Osprey Class Newsletter Oct 2016

October 2016

Osprey Class Association

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

and on Sail Osprey and 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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Osprey Scottish & Northerns, Kielder

Ospreys came to the class's Northern stronghold, Kielder Water SC, for three days of good sailing from 9 to 11 September. Friday 9th was a practice day, for sail testing and boat bimbling, before the five race Championship started on Saturday 10th. Event sponsor was the Pennine Brewing Co.

The local fleet had just had a new addition, with Graham Thumwood having bought a Mark IV Osprey (1340) just days before the Championship, while the visit of the latest Mark V Osprey added to the intrigue. How fast would it be?

Saturday had light shifty winds, and Alan Henderson and Alastair Barrie from Prestwick took a pair of wins, with Rob Shaw and Ian Little from Kielder claiming the second race. These two boats were pushed hard by Alastair Raynard and Rob Burdekin, from Carsington, showing their new Mark V to be very competitive.

Sunday brought bigger winds from the South, and other boats struck form, especially two of the class's lady helms. Shaw and Little led the first race initially but Alexandra and Nick Willis took over to win, while Shaw in second place was pushed hard by Viola and Mike Scott in third. In race 5 this time Shaw was overtaken by Viola Scott, but the excitement of gaining the lead proved too much and the Scotts capsized. Shaw gratefully accepted the lead, but was again pushed hard by the Willis's. Shaw and Little held on to take their second win of the event, and to clinch the Championship.

Raynard and Burdekin's Mark V was universally admired, and not just by Osprey sailors.

Racing in the eight boat fleet was very close, and all competitors, whether in Marks III, IV or V, enjoyed spells at or near the front at some point in the weekend.

Results overall

1. Rob Shaw/ Ian Little, Kielder Water SC, 6 pts. Mark IV
2. Alan Henderson/ Alastair Barrie, Prestwick SC, 10 pts. Mark IV
3. Alastair Raynard/ Rob Burdekin, Carsington SC, 11 pts. Mark V
4. Alex/ Nick Willis, Hayling Island SC, 14 pts. Mark III.







Pics by Angela Mamwell. & Alan Henderson Below; Alastair/ Rob's Mark V.



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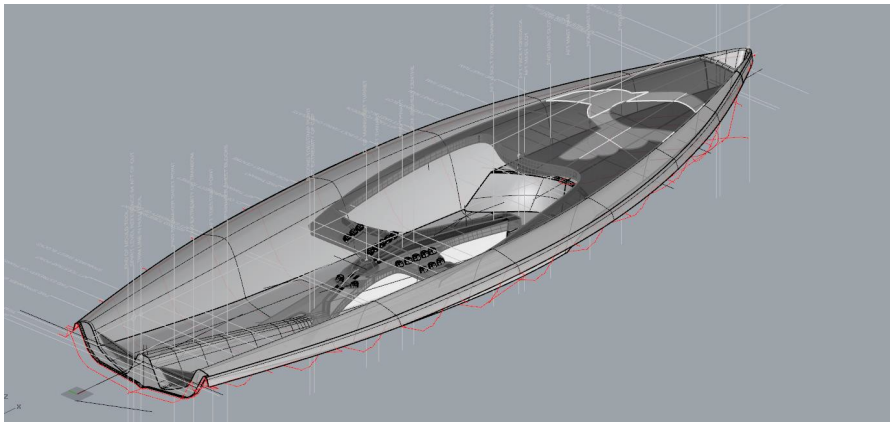
sales@hartleyboats.com

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 drawing



By October 2016, four Mark V Ospreys had been built by the class's sole builder, Hartley Boats. A fifth is scheduled to be completed during October. Hartley have a long back log of orders to catch up with. At the AGM, Hartley stated their aspiration to improve their build rate to one per month.

Why Choose 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
- Training programme with top coaches
- Busy nationwide and regional racing circuits

Older Ospreys compete on a level playing field

The Osprey is very unusual among boat classes in that old boats compete equally with new ones. Good woodies and GRP boats are fully competitive against modern examples. You can also still do well with alloy rigs., and with lower budget boats. At 2015 Nationals, all of top four were wooden boats, with the first Mk IV in fifth. In 2016, all of top three were wood, followed by Mark IVs in fourth and fifth. Terry Curtis won the WS series this year and last with a woodie.

So in the Osprey class you don't have to have latest hull or latest gizmo to win. Owners of woodies and older GRP Ospreys often put a lot more time and thought into their boats, drying them out and stripping out unneccessary fittings and weight. This can pay off.

In 2016, a small number of Mark Vs were made. It is too early to tell whether the Mark V will make any difference to the class's tradition of even competition between boat types and vintages. Usually it's the nut on the tiller which makes the difference. Owners can also choose what sails suit them, and tune their boat to their style and crew weight.

With the introduction of the Mark V, it's a great time for newcomers to join the class, with some owners selling their Mark IVs to make way for their new Mark Vs. It is a very friendly class.

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.
Laminate sails allowed.
Free choice of sailmaker

Poole Nationals, 2017

The Osprey class's next Nationals will be held at Poole over 10 -13 August 2017.

Key reasons to come to **Poole** for the **2017 Nationals**:-

- Poole has the biggest fleet of Ospreys in the country
- Plan is two days racing inside the harbour, and two days outside harbour
- It is the class's 60th Nationals.

The waters of Weymouth, where there are Ospreys at both club, will be visited twice in near future, with **Weymouth SC** acting as hosts in **2018**, and **Castle Cove SC** hosting in **2020**.

Weymouth hosted a successful Nationals in 2013, and are sure to do well again in 2018.

Future Osprey Nationals

Your committee plans Nationals for a few years into future. This is the current outline, which may evolve as talks progress.

2017 Poole YC 10-13 August

2018 Weymouth SC

2019 Porthpean SC

2020 Castle Cove SC

2021 North Wales?

The 2016 Osprey year

Nationals, Mumbles

The class's highlight of the year as always. 36 boats, good result in first Nationals away from South coast for years. Many thanks to Mumbles YC for running a great Championship, and to our sponsors, right. Cf 2015 34 boats, 2014 40 boats.

Winners DJ Edwards and Adam Bowers.



Emma Stevenson/Tim Bowden at Nationals. Pic Colin Jenkins.

WS Series

In 2016, the WS series was trimmed to seven events, four to count. Cf 11 in 2015. Number of series entrants 2016, 34 so far. One event still to go. Biggest entry at Blithfield 19.

Cf 2015 46 entrants. Biggest Blithfield 20.

Series winners Terry Curtis and Pete Greig. They, or Terry with other crews, won Blithfield and Poole, and took second places at Mounts Bay and Weymouth. Other teams to win WS events were Martin Cooney/ Peter Frith who won Mounts Bay, Kevin Francis/ Phil Male who won Weymouth, and Rob Shaw/ Ian Little who won Burnham and Kielder.

End of Seasons

Will be at Rutland, 22/23 October.

Southern Series

The Southern Series for the Gul Trophy is a sub section of the WS Series, comprising the WS events at Mounts Bay, Poole, Castle Cove and Burnham.
Winners Terry Curtis/ Peter Greig.
Do you have suggestions re our WS and S Wales circuits? If so contact David Downs soon, he will be planning next year's circuits.

See page 5 for news of **South Wales** and **Lakes & Borders** circuits.

Clamcleat
allen
Hartley BOATS
Marlow
seasure
rahandsail.co.uk 023 8033 8854

2016 Nationals sponsors

Class coaching

Three training days were planned, spread around the country and across the season. Two, at Poole and Kielder, were lost due to coaches cancelling at last minute. The Blithfield training day in April went ahead with 470 coach Steve Irish, and was well attended. Winds were very light, around 5mph. Steve's tips for these conditions were;

1. Open the jib leech
2. Bend mast with the strut to flatten sail, allowing air to flow more easily
3. Remember to pop your top batten after tacks/ gybes
4. Crew should face backwards during tack, and ensure jib sheet is free before and thro the tack
5. Furl genoa downwind
6. Initiate roll tack with heel to leeward

If you have suggestions about our class training, eg names of coaches or want to volunteer your club to host a coaching day, contact Terry Curtis.

These training days are free to association members.



2016 National Champions DJ Edwards and Adam Bowers. Pic Colin Jenkins.

Weighty matters

Your committee reviews the class rules from time to time, and has updated the class rules to include references to the Mark V.

The committee has purchased a weighing machine, to allow weighing boats if needed. Research started by weighing wet fully equipped boats at Nationals. It found noticeable variations in all up weight. The minimum weight to which Ospreys must conform is 133.9kg for the hull including fixed ropes and fittings, and any correctors. Foils, spars, sails are outwith this limit.

Youth Rep elected

This year there were three Under 21 helms in the top ten at the Nationals, led by newcomer to the class Ben Hawkes, who took 7th position, aided and abetted by his Dad, Simon, on the wire. Emma Stevenson and Tim Bowden took eighth place, and Alex and Nick Willis tenth.

There were also a number of U21 crews in good positions.

One of these leading U21 crews, Harry Odling, has joined the class committee as youth rep. Please pass any ideas for greater youth involvement in the class on to him. A Youth Championship?



New Youth Rep Harry Odling

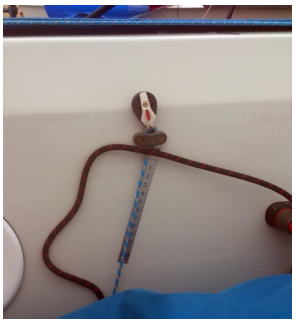
Jib fairlead control– up/down or fore/aft?

How do you like to adjust your jib barber haulers? Do they go fore/ aft on sliders? That's probably the most common arrangement. Or do you like yours to go up and down? Or if you are a 505 sailor, you like yours to move inboard/ outboard, moving practically out to the gunwhale in windy stuff. Or maybe you like them to move in two or three dimensions, just to make things more challenging?

In 1363, the latest Mark V, Alastair/ Rob have opted for fore/ aft on slider and up/ down on string.



1363. Bow to the left. Fairlead on fore/ aft slider. I think the blue and white string does fore/aft. while the black diagonal one does up/down The inner edge of the grey deck of Mark Vs is further inboard than in the Mark IV, which should aid pointing. Nice jib cleat platform, mounted forward. Pic John Shenton.



Or Keep It Simple Stupid (KISS) on this early Mark IV. Just up/down, with calibration strip.
Pic AH.

SHOCK REVELATIONS ABOUT MARK Vs.

Have they

"more bling than the average Essex girl?"

Are they "flirty or flighty?"

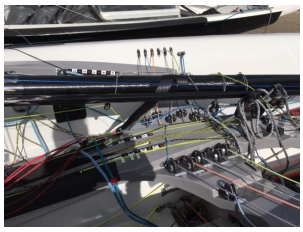
Where is their "secret place?"

Strings n Things

The first couple of Mark Vs suffered from severe spaghetti-itis, a debilitating condition which can lead to confusion and disorientation, a doctor writes.

Treatment involves enthusiastic use of a machete, or for Poldark fans, a scythe.

How many swings of the machete are needed? Alastair and Rob took one swing of their machete, but feared to repeat the prescription.



Hurrah, there is only one row of sheaves, no second row on the deck. There is one bank of five cleats, and one left over for luck to go in a second bank. Their boat has twin poles, whereas the owner of the next Mark V hopes to have another hack of the machete, by choosing one pole. Look forward to seeing it.

Couple of other nice ideas on 1363. Centreboard up string goes to crew, and crew can also hoist kite, as the spi cleat is mounted forward.

So what are these Mark Vs like on the water?

Mark Vs? They are very rare and mysterious beasts, ethereal spirits. They are seen fleetingly, come briefly into focus, then disappear to a secret place, rumoured to be somewhere in Middle Earth, for a couple of months at a time. What do they do there? Why are they so shy? If you never ask the age of a lady, or question her latest hairstyle, are Mark Vs equally sensitive to remarks on their appearance? Has someone suggested they have more bling than the average Essex girl? Or perhaps that some of their many strings and elastics include colour clashes?

One tester described the feel of a Mark V as "flirty" or "flighty". Perhaps they have demanding love lives? Do their flashy looks and bountiful bling bewitch the boys? Fast ladies, are they?

Your tester had a brief encounter with a Mark V, and lived to tell the tale. The ride is smooth and sophisticated. Light and neutral helm. Real feeling of acceleration on any manouevre, eg coming out of a tack or gybe, upon setting the kite etc. Don't know whether they decelerate as quickly, but reckon being very down to weight is a big help in the different feel to older Ospreys.

Now, let's see what that string does? Oops!

Regional Circuits in 2016

South Wales series—by David Downs

The South Wales Osprey fleet were pleased to welcome some new members and some new boats for 2016. Alex Shaw and Richard Woffinden in 1278 and Alistair Ramsden and Steve Ace in 1263 both joined the fleet at Mumbles while at Portishead Paul Roberts acquired 1357 the last Mark IV and appropriately named "Last Orders". At Tata 1225 "Return of the Pink Panther" has changed hands and has gone rather fast in the hands of Paul Bambridge and various helmsmen while Andrew and Rebecca Jenkins have succumbed to the arms race and bought a rather nice Mark IV.

It was also good to see DJ Edwards and Adam Bowers reunited in Blue Moon for the Nationals and showing that they still have what it takes, even though Blue Moon now seems to have taken up residence in Just Pogo's boat park space at Tata! However the fleet also lost a few competitors this year.

The South Wales fleet had very good events at Mumbles Regatta with seven boats and Tenby Regatta with twelve before attention turned to the Nationals at Mumbles back in Wales after an absence of many years. We all enjoyed the event and would be very happy to welcome the fleet back to South Wales in the future.

Unfortunately things have quietened following the excitement of the Nationals with only two boats at Sully and the same two at Portishead for the Lloyd Fryer Memorial pursuit race albeit we acquitted ourselves rather well with 1st and 3rd at Sully and 5th and 6th at Portishead. The weed problem at Tata did not clear up in time for the October Regatta and the event was unfortunately cancelled, but we will do our best to arrange an event at Tata for next year as we know there were a number of teams from outside Wales interested in attending.

New boats in South Wales









L to R ; Alex Shaw/ Richard Woffinden and Alistair Ramsden/ Steve Ace, both joined the Mumbles fleet.
Paul Roberts/ John Clark, Portishead acquired 1357, the last Mark IV. Andrew and Rebecca Jenkins, Tata, also upgraded to a Mark IV.

Lakes & Borders series

Three events were held, at Largs, Ullswater and Kielder. Series winners were Rob Shaw and Ian Little, the third different team to win it in the three years the series has been running. Rob and Ian won Kielder and took second place at Largs, where Viola and Mike Scott were the winners.

There were 9 boats in the series. Biggest entry 8 at Kielder. New boats at Kielder (1340), Yorks Dales (1183), Carsington (1363)may give scope to expand next year's series back up to five or so events. Possible new venues over next year or two include Prestwick, Lochaber, Tynemouth. Re Prestwick, a joint event with Flying Dutchmen and 505s is a possible, around May 6/7. Largs have also invited us back, after a very well run event this year. The early May Bank hol at Kielder, including the Dam to Dam, has also been mentioned. Some sea practice before the Nationals is likely.

The Osprey class will be represented at the RYA Scotland Champions of Champions by Viola and Mike Scott, and Alan Henderson & Alastair Barrie. The event will also include the Scottish Ladies Championship.

If you have any suggestions re the Lakes & Borders series, contact Alan Henderson.



Largs was a new venue in this year's series, and they ran an excellent event.



Kielder was as popular as ever, with the local fleet boosted by a new Mark IV.

Thanks to all who have allowed use of pictures in this newsletter; Simon Edwards, Colin Jenkins, Angela Mamwell, Alan Henderson, John Shenton, Largs SC. And to David Downs for stories.

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Treasurer; Kevin Francis
Fixtures; David Downs
Training; Terry Curtis
Dinghy Show; Mick Greenland
Membership Sec; Phil Male
Youth rep; Harry Odling

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.

Buying an Osprey?

Join a friendly class, with a boat which suits all ages and both genders.

Hartley Mark 4s

1316. 2006. North and Rush sails. Carbon foils and rig. 3 covers, combi with 10" wheels. £4500. Alan Henderson 01292 281383

1322. 2008, 1 suit, choice of carbon or wood board. Carbon mast and pole. Combi and covers. £4800. Mick Greenland 01795 870505

Woodies

1276, Built in 1995 by Arnott Dobson. Combi, 3 suits. £2950. Alec Mamwell on 015394 41922.

52. Bell Woodworking, 1957. Alloy mast and spars, sail number on hog. Full set of sails. Redecked a few years ago. One of earliest Ospreys in existence, good cond for age. Contact Douglas McIntyre, 07943 316130.

555. Lightly used P & B sails. All rope renewed. Alloy rig, spiro, combi. Contact lee"at"iossc.co.uk .

GRP

1263. Porter Mk III. Much renewed this year in strings and sheets. Spi and jib new this year. P & B laminate main. Spare sails available. Alloy spars. £2250. Contact alramsden"at"yahoo.co.uk.

Next events– the 2016/17 SailJuice Series

Nov 19/20 Draycote Dash
Dec 10/11 Datchet Flyer
Dec 27 Brass Monkey, Yorks Dales
Jan 2 Grafham Grand Prix, Grafham
Jan 14 Bloody Mary, Queen Mary.
February 4/5 Tiger Trophy, Rutland
February 18 Oxford Blue

Hope to see some Ospreys competing.

Classic & Vintage Corner— by David Downs

When Ros and David Downs attended the Classic and Vintage Racing Dinghy Association (CVRDA) National Rally at Roadford Lake in North Devon in July 2015, the Osprey was very well received and they asked us to come back this year and bring more. The 2016 National Rally was held on a small and tree lined lake that did not look like Osprey country so instead we returned to the CVRDA event at Roadford Lake and brought Mike and Pam Murray in Osprey 1166 with us. Both beautiful wooden Ospreys generated a good deal of positive comment, even if the quantity of string in the boats was commented upon. Once the racing started the benefits of the strings became clear as both Ospreys sailed away from the rest of the fleet, all except one pesky "low rider" Moth. The generally lightish winds on the Saturday were to the liking of the Murrays who won two out of the three races following a close fight with the Moth and the Downs were third. The Sunday was very hot and completely windless but a good day for admiring the classic boats and so these were the final results.
Whilst wandering around on the Sunday Mike and I discovered a broken International 14 dumped in a patch of stinging nettles in a corner of the camping field and noticed that it still contained a goodly quantity of high quality fittings. Knowing that fittings will be required for the renovation of Osprey 73 currently residing in my garage, we made enquiries as to the owner and whether he was prepared to part with the fittings. Much to my surprise the owner was located and he agreed to our salvaging whatever we wanted. Thus last weekend Ros and I went to Roadford lake equipped with screwdrivers, spanners and WD40 and at the cost of a few pound notes and a lot of nettle stings we now have a carbon boom, a spinnaker sock, a hundredweight of Harken, a similar quantity of Ronstan and four sets of trapeze gear. Once we have washed the lichen and moss off it will all be as good as new!

Meanwhile I have now got a set of drawings and am starting to plan the **Osprey 73 project** once I finish work at the end of the year. After having worked on delivering the Nation's Flagships HMS Queen Elizabeth and HMS Prince of Wales how difficult can it be to renovate a 60 year old Osprey?

Well the answer seems to be that it is getting more difficult all the time! Every now and then I go and have a prod at Osprey 73 in the garage and every time it seems that another bit of rotten wood falls off. Ros and I recently had a walk along the Gloucester and Sharpness Canal to look at the Purton Hulks an area of special historical importance. Over the years in order to protect the narrow strip of land between the River Severn and the canal numerous old ships have been run up on the beach at high water and then allowed to fill with silt with the result that the area now resembles a ship graveyard. Historians have identified most of the hulks and there are a number of plaques commemorating the various ships. If many more bits fall off Osprey 73 I can see a trip to Purton on a spring tide one day! We will even make a plaque for it!

Classic Boats magazine published a picture of Mike and Pam's boat 1166 in their review of the Osprey class's history in May 2016.