. Richard Marshall/ Andrew Edmonds, 34pts.

6. Ros & David Downs, 39pts
7. Ken Brown/Chris Butters, 48pts

5 results counted, from the 11 events. 64 boats took part. Most popular event was Inlands at Blithfield, with 20 boats. Next was the Final Fling with 17, and Weymouth had 16. Both Blithfield and Weymouth were preceded by Friday coaching sessions, helping attendance.

Hartley Boats contacts

01332 369751

Parcel Terrace, Derby DE1 1LY

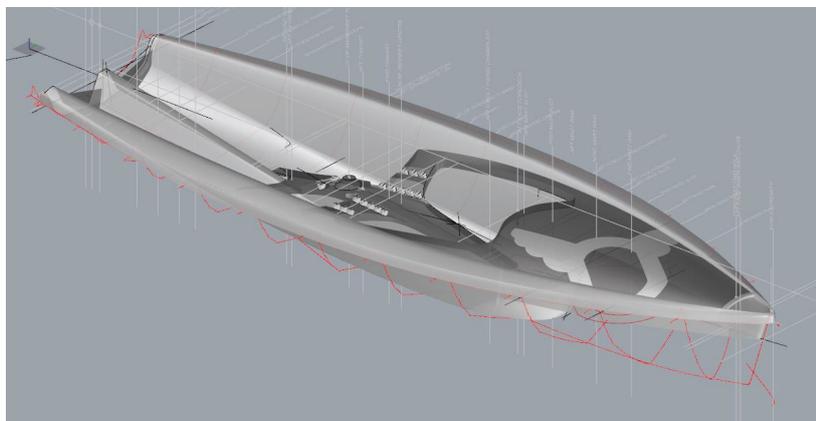
sales@hartleyboats.com

www.hartleyboats.com

Hartley Boats supply complete new or used Ospreys, and can supply all spares, sails, covers, trailers, and clothing.

Quote your membership number to get a 15% discount on chandlery, sails and spars.

Mark 5 unveiled



Check out this rendering of the stunning look of the new Mark 5 Osprey. The Mark 5 will be made up of three mouldings, first the external hull, second the deck/ floor, and lastly the foredeck/ thwart/centreboard casing top. The foredeck moulding stretches from the bow bar to the aft end of the centreboard casing, sloping gently down from bow to the floor, giving the boat a very distinctive look. This moulding may be a contrasting colour to the hull.

Hull made from three mouldings

The deck/floor moulding is bonded to the hull in the cockpit, creating a very stiff double thickness floor.

The foredeck moulding extends back to the thwart along the side tanks, bringing the jib fairlead further inboard to optimise the sheeting angle.

A rolled tack bar at the bow spreads the load of the rig tension into the hull and makes a wear resistant surface for the kite to roll around.

The new transom pad stiffens up the long aft section of the boat and gives a very sturdy mounting for the rudder fittings.

Generous transom flaps on either side allow fast drainage should you capsize, also helped by extra shaping of the floor to direct the flow of water.

Non slip is moulded into the cockpit floor. There is a little raising of the front end of the crew floor, to help water flow into the twin bailers.

With the Mark 5 Osprey, Hartleys expect a major improvement to hull stiffness, like they achieved when the Supernova switched to epoxy. The extra stiffness in the Mark 5 comes from the double thickness floor as well as the introduction of epoxy.



Foils and rig

Foils. There is a choice of specs for foils. The standard foils are made by Hartleys, with the centreboard made of epoxy foam sandwich. There is an option of a wooden board, sheathed in either clear epoxy or carbon cloth. The centreboard is of the same thickness as that in the Mark 4, allowing boards to be swapped between the two Hartley Marks. The board is close to the class's minimum weight. The rudder blade is slimmer than the Mark 4's 32mm blade. An alloy stock is the standard option, but a Winder carbon stock

may be specified by the customer. There is also a choice of specs of blade, with a carbon one available as an option.

Rig. The rig is unchanged. Customers may choose either Selden or Super-spars carbon spars, same sections as now. Budget alloy spars can still be provided.

Rig control. Easier to build and use systems are designed into the Mark 5. Fully adjustable rigs can be fitted, as at present. Ditto the strut, but the strut goes through the foredeck. Most rig systems are under the

foredeck, in front of mast foot. It will be easier for customers to retro fit adjustable rig systems.

Control systems are led to the thwart, just ahead of the helm, and to the central console atop the centreboard case. Elasticated takeaways can be fitted if desired.

Your choice. Customers will be able to choose many options of layout, equipment and colour to create their own ideal, personalised Osprey. Choose a simple spec, or your own creation! The choice is yours.

View latest class news on Osprey website at www.ospreysailing.org/cms

and on Sail Osprey and Osprey Facebooks.

Post your own chat, news, videos, pics etc. Tell everyone about the class.

Hartley Boats and Class Association to sponsor 2016 Nationals

To celebrate the successful launch of the Mark 5 Osprey, Hartley Boats have announced generous sponsorship of the 2016 Osprey Nationals at Mumbles in August.

Support will be directly linked to the number of entries at the Nationals, and they have set big stretch targets for the class to aim at. Their generous cashbacks to competitors start if we achieve 50 or over entries, and hit the maximum if we achieve over 70. The Association will support this, by adding support if we exceed 40 entries, and then adding to Hartleys' cashback if we exceed greater numbers.

Ambitious targets?

Consider this! In 2016 there will be the biggest influx of new Ospreys into the class for almost 40 years.

Furthermore, Hartley have successfully proven a similar incentive scheme in the Supernova class. As a result, 120 Supernovas have already signed up for their 2016 Nationals. That is almost twice their total in 2015, which was itself exceptional for them. This will be by far the biggest entry by any adult singlehander class next year, and the dinghy world will be sitting up and taking notice of the Supernova class.

That is the impact we can make through a big entry next year. In turn

that can attract many other new people to our fast growing class. So spread the news about what is likely to be the class's biggest Championship for many years. The more of your friends and clubmates who you persuade to enter, the greater the cashback will be, so the net entry fee will go down.

The Association has just set a £140 initial (pre cashback) entry fee for the Nationals. That is less than last year, and as usual the host club will provide evening meals free. Look out for more news about the event, and about opening of entries. Keep checking our website and Facebook pages.



Pic courtesy Mumbles Yacht Club



The Osprey

A fast 2 person boat with single trapeze and symmetric spinnaker.

Length: 5.35metres
Beam: 1.75m
Hull weight 134kg
Mainsail area: 9.3 sq m
Genoa sail area: 4.65sq m
Spinnaker area: 17.19 sq m
Hull: GRP/FRP, GRP or wood

Carbon mast and boom permitted.
Wide crew weight range.
Laminate sails allowed.
Free choice of sailmaker

Design of the Mark 5 Osprey – It's the Look!

External hull shape of the Mark 5 Osprey will be just the same as the Mark 4, a shape penned by Phil Morrison, so the speed potential of the hull remains exactly the same. Rig also remains unchanged.

Designer of the Mark 5 is Peter Hobson whose recent experience includes design of the latest 505 for Ovington. Peter has drawn an all new deck and foredeck design for the Mark 5, including buoyancy tank redesign, transforming the look of the Osprey class.

The overall brief for the Mark 5 is to make it simpler and quicker to build, and to improve usability. Switching to epoxy construction and double thickness floor will improve stiffness, and the opportunity is taken to make a series of other improvements on the Mark 4.

Hartleys have now asked a leading advisor to the sail loft industry to develop and perfect the sail shapes for the Osprey. The new shape sails will be made for Hartley by Jeckells, but sailors will continue to have free

choice among sailmakers.

The Mark 5 Osprey has many changes compared with its predecessor. But these are not just technical.

The builders and designer are creating an entirely new, exciting look for the new Osprey, one which is sure to grab the attention and envy of sailors in other classes.

Ospreys on Show in 2016

To step up awareness of the new Mark 5 and the Osprey class generally, Hartley Boats plan to take the Osprey to several Boat Shows at home and abroad.

The Mark 5 is sure to make a big impact at the RYA Dinghy Show on March 5/6, where there could be anything up to 6 Ospreys. Both Hartley and the Association will have stands at the RYA Dinghy Show in March. The Association will show a

Mark 5 and a stunning wooden Osprey. Hartley will show a pair of Mark 5s, one with a basic setup and the other a top spec example with lots of extras. At the Show, the Association will be announcing details of its exciting fixture list for 2016. Come to both stands and meet Osprey enthusiasts, and bring your sailing friends who do not yet sail Ospreys! Tell them to bring their chequebooks too, they may be tempted! In December Mark Hartley said, "We are really excited with

progress as the Mark 5 Osprey moves from the drawing board into production. We are confident that we will produce a new Osprey which will not only work well, it will also look fantastic! We will have the product to really shake up the market among fast single trapeze boats."

"Our orders so far for a boat which can not yet be seen in the flesh make us confident that we can make many more sales in the year and years ahead. These are exciting times for the Osprey class."



The Hartleys are looking forward to a bumper season for Ospreys.



Osprey Class Association

Dec 2015

Secretary: Ros Downs

E: rosdowns"at"me.com

Media Contact: Alan Henderson 0754 9834061

Chairman: Peter Frith

Treasurer: Kevin Francis

Fixtures: David Downs

2016 Opens

Firm dates so far are:

Blythfield Apr 16/17

Poole Jun 25/26

Weymouth July 9/10

Burnham Aug 27/29

Kielder Sep 10/11

Buying an Osprey?

You're in luck! Ospreys are usually very hard to find, but currently there are a few available below. See full ads on www.ospreysailing.org or www.apolloduck.co.uk.

Hartley Mark 4s

(all listed have carbon rigs.)

1356. Built 2014. Twin poles. Little used, 3 suits. £8000. Mark Weston on 0758 1201761.

1352. Built 2013. Black and silver hull, lightly used. 2 suits. £7000. Nick Jones on 01525 751712.

1340. 2009. All carbon, twin poles, 3 suits. £7000. John Mills on 0779 1232585.

1342. 2009. HD & North sails. £5750. Ted Lewis on 07790 839735.

1333. Sold.

1322. 2008. 1 suit, choice of carbon or wood board. £5900 or 5500. Mick Greenland 01795 870505

1316. 2006. Norths. £5000. Alan Henderson 01292 281383

Woodies

1276. Built in 1995 by Arnott Dobson. Combi, 3 suits. £3250 ono. Alec Mamwell on 015394 41922.

1164. £2995. Hartley Boats on 01332 369751.

Older GRP examples

1268. Built by Porter in 1991. £750. Paul Biggin via Apolloduck.

1212. Built by Porter in 1985. £650. Robin Forrest on 01730 268659.

The Osprey Class Association—key benefits to members

- **NEW FOR 2016 – 15% discount for assn members on purchases of chandlery, spars and sails at Hartley Boats.** Not applicable to foils and rudder stocks.
- Organises class circuits and Championships
- Organises **free** training days
- Communicates with members and public via Class website, Facebooks, newsletters, Forum etc
- Publicises the class in yachting press and websites, and at the RYA Dinghy Show
- Provides measurement certificates
- Maintains class records and trophies
- Advertises Ospreys and gear for sale
- Underpins the value of your Osprey.



2015 Regional Circuits & the Osprey year ahead

South Wales Series The final event in the series was at Tata on 31 Oct/1 Nov. The final race was a cliff hanger, and it decided both the regatta and the series. The winners were Oscar and Lisa Chess, who took the series, just ahead of Ros and David Downs, with Mike and Pam Murray third. All three pairs showed that the Osprey can be well sailed by a mixed couple, so is not just for big boys! The Chesses and the Downs also took first and second in the RYA South Wales Grand Prix regatta series, demonstrating the class's racing qualities. At the prize giving Oscar gave a great speech, noting that Ospreys are the growing class in S Wales, and that with two Mark 5s heading for the area next year, that can only get better. He urged all the other sailors to buy an Osprey and join in next year's Nationals at Mumbles.

Lakes & Borders Series

Oop North, Viola and Mike Scott had a year to remember. They not only won the Scottish & Northern for the first time, but also took the Osprey Lakes and Borders series, after wins at the Birkett and at Kielder. Rob Shaw and Ian Little took the final event of the series at Ullswater to take second overall, with Alec

Mamwell showing good speed in his new Mark 4 to take third overall.

Southern Series

While the S Wales and Lakes circuits were spread across the sailing season, the whole Southern series, of five events, was in the first half of the year, finishing at the Nationals in July. Winners were Terry Curtis and Peter Greig.

The Year Ahead— join us!

2016 will be the most exciting in the class's history for decades! It's the perfect time to join, or rejoin, the class. If the Mark 4's development ten years ago was a huge step forward for the class, then the Mark 5 is a leap. 20 sales by far exceeds the best year of sales of the Mark 4, and you have to go way back, to the late 1970s, to find a year of better sales. The willingness of buyers to purchase the Mark 5 unseen, before it is even built, is a huge vote of confidence in our builders, Hartley Boats. There will be many new faces in the class, some in Mark 5s, and many in Mk 4s which will

become easier to find, and at a range of price bands. All this points towards excellent class racing, and let's not forget earlier, lower budget, Ospreys like the woodies, some of which excelled this year. It's a great time to buy a second hand Osprey and join the class.

How can we support this growth? This year we pioneered free coaching days. All three, held at locations all over the country were very popular, with competitors up to and including our National Champions Martin Cooney and Peter Frith showing improvements from the coaching.

Coaching days will continue in 2016, held in the South, North and South Wales.

Further ahead, Hartley Boats suggest that we may have an open meeting or Championship abroad, perhaps in Holland or France. Perhaps we may combine occasionally with other Hartley classes in multi class regattas.

Do you have ideas which might support the growth of our class? Post them on our Facebook pages or web forum, or contact a committee member.