



# 2020 Newsletter



## Osprey Class Association

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

and on Osprey and Sail  
Osprey Facebook pages.

### Sign up to events there.

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

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Newsletter Date January 2020



## What's On in 2020

**Dinghy Show** - See us on Stand C62

At Alexandra Palace on the 29<sup>th</sup> February and 1<sup>st</sup> March

**First 2020 Wilkinson Sword Event** at Blithfield SC on 4<sup>th</sup> & 5<sup>th</sup> April

Don't miss the famous Hog Roast

**Welsh and Midland Championships** at Tata Steel SC on 18<sup>th</sup> & 19<sup>th</sup> April

Croeso y Cymru!

**Southern Championships** at Poole YC on 6<sup>th</sup> & 7<sup>th</sup> June

**Weymouth Dinghy Regatta** at Castle Cove SC on July 11<sup>th</sup> & 12<sup>th</sup>

An Opportunity to hone your teamwork before the Championships

Leave your boat at Castle Cove SC for

**The National Championships on 25<sup>th</sup> to 28<sup>th</sup> July**

*No need to hang up your wetsuit after the Championships there is still more to come*

**Burnham Week** over the August Bank Holiday weekend said by some to be the best Open Meeting of the year

**Scottish and Northern Championships** on 12<sup>th</sup> & 13<sup>th</sup> September at beautiful Kielder Water – well worth the drive

**End of Season and Inland Championships** at Carsington on 10<sup>th</sup> and 11<sup>th</sup> October



# Meet your Committee

## Introducing your 2019/2020 Committee:

### The Officers:

**The Chairman is Peter Frith**, he is a longstanding & very successful Osprey Crew sailing Swiftun 1290, which has recently been treated to a respray and is always winterised in the loft of his workshop. Peter is currently testing the Class Boat including taking it to some winter events

**The Treasurer is Kevin Francis**, he is a helm generally in the top 10 of the Fleet sailing Whitestar 1296. Kevin is organizing the 2020 Castle Cove Nationals – GET YOUR ENTRY IN.

After the 2020 Nationals Kevin will be looking to hand this role onto a new member with fresh ideas. The role involves handling the money & justifying the income & expenditure, managing the membership fees (circa 100) and issuing the Class Measurement Certificates for new owners, this is a free service to class members.

**The Secretary is Alex Willis**, who started helming for her Dad when she was 12 in Waimanu 1291 (A Plastic Porter) and they have had a very successful partnership including winning the Wilkinson Sword Travellers series.

### Committee Members:

**David & Ros Downs** who sail Just Pogo 1114. They can be seen at the Dinghy Exhibition and many Open Meetings. David also manages the Fixture List & the Measurement Rules.

**Mick Greenland**, owner of Mellow Yellow 1372 and works very hard with HB (The Builder & Copyright holder) & he also organises the Dinghy Show.

**Terry Curtis**, Top Gun in several dinghy classes and has won the Nationals in 1281 & 1234. He supports David on the technical stuff.

**Jonathan Osgood**, Super crew including in Light & Bitter 1292. He has also been involved with the Association for a long time.

**Jamie Blake**, another young talent in the front of Dark Matters 1369 & currently involved with Swansea Uni Sailing Club too.

Alastair Raynard, Sails Robbers Alley at Carsington SC. He is coordinating the class training in 2020

**Ted Lewis**, The Welsh representative organizing the 2021 Tenby Nationals & Accounts Auditor



## Hartley Boats News

“The new Mark 6 Osprey will be unveiled at the Dinghy Show”

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Hartley Boats supply complete new or used Ospreys, and can supply all spares, sails, covers, trailers, and clothing. They can also supply Osprey hull, ready for fit out by the owner.

Quote your membership number to get a 15% discount

There are exciting new developments for the Osprey Class happening at Derby. Richard and Mark are planning the development of a new Mark 6 Osprey. This new boat will look very similar to the successful Mark 5 Osprey that took 2nd to 5th places at the 2019 Wilkinson Sword traveller’s trophy, but will incorporate a number of improvements mainly between the hull and deck mouldings that will make the boats easier to build while stiffening up the boat in the area of the centreboard case. In doing this Hartley Boats are building on the lesson’s learned from the Mark 5 Osprey and the latest very successful Contender hulls that they are building.

The boat will have a simplified fit out compared to the Mark 5 with an option of single or twin poles or like the Mark 5 it may be provided as hull only for a bespoke fit out by the owner.

Hartley Boats are intending that a prototype Mark 6 Osprey will be on the stand at the Dinghy Exhibition at Alexandra Palace on the 29th February and 1st March. Eden Hayland and Mark Hartley, winners of the 2019 End of Season Championships at Rutland will campaign the prototype Mark 6 at Open Meetings and the Championships throughout the 2020 season so that Hartley Boats can go into Mark 6 production with a fully developed and proven boat at the beginning of 2021.

Richard and Mark have indicated that they will be offering very generous part exchange deals for existing FRP boats of Mark 3, 4 or 5.

# Dinghy Show 29 Feb & 1st March 2020.

I could head this 'BREAKING NEWS' which by now is one of those meaning less propaganda headlines phrases which will be all forgotten by the time of this exhibition! So, guys and girls this year will be different from the last 6 years; The RYA are making a significant change to the layout of the exhibition at Alexandra Palace. The Great Hall, where our stand has traditionally been, will now be devoted to Commercial Organisations with Clubs and Class Associations being concentrated in the West Hall and Corridor. Therefore, we won't be having our usual stand but instead Hartley Boats will be hosting us on their stand in the Main Hall. The new prototype Mark 6 Osprey will be displayed on the stand and we will be promoting the class association with our launch of the class boat, plus the 2020 Nationals at Castle Cove sailing club.

Richard Hartley has confirmed his wishes to continue manufacture of the Osprey irrespective of the circumstances. Why a Mk6? There's been 15+ Mk5's produced since July 2016 and like all new radically redesigned products there have been a few issues which all have been addressed by Hartley's when arisen, thus showing their commitment to keep the boat and customers happy. The Mk6 won't look any different from the outside to the 5 except in a few key areas, like being less string and other minor construction techniques around the centreboard case. From my involvement with 1372 my planned 3 day visit to Hartley's to finish off then extended to 3 weeks (the main reason for delay was Selden masts), On my return home I produced a full set of Auto cad drawings for drilling 90% of all the boats fit out features for twin and single pole systems, plus a build manual (on CD) with photos of 'wooden inserts' with every block and rope run for controls lines, on individual drawings. I did this as a thank you to Richard and Mark for allowing me to be resident in their factory (would other boat builders allow this) and the other point is this Osprey isn't on a production line like their other products; which are made in the hundreds and far simpler – how many Ospreys do you see identical new or old? So, Richard has decided to draw a line under the Mk5 and will produce a simpler boat with basically three options, single or twin pole and hull only, and an incentive to trade in Mk3's 4's and 5's for his new Mk6.

For us (the committee) this year we won't be laying carpet, fitting up display boards, rigging up the Osprey and then having the fun of escaping on Sunday evening with all the other exhibitors through 'one' exit, plus it is normally raining!

So, to see you there would be good; buy your tickets early and don't forget we need 50+ entries at the Nationals.

Kevin Francis will be taking names!

Mick Greenland, (1372 Mellow Yellow)

## Small Headsail

Class rules permit the use of a smaller headsail but how this came about is bit of a mystery as the sizes allowed appear to be almost unusable, maybe goes back as far as Osprey No 2 who knows.

Having suggested this at last year's AGM with some positive and negative views, the consensus agreed was that we should experiment with a smaller jib that would work with existing jib fairlead arrangements. Following the Nationals at Mounts Bay I gave a tired Hartley/Jeckell jib to Chris Gould who transported it to Andy at HD sails where it sat on the 'bottom shelf' until I had to take them my damaged mainsail (with a hole the size of David's foot) in it.

Three times this year I've been sent out in F6 and above

and three times had an early shower so when I was handing over three sails for 'minor' mods I spoke with Andy, with the sail rolled out, and looking at the dimensions in the class rules for small headsail. As I had the 'rhumb' line marked on the jib for F3-4 Andy transferred this line as far as practically possible and said, 'there's the clue'.

This was also the most practical place to use my current barber haul controls which is similar to many Ospreys. I Picked up the modified sail (Thankyou Andy) on my way to collect my boat repaired at Hartleys from a close (not) encounter with the 'Sheppey bridge jetty'

Since then the boat hasn't touched water as I've been Soloing at Wilsonians frostbite series, which has been warm and light winds to date.

The dimensions of this small sail luff is 4050 which was untouched, (class rule 3800-4100), the leech is now 3500 (class rules 3450 to 3950), so both still conform but the foot is now 2000mm with the current rule of 1350 to 1650mm.

The test: find a windy day in the winter with enthusiasm to get cold and wet!

I will report back on how this works and if successful intend to propose a rule change for the AGM.

Mick Greenland Osprey 1372 Mellow Yellow



*"The Osprey stand is being hosted by Hartley Boats – SEE YOU THERE ON STAND C62".*



## Class Boat



**Powering away upwind**



**The class boat approaching the mark at this year's Bloody Mary Pursuit Race.**

Following the generous offer by Richard and Mark Hartley at Hartley boats to refit and supply a Mk 5 Osprey to the class for use in attracting new Osprey teams into the fleet, the class boat came of age in December 2019. Our chairman Peter Frith visited the Hartley factory in Derby to take ownership of the boat on behalf of the association, he was met by an enthusiastic Mark Hartley with the boat fully rigged in the Hartley showroom where a full debrief was given on the systems and changes that have been made at the request of the Association in order to simplify the boat and stiffen up some vulnerable areas ready for new teams to enjoy.

The changes involved removing much of the 'string' that was previously exiting through the side tanks and also moving the boat back to a single carbon pole configuration rather than twin poles. The fully adjustable carbon rig is retained, and a stiffer centreboard case capping area has been added. The increased use of ProGrip has increased the grip to the crew area again aimed at giving new crews a great deal of confidence when operating the boat in a seaway. The boat is fully calibrated having been set up by the factory, this has now been trialled and all settings are correct. The boat comes with top and bottom covers, combi trailer and sails, it is the complete package. As well as the agreed changes Hartley Boats have fully reconditioned the boat to ensure it is as capable of winning as any other Osprey so far built.

To finish off the visit Peter was also hosted overnight by the Hartley's with a night spent discussing all things sailing and specifically the Osprey. The cook was none other than Richard Hartley himself and apparently, he's rather good at cooking. The following day was spent finishing off the few bits and pieces that needed to be changed and then another debrief on how to dismantle the boat for trailing. With some clever innovative thinking the boat can be packed away in around 30 minutes. Once on the way home to Poole, Peter was in touch with his long serving helmsman, Martin Cooney, to arrange a shakedown sail the following day. On the day itself the boat was rigged quickly, and several test sails were made to ensure all was well. Then followed 2 club races where 4 Ospreys competed amongst a fast handicap fleet. Off the line in full trapezing conditions the boat pointed high and accelerated well. By the end the class boat was the lead Osprey just behind a good Musto Skiff. The second race was a repeat performance leaving the class boat 1<sup>st</sup> on handicap, a good start to its new role.

Another test sail was undertaken from Poole the following week this time in light winds, Martin was pleased to try the boat in these conditions and again the boat felt very responsive and very similar to Martin and Peters regular boat 'Swiftwun'. Reach To reach gybes were no problem and the acceleration off wind in these marginal conditions quickly showed why the Mk 4 & 5 Ospreys are so hard to stay ahead of on a reach. Martin and Peter entered the annual Bloody Mary pursuit race at the Queen Mary Sailing Club.

The forecast was not good and sure enough on the day it blew old boots. Nevertheless, the team got afloat and blasted around the course for over an hour before a couple of inevitable swims and the cold began to affect crew performance and the wise decision was made to retire. The boat passed this test with flying colours with the adjustable rig working well and the centreboard fully adjustable by the crew which is often a problem when loaded up. No breakages were reported which was impressive in the conditions.

There may be a couple of further outings before the main season starts in 2020, the boat is ready so now we must look to the future of the class and the new blood that can be welcomed into the Osprey family. The details on how to acquire the boat for a defined period of time are still being formalised however the committee are actively looking for the first crew to take her on and join us, if you know of a suitable crew then get in touch with your committee members or local reps, better still invite them along to the dinghy show at the end of February for a face to face chat.

# Resume of the 2019 Season

In 2019 we had a full programme of Open Meetings and area Championships making up the Wilkinson Sword Traveller series. Some of the “normal suspects” were missing this year, but we were able to welcome back some old friends including Steve Watson crewing with Richard Marshall, Andy Barker sailing with Stuart Maunder and Jon Gorringe sailing a borrowed boat with Caroline Croft. We also welcomed some new recruits and/or guests to the fleet from the OK, Fireball and Merlin fleets – they would all be most welcome to join us again.

## The Wilkinson Sword Series

Perhaps as a result of smaller turnouts in the Wilkinson Sword series than in previous years the competition was more closely contested than in recent years. For much of the year Richard Marshall and Steve Watson in their Mark V were top of the leader board, but with Roger and Jamie Blake and Alistair Reynard and Rob Burdekin also in Mark V's chasing them hard. The final outcome of the series was not decided until the End of Season Championships at Rutland where normal business was resumed with Terry Curtis and Peter Greig retaining the trophy. They did not however have it all their own way with Eden Hayland, sailing his first Osprey event with Mark Hartley on the wire cleaning up at Rutland. This will be a team to watch in 2020.



## The Nationals

In August the Ospreys returned to the popular venue of Mounts Bay for the Championships. The fleet were looking forward to some great racing in big waves in the beautiful surroundings and were not disappointed. Some of the three sail reaches will live on in the memory for a long while. Lord and Lady St Leven were generous in their support of the event with a very enjoyable reception on the Mount during the event. The sailing looked like it was going to be a head to head between the Greig brothers. Peter sailing with Terry Curtis started the event as defending champions while brother Mike sailing in his home waters and with multiple Championship winning DJ Edwards in the back end looked likely to press them hard. Matt Burge and Vyv Townend also looked to be among the favourites. A wardrobe malfunction with Mike's trapeze harness and a jib halyard failure for Matt and Vyv gave Terry and Peter the initial advantage, but in the end DJ and Mike showed mastery of the conditions to become worthy National Champions from Matt and Vyv in second place.



The Osprey fleet are being well represented in the Sailjuice series. Phil Meakins, Mick Greenland and David Downs and Emma Stevenson and Pete Lloyd flew the Osprey flag at a very windy Great British Sailing Challenge finale at Rutland. Phil is currently very well placed in the Sailjuice winter series.

## 2020 Fixtures



There are a few loose ends to tie off, but the 2020 Osprey fixture list is now largely complete and has also been posted on Facebook and the Class website.

The season will kick off at Blithfield at the beginning of April. This is always a well-attended and enjoyable event with the legendary Blithfield Hog Roast on the Saturday night something that is not to be missed. Then towards the end of April is Tata for the Welsh and Midland Championships. This event is being combined with the Solo Welsh Championships so a good turnout may be expected. There will be camping available on site and the pub has already been booked for the Saturday evening entertainment. The Early May Bank Holiday has this year been moved to Friday 8<sup>th</sup> May to tie in with the VE day celebrations. As a result, the Mounts Bay Open Meeting will now be held on the 16<sup>th</sup> and 17<sup>th</sup> May. This will be an opportunity for all those who enjoyed the fabulous sailing conditions (and pasties) at last year's Nationals to experience some more. It also means that it will free up the Bank Holiday weekend for a trip to beautiful Kielder Water for the long-distance Dam to Dam race.

In the run up to the National Championships we will have events at Poole, Isle of Sheppey (tbc), Shoreham and Castle Cove so that you can all hone your sea sailing skills before the big event.

The BIG EVENT for the year is the National Championships at Castle Cove Sailing Club on the 25<sup>th</sup> to 28<sup>th</sup> July. With keen local fleets at Castle Cove and Weymouth together with the opportunity to sail in the fabulous sailing waters of Weymouth Bay and/or Portland Harbour we are expecting a bumper turnout. GET YOUR ENTRY IN !!

Following the Nationals there is an opportunity for a trip to Ireland for a regatta in conjunction with the National 18 Championships and an opportunity to take part in the Cork 300 Celebrating 300 years of the Royal Cork Yacht Club. In the autumn we have the traditional Burnham Week event over the August Bank Holiday weekend always a great event with the legendary barbeque on one night and formal dinner in the Club on another.

In September we have the Round the Isle of Sheppey Race, a good Osprey event and the Scottish and Northern Championships at Kielder.

This year we will be rounding the season off with the End of Season Championships at Carsington, arranged for the middle of October so that it will still be possible to attend the Rutland Symmetric Open event for those that want to.

We hope to see many of you on the circuit through the year.



Month	Dates	Venue	Event
<b>April</b>	4th/5 <sup>th</sup>	Blithfield	Open Meeting (WS)
<b>April</b>	18th/19 <sup>th</sup>	Tata	Welsh and Midland Championship (WS)
<b>May</b>	9th/10 <sup>th</sup>	Kielder	Dam to Dam Race
<b>May</b>	16th/17 <sup>th</sup>	Mounts Bay	Panmora Cup (WS)
<b>June</b>	6th/7 <sup>th</sup>	Poole	Southern Championships. (WS)
<b>June</b>	20th/21 <sup>st</sup>	Isle of Sheppey	Open Meeting (WS)
<b>July</b>	4th/5 <sup>th</sup>	Shoreham	Combined with Club Racing (WS)
<b>July</b>	11th/12 <sup>th</sup>	Castle Cove	Weymouth Dinghy Regatta (WS)
<b>July</b>	<b>25th to 28<sup>th</sup></b>	<b>Castle Cove</b>	<b>National Championship</b>
<b>August</b>	<b>2nd to 7<sup>th</sup></b>	<b>Royal Cork</b>	<b>European Adventure</b>
<b>August</b>	29th to 31 <sup>st</sup>	Burnham	Burnham Week (WS)
<b>Sept</b>	6 <sup>th</sup>	Isle of Sheppey	Round Sheppey Race
<b>Sept</b>	12th/13 <sup>th</sup>	Kielder	Scottish and Northern Championships (WS)
<b>Oct</b>	10th/11 <sup>th</sup>	Carsington	End of Season & Inland Championship (WS)

# Oscar's Osprey recollections.

## The Tiger Years.

Oscar Chess shares some memories from his early years of Osprey sailing:-

I started sailing at the Steel Company of Wales (British Steel/Corus/Tata) sailing club, Margam in 1973; initially crewing for Emlyn "Em" Richards in his wooden Mk 2 and then graduated to the trapeze of Osprey 1000. Tomorrows World was the first GRP Mk3, won by Doc Davies at a boat show raffle. As each big event drew close, I was dropped in favour of his first-choice crew Mal Smith.

Saving hard I bought my first Osprey from Tony Powell and started a lifelong relationship with the Powell family, by marrying the lovely Lisa, joining the family business and eventually getting my mitts on 1085. Sailing Wanderin' Star taught me a lot. During my first Nationals at Carnoustie in 1975 we ended up close to Mike Corbin.

Recognising him as an Osprey God we decided to follow him and ended up in 10th place. This meant we were going to be pathfinder in the back to back race that was about to be held. Unfortunately, I had not yet mastered the art of pointing in the significantly stronger breeze and was pointing well below what the fleet had expected. Much of the fleet were gybing around, some hoisting, then dropping kites just off my bow before gybing around the guard boat.

The following year saw me start sailing with Tiger and we started to make progress up the fleet. Also working their way up were Trevor Brown and Phil Angrave. They were the cool dudes from Poole.

Lymington was one of our favourite haunts and I have many memories of regatta starts on the club line there with the ferry, Richard Marshall and Nick Willis to contend with.

Another special place was Mounts Bay. We were regular competitors at the Panmorra Cup and used to sneak out of dire positions and slip towards the front earning us the nickname of "The Slippery Osprey" from the mighty James Curnow. Ken Robertson, Ray Jebbitt, Derek Cattran and Malcolm Woolcock were stiff competition along with Des Meneer. We had some fantastic racing in the bay along with some great parties on The Mount with Lord and Lady St Leven hosting. At one prizegiving during a championship week Tiger turned up in his denims with empty Pils bottles in the pockets, Lady St Leven was not amused. On the way to the 1986 Mounts Bay Nationals, we had 2 windsurfers attached to the roof rack. Suddenly I could see the full moon and realised that the boards had gone. I stopped and found both boards by the roadside still strapped to the roof rack. Unfortunately, the mast, protruding over the board's flight path, had snapped off at the hounds. To help me out Mike Murray agreed to go back down the lake at 4am the following morning to derig and bring the Elvstrom mast from his brother's Osprey. It was pouring down as well. Osprey friends are special.

A tradition back then was the trip to the launderette required if your spinnaker was past it's best. If you had finished in the top six your sails got measured and the only way to get an old sodden piece of ripstop back to within the rules was to bung it in a tumble drier.

The Osprey is a supreme racing machine, stimulating and enjoyable to sail. The tactics and mind games were very much part of the fun and good team working between helm and crew an absolute. Tiger and I developed a focussed and determined approach to sailing and had a brilliant time on the water. With so little weight on the wire (he never did tell me how much he weighed) we had to tough it out upwind in the blows. We made up for this offwind and in the lighter conditions with the mighty power of Seahorse Sails, set on a JPS mast from Welsh Harp. I always did like an underdog.

As a lifelong fiddler, I experimented with several gadgets on the Osprey over the years, starting with the TOBATA. The Top Batten Tension Adjustor allowed me to adjust tension while sailing and I contemplated a hydraulic version running a pipe up the bolt rope. I then added Morrison Wires in a desperate attempt to get the Proctor Beta Plus I had at the time to bend at all. These came crashing down at a Lymington club line start. I later fiddled with controlling the side bend of my mast by having levers to adjust the mast gate width in addition to the mast ram controlling its length. The SKUNK system was born, Side Kontrol UsiNg Kicker levers. If only the devices were as good as the names. My final gizmo from this era was the speedometer I had bought at a boat show designed to screw on to a windsurfer, mine got taped to an Osprey rudder. I was hoping to be able to measure the effects of small rig adjustments but the wobbly needle output on the tiller was far too imprecise.

At the end of the windy 1986 Mounts Bay Nationals, with Tiger and I both getting married, Easy Picker starting to show it's age and Tiger and I having achieving everything we had set out to do, except one, it was time to move on. To be continued....



*A trip down memory lane*

*with Oscar Chess now*

*sailing 1348*



# Winter Sailing Series

## Osprey Sailing Association Contacts

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**and on Facebook at:**  
<https://en-gb.facebook.com/ospreysailing>

## Sailing South West:

Starcross Steamer 19th Jan  
 Sutton Bingham Icicle. 25th Jan  
 Roadford Rocket. 9th Feb  
 Channel Chop (Portishead) 16th Feb  
 Exmoor Beastie (Wimbleball) 15th March  
 Torbay Tornado 21st March

## Selden Sailjuice Series:

Bloody Mary. 11th Jan  
 King George Gallop. 26th Jan  
 Tiger Trophy. 1&2nd Feb  
 Oxford Blue. 15th Feb

## About the Osprey

### Why Choose an Osprey?

- Fast exciting boat to sail
- Long hull and generous genoa gives upwind power
- Great boat to crew, with trapeze and symmetric spinnaker
- Old boats compete equally with new ones
- Fantastic value for money
- Busy nationwide and regional racing circuits

### 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; Epoxy, GRP/FRP, GRP or wood
- Carbon mast and boom permitted.
- Wide crew weight range.
- Free choice of sailmaker.

## Championship Trophies

There have been some changes to the definitions of some of the Trophies and some added in order cater for and to continue to encourage the age range the class enjoys. When entering for the Nationals please pay particular attention to this.