Osprey Class Newsletter December 2017

Osprey Class Association

NEWLY JOINED OSPREY CLASS – Welcome to all the new faces



Lots of new people are spotting the appeal of the Osprey, and joining the class. They come from many classes, and some are returning to the Osprey class after sailing other boats. Unlike in other classes, older and wooden Ospreys can be highly competitive. You can pick up a good boat at remarkable prices. One or two older Ospreys have even been advertised at under £1000 . After that, it's up to you, just enjoy your sailing, or you can hit the front of a strong racing class. A big welcome goes to the recent purchasers:

1. Martin Hunter, Upper Thames YC, bought 1183, a Creasey, from Yorks Dales. Martin already owns a Thames A Rater and a Merlin. He plans to join Osprey opens.
2. Dan Jackson, Tenby SC, bought 1276 Jennifer from Coniston. A convert from RSs.
3. Colin Thompson, Pembroke YC has acquired 1232, Orca. Another returnee to the class.
4. Carwyn Owen, Tenby SC, bought 1344. Ex 420/ Cherub sailor
5. John McKellor, Tenby SC, bought 1330. Ex Comet sailor
6. Mark Alford, Avon SC, bought 1220.
7. Darren and Adrian Padro, Shustoke SC, bought 1231 Brothers in Arms. This boat was owned by yacht designer Ed Dubois.
8. Returnee– Colin Stephens, Penzance has dusted off Lethal Weapon 1116.
9. Unknown owner, Llangorse, has bought 753 from Tata.
10. Merlin Hancock & Tony Manning, Isle of Sheppey, bought 555.

New boats for current Osprey sailors

Russ Wheeler, Sheppey, the Mark V 1363. Chris Butters, Sheppey will have the newest Mk V, 1370, for Xmas. Willie Crichton, Ribble, the Mark IV 1341 Stylo.

While most purchases recently have been of older boats, remember you could instead buy a brand new boat from Hartley Boats, our class builder. Their latest model is called the Mark V Osprey. See page 4.

Welcome to all the new faces, and good luck to those who have upgraded to newer mounts next season.

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You've joined the class—what next?

Step 1.
Join the class association.
Apply to treasurer@ospreysailing.org. Or download application form from our website or Osprey Facebook page.

Step 2.
Catch the latest news
Join Osprey Facebook page, and read all the news. Tell us your news too. Also read our class website, www.ospreysailing.org.

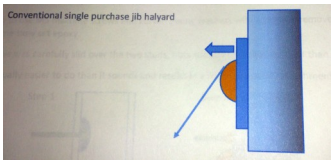
Step 3.
Decide what to improve/ sort on your boat
What needs upgraded/ renewed? Ask yourself what is likely to break first, then replace it. Look at high load areas first like rudder fittings, shrouds and anchorages, jib halliard and jib box. Need advice? Ask on Facebook or web forum. Need to upgrade sails or foils? Put wanted advert on FBk or website. For new fittings, sails or advice also try Hartley Boats.

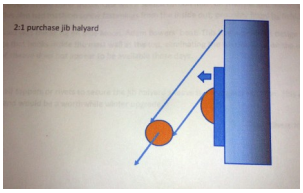
Step 4
Trial Sail at your club
Sail your new boat first at your club, ideally on a non racing day. Consider what next to fix. Or just enjoy the sail!

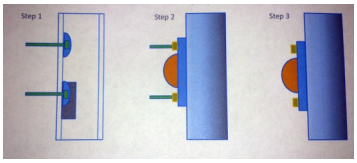
Step 5
Join us at a class coaching day
You can really speed up your progress by coming to a coaching day. Coaches and fellow sailors will help you with setup and sailing techniques.

Step 6
You're ready for an Open!
Enjoy close class racing at an Osprey open. Meet your fellow sailors, have a beer, talk boats.

Step 7. Repeat step 6!







New method of jib box attachment

"I wonder how long it has been since Sappho was going that fast in the water!"

The Trouble with Jib Boxes — *By Oscar Chess*

Securing an Osprey jib halyard sheave solidly has been an issue for many years, with both alloy and carbon rigs.
I still remember a heavy weather race at a Poole Nationals in the early 80s where Dave Griffiths and Iain "Leedsy" Williams had stormed off in a cloud of spray in Osprey 1116 Lethal Weapon. At the start of the last beat the halyard sheave came out of the aluminium mast and the halyard started "cheese wiring" down. They nursed the boat home in third place.
So why is there a problem?
The problem of the pulley coming out is due to a combination of the jib halyard loading on an Osprey being very high, especially with heavier crews and large seas and the halyard angle is more outward than shorter boats which increases the tension force in the upper fastener.
The sheaves are generally retained by self tappers in a thin mast wall with the top fastener under tension with a cyclic load tugging and relaxing. Add in the potential for corrosion and cross threading and it is amazing it works at all!
The other problem that used to occur was jib halyard wire failure, usually where the halyard passed over the upper sheave. This was sometimes due to an ineffective upper swivel if using a jib furler, the action of furling would open out the natural lay (twist) in the wire and make failure more likely.
My solution to both these problems at the time was to fit a 2:1 jib halyard, to halve the load on the jib halyard and prevent the wire twist issues.On returning to the Osprey fleet I sailed a well proven Mk 4, 1348. This boat has a Selden carbon rig and been tested to the max with Mike Priddle and Peter Frith both doing the honours on the wire. Four days before the Mumbles Nationals, we heard an almighty bang from the rig followed by the noise of a sheave and pin bouncing off the foredeck. The top pop rivet had sheared.
Hartley Boats supplied a replacement sheave and the pulley was refitted with new carbon compatible pop rivets. I had made a reinforcing plate for the damaged mast wall below the sheave.
With the mast back in place we headed out for the first Mumbles Nationals race, sheeted in and bang, the sheave came straight back out. The rivets had simply pulled out through the mast wall. Following another slow limp home, a better set of fastenings were needed.
I used M5 machine screws and curved penny washers with a portion removed, coming from the inside out, set in some slow set epoxy.
The sheave was carefully slid over the two studs, nuts added and pulled up tight then the excess thread cut off.
It was actually easier to do than it sounds and results in a rock solid pulley attachment. The next day, Viola and Mike Scott had exactly the same failure on their Superspar carbon mast, when the halyard sheave came out. They fixed it with penny washers and machine screws from the inside out and this seems to have worked well.

Conclusion

Relying on self tappers or rivets to secure the jib halyard sheave is a doubtful solution. This method gives you rock solid security and would be a worthwhile winter upgrade.

The Story of Sappho– Poetry in motion *By David Downs*

Despite a busy early summer, we managed to get Osprey 73 Sappho, on the water for the CVRDA event at Roadford Lake in North Devon - but only just. When we arrived on the Friday at Roadford the paint was just about dry but the boat had not yet been on the water. We rigged up on Saturday morning and had a quick sail before the first race in the afternoon. I had imagined a fairly gentle first sail but within moments of launching we had the kite up and shortly afterwards I was out on the wire and we were planing across the lake. I wonder how long it has been since Sappho was going that fast in the water!
Despite a small leak from the front of the centreboard case we cleaned up at Roadford with 4 wins and a second place. So next stop Poole for the Championships.
At Poole we intended to sail the races in Poole harbour but were a bit nervous about the races out in Poole Bay. In the end we were enticed out with a forecast of gentle breezes but found ourselves in a good force 4 and significant waves. The boat performed very well, mixing it with many much newer boats. We did have a bit of trouble with the rudder that we had "borrowed" from one of Just Pogo's spares, but thanks to Willy Crichton we were able to complete all the races. Without rudder problems and with the rig better sorted we could have done pretty well. The old girl did well !
Sappho is now at the Boat Building Academy at Lyme Regis where we will be sorting out the paint and varnish. 2018 is the 100th anniversary of Ian Proctor's birth so we are hoping that Sappho will be taking part in some commemorative events, such as the RYA Dinghy Show, CVRDA events and the Bosham Classic Revival Festival.



Editorial

Thanks to all for contributing to this bumper edition. Would you like to write a few words on your Osprey sailing? If so contact Alan Henderson alanhe"at"tiscali.co.uk. Next edition pre Dinghy Show, so February 14 deadline. This year at the Nationals I was struck by the newness of most people's sails. Encouraged by the class's current strength, new sailmakers are entering the market.

We hope to have some words in future editions on sailmakers' thoughts about the Osprey class, and getting the best out of your sails. Any other ideas for topics? Drop me a line.

Rutland End of Seasons—*by Terry Curtis*

The Osprey class joined forces with Contenders and Hornets for the End of Seasons at Rutland, on 28/29 October.

For the 13 brave teams Rutland delivered a roller coaster of an event.
In the race area there was a mean of 25 knots and gusts in the mid thirties, so it was to be an epic day's sailing.
Terry Curtis and Peter Grieg rounded first and set off down the first reach in a 30 knot gust and a cloud of spray. They decided to let the fleet decide when it was time to fly kites. Alistair Raynard and Rob Burdekin led the rest of the pack around the mark. On the run, Alex and Nick Willis decided to up the ante by hoisting their kite followed by one or two others. However in the excitement many boats risked passing thro the start line downwind. A number of crash gybes ensued, with half the fleet swimming. Curtis and Greig sailed conservatively to take the win from Raynard/Burdekin and the Willis's coming in 3rd. If anything the second race was windier. The fleet battled their way up the first beat with mains flogging. By the windward mark Curtis and Greig rounded first by a whisker. With Phil Meakins and Chris Dodds hot on their heels once again the reaches were two sailers. As a massive gust took control, Meakins went for a swim while the rest took off. A round later, Curtis/ Greig joined them in the water, but recovered to take their second win of the day with Raynard/ Burdekin keeping on the pressure with another second. With upturned hulls scattered all over the race area, Race 3 was postponed.

On the Sunday, the breeze settled at around 15 kts for 3 more races.
Curtis and Grieg took Race 3. Initially under pressure from Gareth Caldwell and Jon Gibbons, but again Raynard/Burdekin pulled through to second from the Willis's and Alec Mamwell/ Arthur Butler showed some speed in 4th. In Race 4 Curtis/ Greig led the first round but misfired on the second beat. The Willis's came out big winners rounding comfortably first to win from Raynard/Burdekin in second and Richard Marshall/ Andy Edmonds third. With Curtis/Greig only managing 5th the door was now open for the Carsington pair. With the regatta still to play for Curtis/ Greig again led the first beat, but the whole fleet were close. By the bottom of the run Viola and Mike Scott came cruising in to lead the fleet to the leeward mark. But a congested mark with a dozen Contenders held them back. Curtis/Greig footed around the outside with Raynard/Burdekin to leeward. The breeze started to fill back in and Curtis/Greig took the race, the event and enough points to win the famous Wilkinson Sword Travellers Trophy. Results

1. Curtis and Greig, Castle Cove SC, 4 pts
2. Raynard and Burdekin, Carsington SC, 8 pts
3. Alex and Nick Willis, Kielder Water SC, 12 pts

Curtis and Greig thus added the Wilkinson Sword Travellers Series to the National Championship title they won in August. See page 6 for Nationals story.

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.

2017- My First Osprey Nationals....well in 27 years anyway—*by Richard Bowers*

When I delivered some new Osprey sails to Phil Angrave, I made a flippant, comment "I wouldn't mind having a go in one of these again." Well, the next morning a text arrived with Michael Atkinson's phone number and the message to " give him a call as he is looking for a crew." So I did.
Michael and I found a Thursday to sail at Poole for an evening race. Getting back into an Osprey after quite a lay off (I last sailed them seriously in 1990 at Tenby with Duncan Glenn) was great fun even if my first thought was "flippin' heck" I had forgotten how little room there is for the crew in a MKIII. I found tacking quite a challenge. But a good one as I tried all combinations of foot placing and facing forwards or back during the tack. Eventually I found a routine that would not look amiss on Strictly!
The next thing that seemed more difficult than I remembered was getting the spinnaker pole on. Slippery when wet doesn't cover it. Flippin' long pole that and slippery. After a gybe when everything is loaded up it's a right pain to get clipped on but again the skipper kindly slowed the turns down for me.
We hardly managed any other sailing before the Nationals.
So we first hoisted the new sails on the boat about a week before the Nationals and managed one evening sail.
The first day of the Nationals was inside the Top triangle and the wind was light and shifty. We had set ourselves fairly conservative expectations and we completely failed to even deliver on those with a 10 and an 11! Consistent I suppose and to be fair we were still learning how each other sail.
Day 2 was much better being out in Poole bay, with a bit of wind to boot. Now I have to confess that as I age my memory fades but I think it was race four that we lead to the windward mark. Yippeee but hang on is the run first or the triangle? Flippin' heck we forgot to check at the start. Ah well just go for a reach and if we have to bear away we can. Somehow with great tactical decision making like that we managed to get a second on the score board. Yes! That's what you pay your money for. Next race up and we doing well again. Leading round the leeward mark and firing off starboard to the left hand side of the course. I look back and everyone else is beginning to tack onto port. Undaunted we continue on starboard until Michael remembers the bit about going through the finish line on each lap. Flippin' flap jacks, back we go. Anyway three races in a breeze that second day and boy did I feel it? "It's ok" says the skipper. "Less wind forecast for tomorrow". Hmm He is a great dentist but not a great weather forecaster!
Saturday was windier and my word that was really hard. We managed another brief flash of brilliance with another 4th in race 7 and I can't remember any detail of the rest of that day except that I was very happy when it was over.
Now Sunday, the day where Terry and Pete went from good to great and we went from mediocre to less than average. Hot and still in the dinghy park the race office made a great decision to get us out for a final set of races in the harbour. Again I cannot remember much of the detail for either race but I was pleased that it wasn't blowing old boots.
And so our series closed with a some great sailing and couple of mid fleet. It's not every day you beat with your spinnaker up after a gybe mark but on those days that you have to ...well you might just as well get on and enjoy it. And to be fair, I did.
All in all after 27 years, it was everything I remember Osprey sailing to be. A good bunch of people, sailing a fantastic boat in a good humoured event. Shame my memory is so poor these days.... Still the older I get the better I was. Isn't that what they say Phil?

"All in all after 27 years, it was everything I remember Osprey sailing to be. A good bunch of people, sailing a fantastic boat."

Another view– *by Pete "Mk 5" Mallaband*

Definitely a couple of major differences at the back. Firstly it is just as competitive as at the front, just a little bit slower, but there is a massive bunch of boats at every mark and places can be won and lost in an instant. An interesting feature of the Osprey fleet is the mix of boats. In the second half of the fleet were shiny new Mk 5's, several Mk 4's,, some Mk 3's and the recently restored Mk 2a number 73 of Ros and David Downs, originally built around 1957. For a 60 year old to cut it up with new boats is remarkable, especially in the fresh breezes. As I worked my socks off upwind, I would look up at the windward mark and there would be number 73 going at pretty much the same pace. Indecent at that age? Brilliant times and having 20 boats powering down to the leeward mark with kites flying is really impressive.

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www.hartleyboats.com

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 on chandlery.

Why Choose Osprey?

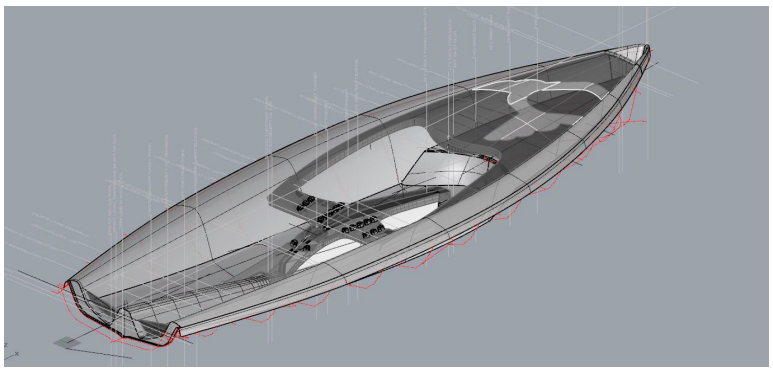
- Fast exciting boat to sail
- Long hull and generous genoa gives upwind power
- Great boat to crew, with trapeze and symmetric spinnaker
- Old boats compete equally with new ones
- Fantastic value for money
- Training programme with top coaches
- Busy nationwide and regional racing circuits

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.



NEW OSPREYS BUILT IN 2017

In 2017, five Mark V Ospreys were built by the class's sole builder, Hartley Boats. 2016 was the first year of production, and five boats were also built that year. The 2017 boats are owned by:
1367 Alan Henderson, Prestwick
1366 Richard & Mark Hartley
1368 Steve Leney, Blithfield. This was the first to be self fitted out, a new option
1369 Roger Blake, Great Moor.
1370 Chris Butters, Isle of Sheppey. Expected completion December. Sheppey will have 3 Mark Vs.

North Sails—winter discount

Hartley are now the sole supplier of North Osprey sails, so anyone wanting to order any Norths may do so through Hartleys. Ask for winter discounts. There is one version of each of the three sails available, viz the J6B genoa, the ODL laminate main, and the G3 spinnaker. However, the genoa is available as a zip luff, stuff luff, or with internal luff wire.

Regattas with other classes

Hartley Boats are builders of various other racing classes, having started production of Blazes, and are preparing to start building Contenders. Your committee will consider joint events with other classes, including Hartley built classes. See page 8 for examples, including Contender and Merlin classes.

Osprey Class clothing

You may buy any of a wide choice of products,. Perfect souvenir for the Nationals. Go to http://www.ospreysailing.org/cms/index.php/news/41-osprey-class-clothing

Recent Mark Vs

The Hartleys' 1366





Alan Henderson's 1367



Steve Leney's 1368

2018 Nationals at Weymouth – *by Kevin Francis*

Thursday 16th to Sunday 19th August

Why Weymouth?

Weymouth SC welcomes the return of the Ospreys, having last hosted us in 2013 in a very successful event for the 40 boat fleet. Weymouth provides some of the best sailing conditions in the country hence why its waters were chosen for the 2012 Olympic Games. Its stunning Jurassic coastline is world renowned and the town itself is well known as a classic seaside holiday destination offering those that stay ashore a huge array of activities to keep young and old busy without the need to use the car.

So why should I come?

The Osprey fleet is a friendly bunch of like-minded individuals who like to give it everything out on the race course and then spend the evening evaluating the good, the bad and quite often the ugly! Real ale is the drink of choice and with a class that has over 60 years of heritage the stories are always worth a listen. None of us take things too seriously and all are willing to impart tips and hints on how to improve performance. The class will attract many past and present National, European and World champions all keen to get their hands on the top trophies; these sailors happily advise us mere mortals on anything from boat set up to tactics, normally over a pint of something brown. If you'd like to make this a family holiday then Weymouth is the perfect seaside location.

What's on offer this time?

- 10 race series with races starting around lunchtime to allow for breakfast and repairs as well as giving the race team and wind time to settle.
- 2 simple courses to keep turnaround times down. Target time per race for the lead boat will be an hour.
- Coffee/Tea and cake once back ashore to recharge the body and soul.
- Daily prize giving after racing each day in the clubhouse and a brief on the following day
- Race coach on 1 day to provide a full day of training to the entire fleet
- Full social programme to include: Loud shirt night, Games night & BBQ,
- 3 evening meals & goodie bag included in your entry fee. Bacon rolls available each day from the galley
- Sponsored Beer to keep those stories coming!

Will there be Class clothing?

The 2018 Nationals are represented by a bespoke poster; we plan for this poster to be added to the range already available at the class web shop ospreysailing.logo-embroidery.co.uk

How do I enter?

Weymouth SC will offer online entry on their website.

Where can I stay?

Weymouth is busy in the school holidays so accommodation is at a premium. The club are investigating options for camper vans, and also options for crews to sleep aboard members yachts but those who prefer more creature comforts should spend an evening in front of the computer to trawl the B&B's and hotels. Camping is some way from the club at East Fleet.

Signing up

You can state you will be coming to the Nationals on the Facebook Osprey page. Already 19 people coming, including some first timers at the Nationals. Sign up there, and help build the momentum. Welcome all.



Poster design Jess Douglas

Nationals Sponsors

Hartley BOATS

allen

Clamcleat Rope cleats

Marlow

seasure

FREE Class coaching

Three class training days were held in 2017, on the Fridays before major opens. Training days are a fantastic opportunity for class newcomers to learn about boat setup and boat handling, while experienced hands will learn plenty too.
These coaching days are FREE to members of the class assn.

We plan coaching days again this year, at **Carsington** and **Sheppey**, plus for first time will hire a coach for a day at the **Nationals**. If you have ideas re coaching days, contact training rep Terry Curtis.



Coach Tim Rush at Blithfield







Weymouth SC

The Class will again take a stand at the Dinghy Show in 2018 to show our fine craft to the dinghy world. Look out for Ian Proctor 100th birthday theme in the corridor. Ospreys will also be on our stand and on Hartley stand. Come and meet us.

Poole Nationals– Curtis & Greig seize title at the last



Pic Mike Millard

1. Terry Curtis & Peter Greig, Mk 3, 19 pts
2. Matt Burge & Stuart Maunder, Mk 4, 20 pts
3. Piers Strong & Phil Angrave, Mk 4, 20 pts
4. Martin Cooney & Peter Frith, Mk 3, 34 pts
5. Richard & Mark Hartley, Mk 5, 55 pts

37 boats came to the Poole Nationals, continuing a string of good numbers, all in the range 34-40 for the last five years' Nationals. Racing was in Poole Harbour for two races per day on the first and final days, with three races per day outside the harbour in the two middle days. This was the second year in which Mark V Ospreys competed, and class members were keen to see how they went. But it was two Poole boats, both Mark IVs, which established themselves at the head of the pack as Matt Burge/ Stuart Maunder and Piers Strong/ Phil Angrave fought hard at the front. However a good day on Day 3 brought Terry Curtis/ Pete Greig to within a few points of the top pair. Day 4 had light winds in the harbour for the final two races, as the two leaders locked horns. However, against the odds, it was Curtis/ Greig who sneaked past them unnoticed by winning both races while the other two teams fought each other. Curtis/ Greig only overhauled the Hartleys on the line to grab their second win of the day, and hence the Championship. The results showed that the class's tradition of all ages of Osprey competing closely was maintained, which is bound to be good for the class's future. (Curtis's boat is over 25 years old).

Champions Curtis & Greig:

Pic Mike Millard.





Inland Champs Raynard/ Burdekin. Pic David Currier

Championship winners in 2017

Welsh & Midlands, Blithfield, April. Gareth Caldwell & Jonathan Gibbons, Mk 4
Inlands, Carsington, June. Alistair Raynard & Rob Burdekin, Mk 5
Southerns, Weymouth, July. Simon & Ben Hawkes, Mk 4
Nationals, Poole, August. Terry Curtis & Pete Greig, Mk 3
Scottish & Northerns, Kielder, September. Alan Henderson & Alastair Barrie, Mk 5
End of Seasons, Rutland, October. Terry Curtis & Pete Greig, Mk 3

Wilkinson Sword Travellers Series. Terry Curtis & Pete Greig, Mk 3
South Wales Series Ken Brown and Chris Butters, Mk 4



Welsh & Midlands Champions Gareth Caldwell & Jonathan Gibbons

Final WS Series positions 2017

Pos	Helm	Crew	Blith-field	Mts Bay	Tata Steel	Carsington	Poole	Wey-mouth	Burn-ham	Kielder	Rutland	**Net Total**
1	Terry Curtis	Peter Greig	2	1	DNC	DNC	DNC	4	DNC	DNC	1	**8**
2	Alistair Raynard	Rob Burdekin	-9	5	DNC	1	7	3	DNC	DNC	2	**11**
3	Simon Hawkes	Ben Hawkes *et al*	4	7	1	DNC	-8	1	DNC	DNC	DNC	**13**
4	Alex Willis	Nick Willis	5	DNC	DNC	3	DNC	DNC	DNC	4	3	**15**
5	Ken Brown	Chris Butters	-16	2	2	-10	DNC	8	DNC	DNC	5	**17**
6	Paul Heather	Jon Osgood	-10	-10.5	3	6	-10	-13	2	DNC	10	**21**
7	Alan Henderson	Alastair Barrie	12	DNC	DNC	5	DNC	5	DNC	1	DNC	**23**
8	Emma Stevenson	Tim Bowden	8	10.5	DNC	2	4	-12	DNC	DNC	DNC	**24.5**

Tight at the top. Rutland was the decider, with Terry/ Peter taking a win to secure the series, from Alistair/ Rob. Simon Hawkes in third missed Rutland, but Alex/ Nick and Ken/ Chris attended, getting good points to move up the table. Ken/ Chris were great supporters of the circuit, attending six events, while in sixth overall Paul Heather/ Jon Osgood did even better, only missing one event in the whole year. There were seven different event winners over the 9 events, showing how competitive the events are. 51 boats took part in this nine event national series. Full results see www.ospreysailing.org.

Regional Osprey Scene

Osprey fleet at Tata Regatta 4th & 5th November

Fireworks were going off early as the cream of the Welsh Osprey fleet arrived at Tata Steel Sailing Club to be met by fresh gusty conditions with a definite chill in the air.
With 8 Ospreys lined up on the slipway, new pairings of DJ Edwards with Tenby's Dan Jackson in the magnificent Jennifer, and Oscar Chess with David Downs in Jammy Dodger were the unknown quantities.
The spray was flying during the first three races, Jammy Dodger leading the first two, only to be passed by Jennifer as each race went on. DJ pulled a textbook port end flyer in race 3 but nearly handed the lead back when he was dawdling at the bow on the foredeck gathering in spinnaker part way up one beat, Dan helming from the wire. This start was also memorable for a post start bail out tack by Best Chance that nearly scuttled half the fleet but somehow all survived unscathed.
The Murrays in Supernova put in an impressive first race but just like a supernova it was to be short lived as the tiller snapped off on the last run leaving Mike heading straight ashore. Pat and Paul in the (very) Pink Panther were showing some serious bursts of speed, repelling the late charges of Tenby Ted and Lucas. Jamie Bohata and Charlie flew around in the first race to third place but progressively applied the hand brake as the day went on, pointing 5 degrees lower in each race. Andrew and Rebecca Jenkins had their moments but were suffering from a locking in incident the previous day and looking at the angle of their Windex they had a bit of swimming practise too. Jeff and Jack decided to give it a miss that day. Sunday dawned clearer, colder and significantly windier and following a game of chicken on the slip with mains going up and down like fiddlers elbows DJ and Dan cut to the quick, and headed out to give a masterclass of spinnaker reaching and gybing in the force 5 gusting 7 conditions.
After a postponement the wind suddenly dropped to a force 2 and the fleet was scrambled. Two further races saw DJ and Dan out front, Ted and Lucas finally got into gear and were in second place down the first few reaches when they spotted that their jib tack shackle had sheared, so headed in.
Oscar and David played bridesmaids once again and a late charge by Jaime and Charlie in 3rd place restored their confidence. Pat & Paul and Andrew & Rebecca also finished all five races demonstrating their staying power as the wind built back to a healthy force four.
Thanks to our race officer Alyson and all the helpers at Tata for making this an excellent event.
Overall the Osprey results were:-
1. DJ and Dan Jackson, Jennifer Mk 3, Tata Steel/Tenby 2. Oscar and David Downs, Jammy Dodger Mk 4, Tata Steel 3. Ted Lewis and Lucas Boiscevain, Best Chance Mk 4, Tenby







With new boats popping up in S Wales and the Bristol area, the 2018 S Wales series should be good, and the locals are determined to wrest back their series title from the marauders from Sheppey, Ken Brown and Chris Butters.

South Wales Series 2018

Apr 7/8 Tata Steel
June 30/ Jul 1 Tenby Regatta & Round Caldey Island
July 7/8 Mumbles
Sep 1/2 Pembroke YC with Solutions

A year in the life of the Blithfield Osprey fleet.- *by Ian Mc Donald*

February 2017, and Storm Doris blew away our clubhouse roof! With our Osprey open coming up fast on April 1/ 2, there was no time for hanging about. We managed a temporary repair just in time for the open, but afterwards our landlords decided that the club now needed a total rewiring and refurb !!!!

So we've had a challenging season, but the Blithfield team spirit kicked in to allow these major works. And so, as of two weeks ago, we have a very smart new club with all new lighting throughout, new central heating with loads of extra radiators and an all new shower system. All very smart, but we guarantee we will still encourage the Osprey fleet to be in full flight at the bar! And to enjoy our famous Hog Roast. See you all in April for the best (!) open of 2018.

The **Blithfield Osprey open** is the first WS Series Osprey open of the year, and in 2018, it will be on **April 28/29**. We look forward to welcoming you.

Meanwhile, this winter we offer the **Blithfield Barrel Series**, on 12 November, 3 December**, 14 January and 11 February**. Chris Gould and Nick Broomhall are leading the series after two days. Welcome back to Nick after long recovery from injury. If you are in the Midlands, why not join in?

Mark IV Ospreys migrating North

Since the advent of the Mark V, Mark IVs are becoming more affordable, and a number of Mark IVs have been snapped up, growing the Northern fleet. Graham Thumwood at Kielder was first on the scene, buying 1340, followed by Chris Davies at Carsington with 1345. Most recently Willie Crichton at Ribble bought 1341. Peter Carr from Prestwick with 1349 also plans to try the circuit this year. Many of the Northerners are upgrading their sails over the winter, so are looking forward to the new season, which includes opens at Blithfield, Carsington and Kielder.

Ospreys Wintering at Bristol Corinthian

Join the 3 local Ospreys this winter at Bristol Corinthian YC, Cheddar. Contact Boris Morrice for details of winter racing. Two races each Sunday morning and two each Sun afternoon. See Osprey Facebook page or www.bristolcorinthian.org.uk.

Thanks to all who have allowed use of pictures in this newsletter; Judy Scullion, Mike Millard, Mike Rice, David Currier, Oscar Chess, Tim Olin, Alan Henderson. And thanks to Kevin Francis, Terry Curtis, Richard Bowers, Pete Mallaband, Ian McDonald, Oscar Chess and David Downs for stories. Newsletter edited by Alan Henderson.

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Dinghy Show; Mick Greenland
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Youth rep; Ben Hawkes

The Osprey Class Association—key benefits to members

- 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.
- **15% discount for assn members on purchases of chandlery, spars and sails at Hartley Boats.** Not applicable to foils and rudder stocks.

Buying an Osprey?

Join a friendly class, with a boat to suit all ages and both genders.

Hartley Mark V

1362. Superspar carbon rig. Hartley sails, very lightly used. Twin poles, highest spec. Offers over £10,000. Mick Greenland 07872 837189

Hartley Mark IVs

1312 . Full carbon rig, combi, top and bottom covers. 2 suits sails. One careful owner. Location Cardiff. £4250. Contact rhianroger"at"talktalk.net.

1329. Carbon rig, Milanes foils, one main, 2 spis and genoas, all McNamara, Covers, combi with 10" wheels. £4250 Roger Blake 07785 511283.

Woodies

1168. Exc cond. Professional new split deck 2009. Superspars alloy spars. Milanes foils, galvanized combi. £1300ono for quick sale. Kay Stubbs. Skateboard-kay"at"hotmail.co.uk

Check class website at **www.ospreysailing.org** if you are searching for an Osprey.

2018 Osprey Opens (Draft)

Apr 28/29 Blithfield WS *
May 5/6 Mounts Bay WS *
May 26/27 Carsington WS *
June 9/10 Highcliffe Open with Contenders WS *
June 16/17 Isle of Sheppey WS *
Jun 30/ Jul 1 Poole WS *
July 7/8 Castle Cove WS *
July 28/29 Shoreham Open with Merlins WS*
Aug 16-19 Nationals, Weymouth SC *
Aug 25/26 Burnham WS tbc
Sep 8/9 Kielder WS, Scottish & Northerns tbc
Oct 20/21 Rutland. WS. End of Seasons with Contenders and Hornets *

**** confirmed dates. Check website for latest updates. See page 7 for South Wales series fixtures.***

Sailing SW Winter Series

Oct 14/15 Gul Allspars Final Fling, Royal Western YC
Oct 29 Wrecker Pursuit, N Devon YC
Nov 12 Penzance Pirate, Penzance SC
Dec 3 Christmas Cracker, Paignton SC
Jan 28 Exe Sails Roadford Rocket, Roadford Lake SC
Feb 10 Channel Chop, Portishead Y & SC
Feb 25 Exe Sails Starcross Steamer, Starcross YC
Mar 10 Sutton Bingham Icicle
Mar 18 Exmoor Ales Beastie, Wimbleball SC
Apr 2 Torbay Tornado, Royal Torbay YC
See www.sailingsw.co.uk. Six events to count.

At the Final Fling, Simon Hawkes took second place in the Fast Handicap fleet.

SailJuice Series

Nov 18/19 Draycote Dash.
Dec 9/10 Datchet Flyer
Dec 27 Brass Monkey, Yorks Dales
Dec 30 Grafham Grand Prix
Jan 6 Bloody Mary, Queen Mary **Cancelled**
Feb 3/ 4 Tiger Trophy, Northampton
Feb 17 Oxford Blue
Enter at www.sailracer.org. Four events to count. Great Lakes Handicaps are used, which for Osprey is 941, slightly better than our PY. Phil Meakins/ Nick Willis took 11th at the Draycote Dash.



Philip MEAKINS Nick WILLIS