Osprey Class Newsletter January 2019

Osprey Class Association

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

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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Ospreys Celebrate Ian Proctor Centenary in style!

By David Downs

2018 was the 100th Anniversary of the birth of Ian Proctor, the famous dinghy sailor and designer of the Osprey along with the Wayfarer, Kestrel, Tempest, Topper and numerous other designs including many Merlin Rockets and National 12s. To celebrate this centenary the RYA and the Proctor family arranged commemorative events throughout the year, which the Osprey class were keen to support.

The Osprey plays a key part in the Ian Proctor story. It is rumoured that Ian considered the Osprey to be his finest design and those of us who sail them over 60 years later would not argue with that. The prototype Osprey was designed to compete in the 1952 Olympic trials to select a new high performance two man dinghy. The very next year, with Ian at the helm, Osprey No 1 showed its paces, winning the Coronation Round the Isle of Wight Race in 1953 beating some 200 other dinghies and some of the best sailing talent in the world in the process.

So it was fitting that Ospreys played a leading role this year. The centenary started at the RYA Dinghy Show, where the corridor accommodated a display of Ian Proctor designed boats. Unfortunately the "Beast from the East" resulted in several boats being unable to make it. Osprey 73 Sappho however was towed through thick snow from South Wales to join Kestrel No 1 and a Topper on the stand. Being the first boat that people saw as they entered the show, Sappho attracted much interest and comment. There was a well-attended talk on the main stage about Ian Proctor at which the Osprey got several mentions.

Bosham SC adopted a Proctor theme for their annual Classic Boat Revival event in September. Ospreys were well represented at Bosham with Peter Bannister and Nick Willis sailing 1291 Waimanu, Mike and Pam Murray sailing 1166 Supernova, Oscar and Lisa Chess sailing 73 Sappho and Sam Stirrup and George Hayes from the home club sailing 1044. Mike and Pam Murray's Supernova very deservedly won the Concours prize for the Proctor boats. Meanwhile on the water Peter and Nick just managed to get ahead of Mike and Pam to give an Osprey 1 and 2 in the Fast Handicap fleet.
In September the Osprey Class Association and Lymington Town SC hosted the Osprey Round the Isle of Wight race, which was well supported by the Proctor family.

The Osprey's role in these events has raised much publicity for the class, culminating in a two page spread in **Classic Boat** magazine about the Osprey as an affordable classic and also as part of the same magazine's article about Ian Proctor.



Concours d'Elegance winner Supernova, sailed by Mike and Pam Murray. Pics Greg Grant.

IAN PROCTOR
BOSHAM SC CLASSIC BOAT REVIVAL
CENTENARY 1918 RALLY 2018



The RYA Dinghy Show March 2/3 2019 *By Mick Greenland*



Once again we will proudly hoist our colours at the Show at Alexandra Palace on stand A4. This year we have two of the newest boats out of the Hartley stable; on our stand 1372 (MG's) and on the Hartley's stand John Shenton's 1374. The two boats have contrasting colour schemes and equipment choices from twin poles to single systems; showing the basic to the max. Both interior layouts and fittings are now 'set' in a detailed simplified arrangement making the main controls in the easy reach on the centre thwart console; thus duplicated both sides. Take a look at the Show.
While these finished boats were built at the factory, two members Chris Butters and John Mills are fitting out their own with the supply of hull only with a few essential components fitted. These two should be on the water in early 2019.
Back to the Show, Friday is for building the stand. We assemble the display boards, put up photos, fit the carpet and rig the boat. Then we're back to the hotel for a good meal and beer or two.
Saturday we all do shifts on the stand and chat with all visitors, who are always a mixture of Osprey and non Osprey sailors. All receive the same warm welcome.
The stand at Ally Pally costs £600 every year, but we believe the Show is the best place to display our fine craft. Committee members attend at their own expense.

RYA research suggests that 3 out of 4 Show visitors go mostly to buy sailing gear, or to visit their club stand. So you might ask why do we go? Well, we spend two days talking non stop to keen sailors who might choose the Osprey as their next boat. But also our team enjoy doing it, working together, and secondly the Show is where you get excited about the coming year.
On the Saturday evening the association committee members have a rare face to face (non Skype) meeting.
Sunday normally is less busy but at 2.30 David Downs + One (we hope Oscar Chess) will be giving a talk on the centre stage (next to our stand) about the exploits of the nine Ospreys that circumnavigated the Isle of Wight in September.
So, to see you there would be great, and bring your friends! Don't forget to dig deep and order your new Mk V Osprey , or new Norths, from Hartley's, there is always a special Show deal to be had with Richard and Mark.
A little secret: This summer I went to Hartleys for 3 days to assist with the build of my boat; I didn't return home for three weeks! I camped out in Hartley's back yard, clocked in and out every day and became part of Mark's team. While there I produced a full build manual on disc with cad drawings and photos etc. This manual is now available for you all to use with Mark's permission if you fancy a hull only project.
Mick Greenland, (1372 Mellow Yellow)





Weighty matters

Some non WS regattas in 2019

There will be lots of opportunities in 2019 for you to enjoy regatta sailing in your Osprey. See back page for dates and venues of the Osprey WS series, the SailJuice Winter Series, and the Sailing SW series. In 2019 there will also be the new GB Challenge series, see page 8. Look out for dates of Osprey South Wales series on website and Facebook. Here below are dates and venues of some non WS Regattas at Osprey clubs which members might go to;

May 5/6 Kielder Dam to Dam
May 25-27 Coniston regatta
June 29/30 Tenby Regatta and Round Caldey Island
July 6/7 Lord Birkett, Ullswater
Sept 14/15 Ospreys, Javelins Tempests open, Carsington.

Rule changes 2018

Three changes to the Class Rules were agreed at the 2018 AGM, these have now been approved by the Copyright Holder. These changes will be incorporated into the 2019 version of the Class Rules which will shortly be published on the Osprey Class Website. The changes are:-

1. Clarification that Osprey sails may be measured by an RYA approved measurer. The intention is that this allows the opportunity for in-house sail measurement at the sailmaker's premises, and should make it easier to get sails measured.
2. A significant increase in the size of windows to 0.6m² per sail in mainsail and headsail. The intention is to provide improved visibility particularly in close quarters situations.
3. The centreboard is now to be included in the hull minimum weight, which as a result has been increased by 5kg, the previous minimum centreboard weight, to 138.9kg. The minimum centreboard weight has been deleted and there is now just a maximum centreboard weight of 8kg. The requirement to indelibly mark the centreboard with its weight has been removed. This rule change will not allow any boats to be lighter than the minimum weight that the rules previously allowed but will make the weighing of boats much easier as the centreboard will not now have to be removed.

Weymouth Nationals–*by Simon Hawkes*

The 2018 Nationals at Weymouth will be remembered for years. The Championship had the biggest attendance for ten years, with 44 entrants, and the biggest winds to accompany.

After the first three days of a breezy Championship, the wind on the final day certainly did not disappoint while the sun came out to warm the weary sailors after three hard days' racing. The race team wisely postponed to see if the wind would moderate slightly from the average 25 knots to 30 knot gusts.

With the RS Games taking place next door in Portland harbour then their actions could easily influence whether the Ospreys would be heading out in to the more exposed and lumpy Weymouth bay. The RS700s, 800s, 300s and 100s next door at WPNSA abandoned racing due to the conditions, but the rumour was the 400s might go out to play. Would the Ospreys?

The hardy race team were firm in their resolve to give the top four a chance to compete, and the remainder the chance to enjoy the Osprey at its finest, on the sea in waves and wind.

So the fleet launched and headed out to the race area in what became a solid 26 knots at the committee boat. After one general recall the 25 boat fleet were away with Blue Moon five boat lengths ahead of the fleet. This catapulted them to the windward mark first. The reaches were often two sail while those ever using spinnakers were pretty well on the limit.

This left the top four Terry Curtis, Piers, Sam Barker and Matt Burge scrapping around the course defending current positions and hoping to gain on each other.

It was tough and tiring with places changing right up until the finish and as the results show Terry Curtis and Peter Greig clung on by their fingernails with their third place preserving their lead and earn them the title, while Sam Barker and Mike Greig, by taking second place behind Blue Moon, squeaked past Matt Burge and Stuart Maunder to take second overall.

A bold call by the race team had allowed the race to take place but time precluded a second race so the fleet headed in. People will look back on this as an outstanding championship, in all respects as well as the incredible conditions.

Results top five

1. Terry Curtis/ Peter Greig, Castle Cove, 16 pts Mk 3
2. Sam Barker/ Mike Greig, Mounts Bay/ Castle Cove, 18 pts Mk 3
3. Matt Burge/ Stuart Maunder, Poole, 19 pts Mk 4
4. Piers Strong/ Phil Angrave, Poole, 25 pts Mk 4
5. Martin Cooney/ Peter Frith, Poole, 26 pts, Mk 3.

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The Nationals fleet. Pic Richard White

End of Seasons, Rutland–*by Kevin Francis*

The End of Season Championships was on 20/ 21 October, sharing the busy waters with the Contenders, Hornets and 420s.

There was a good breeze both days and wall to wall sunshine. For most of the Osprey fleet it was the first meeting since the Nationals but there was a strong attendance of 18 boats, especially as in Wales another Osprey open was running with ten boats there.

All races were at the far end of the reservoir on triangles and sausages. The Ospreys surprisingly started along with the Hornets leading to challenging starts and some close encounters. The black flag claimed some noticeable scalps.

The beats were the real place changing legs and staying out of the middle of the course was essential with so many fleets cross tacking. DJ Edwards and Mikey Greig in Lethal Weapon usually led at the windward mark to leave everyone fighting for the remaining places.

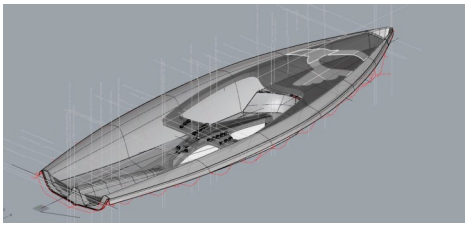
Current National Champions Terry Curtis and Peter Greig were struggling a little and others were quick to take advantage, with inland experts Alastair Raynard and Rob Burdekin showing good speed and height and Kev Francis and Phil Male managing to finally get to grips with a reservoir event. It was great to see Mike Taylor and Jon Willey in the gorgeous 1297 blasting clear of the main pack in race 3 while Roger and Jamie Blake continued to show great form in their new Mk 5, a fantastic year for this father and son team. A new combination showed flashes of great speed in another Mk 5, Emma Stevenson and Peter Lloyd.

Overnight Kevin and Phil led. Day 2 provided more glorious conditions with slightly more breeze and the racing proved fast and frantic as many teams battled near the front. Phil (the power) Meakin with Chris Dodd in the front end continued a series of solid results while Alex and Nick Willis showed good speed in race 4.

But DJ Edwards and Mike Greig took both races to take the Championship, with Terry Curtis/ Peter Greig second and Alastair Raynard/ Rob Burdekin third.



Curtis & Greig. Pic Richard White



NEW OSPREYS - Fit out your own or buy complete

While most of the early Mark V Ospreys were supplied complete, in 2017 Steve Leney with 1368 pioneered the fit out your own boat option. By doing their own fitout, owners can put their own stamp on the boat. Steve brought in various new ideas on setup. In 2018, Mick Greenland sold on 1362, his first Mark V, and purchased a new one, 1372, and this time opted to work with the Hartley team at their premises. He prepared drawings and actual size templates which will now be adopted by Hartleys, thus helping develop a standard setup which will simplify fit out. Chris Butters is doing his own fit out, and his 1370 should soon emerge into the daylight! Including Russ Wheeler's 1364, Sheppey will have 3 Mark Vs. Another doing his own fitout of a new Mk V is John Mills at Shoreham.

The latest Mark V is John Shenton's which was supplied complete, with a layout which will be the Hartley standard. Come and see it at the Dinghy Show.

Mark Hartley is well pleased with the new standard layout, and says that customers buying the ready to sail option will simply need to choose whether they want the single or twin spi pole version of the boat. All will come with twin arm centre main, taking the mainsheet and kicker. The price of the Osprey Mark V, ready to sail, is £13995. Hull ready for fitout is £9,995. Come and see the standard layout on John Shenton's boat on the Hartley Boats stand C50 at the Dinghy Show. John's boat will be complete with North Sails, which now come on new Ospreys.

New Hartley carbon stock

Hartleys have developed and now build a new cassette type carbon rudder stock, and also make their own epoxy foils. The cassette stock is used on Hartley Contenders as well as Ospreys. View the new stock, rudder foil and centreboard on Mick's boat on the association stand A4 at the Dinghy Show.

Regattas with other classes

As well as Ospreys, Hartley Boats build many other racing classes, including Contenders, Blazes, Supernovas and Wayfarers. We will go to some joint events with other classes, including Hartley built classes. In 2019 there will be joint opens with Contenders at Poole, Highcliffe and Rutland, while the Osprey Nationals at Mounts Bay will be joint with Enterprises. And of course Weymouth Regatta will include many classes as usual. Anytime you go to an open with other classes, remember the other sailors could become future Osprey sailors!

Construction of Mick Greenland's new boat



Hull in build



Fittings on



Centreboard in build



Launch!

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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 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.

2019 Nationals at Mounts Bay – *by David Downs*





Sunday 4th to Wednesday 7th August

The 2019 Osprey National Championships will be held at Mounts Bay Sailing Club at Marazion, Cornwall over 4 days, with 10 races scheduled. There will be 2 races each on Sunday & Wednesday and 3 races on each of the other two days. The event will be shared with the Enterprise class which will increase the number of people attending and provide an opportunity for bigger social events and some inter-class interaction.

The entry fee will be £165 (£190 for late entries so don't be late) for which you will get a full racing programme with big courses on one of the best bays for sailing in the country.

Evening meals will be included and a full social programme including a Commodore's Reception with pasty and pint on Saturday, and a drinks reception on St Michaels Mount on Tuesday. On evenings of Sunday and Monday, there will be a Sheppey Raffle and the class AGM. There will be daily prizegivings at 21.00. We hope to have trackers fitted to the boats, so there may be tracker reviews too.

For those who want to extend their stay the club will be open for the rest of the week as the Enterprises are having a week long Championship. You will have the opportunity to enjoy the beautiful beaches, coastal walks and other attractions that Cornwall has to offer.

Motorhome and camping will be available close to the sailing club – keep watching for updates on Osprey Facebook page and Osprey class website. We advise booking your pitch/ or other accommodation early.

There is an extensive list of accommodation on Mts Bay SC website, at www.mbsc.org/wheretostay/ . This list is also on Osprey class website.

Mounts Bay also suggest looking at www.marazion.info , and at www.stmichaelscoastalcottages.com , www.aspects-holidays.co.uk , www.classic.co.uk.

We hope to see many of you at Marazion, to make this one of the best Championships ever!

Look out for further info on how to enter on our class website.

The **2020 Nationals** will be at **Castle Cove Sailing Club**.

2018 Nationals Sponsors

FREE Class coaching

Three class training days were held in 2018, two on the Fridays before major opens, and one coach day during the Nationals. These coaching days are FREE to class association members. We plan to run training days again in 2019.

If you have ideas re coaching days, or would like your club to volunteer to host one, contact training rep Terry Curtis.







The Class will again take a stand, A4 in Great Hall, at the Dinghy Show in 2019 to show our fine craft to the dinghy world. A Mark V Osprey (Mick Greenland's) will be on our stand and John Shenton's new Mark V will be on Hartley stand C50. Come and meet us.

Two Poles or not Two Poles, that is the question



Getting ready to gybe.
Pic Richard White

Twin Poles– good on the launch, not so good on the gybe?

What's your verdict?

Twin poles vs single pole

Is it worth it, cost wise versus time saved? *Asks Mick Greenland.*

First the launch.

Let's think single pole first. Tall/fit crew can push the pole out and clip onto mast with ease, but short crew, still fit will struggle.

Still talking single, first the crew has to locate the guy and clip on the pole end and push out locating the up and downhaul loop in the centre of the pole; plus keep pushing out to clip pole onto mast. Meanwhile the helm is steering with the tiller between his legs and hoisting, so, you have just managed to clip onto the mast but if the helm fully hoists the kite it'll flog! So he has to wait for you to clip on before the final pull, hope he has marked the halyard to know it's up! As the helm resumes his day job you're searching for the sheet unless he's grabbed a handful to assist; all this has probably taken 30 to 45 seconds?

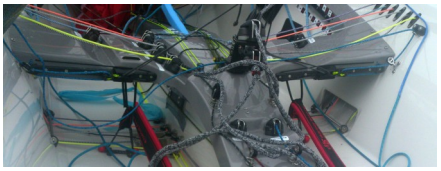
Twin poles – both guys and sheets are already connected so top mark, go straight for the launch rope and pull out the pole to it until it stops as the kite is still in the chute; don't throw the pole launch rope yet to the helm, he's busy steering around other boats. 'The crew' now starts (or helm if you have you boat set up for both) to hoist the kite and if the helm has time continues to pull out the pole. Now, if you had pre-planned this your sheet is in a cleat on the thwart and that saves nearly two metres or just maybe your helm has taken up the slack. If so all the crew does is clip on and step out with the sheet. You may have guessed by now my spinnaker halyard cleat is up the front. Have you saved time? Yes, I would say half the single pole time.

Now the gybe. Single pole now has an advantage over twin; you throw the boom over first. So single pole you have the main over, the crew then unclips the pole from the mast, disconnects the old sheet, connects the new guy then pushes out and clips pole to mast. Sheet in and you're off. **In the twin pole department** you release the pole launch rope and the pole flies back, (make sure it doesn't knock out your helm). As it comes back hand the guy to the helm and get him to pull round the kite or it will next be seen between the jib and mast. At this point the main has to be thrown over by the crew who then goes straight to the pole launch on the new side. The helm should have pulled round the new sheet and tensioned the kit in, the crew just has to clip -on and step out trimming the sheet as he goes, hopefully overtaking a few boats with single poles.

So, cost vs time: £500+ over single pole system for half the time. What's your thoughts and verdict?

The Ed adds; Plenty of food for thought here. I like the idea of a much faster launch with the twin poles, though I like with the single pole being able to throw in a gybe quickly. Personally I eschew anything which adds extra fittings/ ropes, splices etc to the boat. The more systems you have, the more chance there is that one will fail. And the more systems you have, the more maintenance is needed. All the string for twin poles has to be set up exactly.

But having read Mick's story, I'd quite like to try out the launching advantage. Since you do your first launch early in the race, you have the chance to make an early gain which you then consolidate.



Rob Burdekin's 1363. Half traveller tracks on either side of thwart. Pic AH.



1362. You can pull the main to windward.
Pic Tim Olin

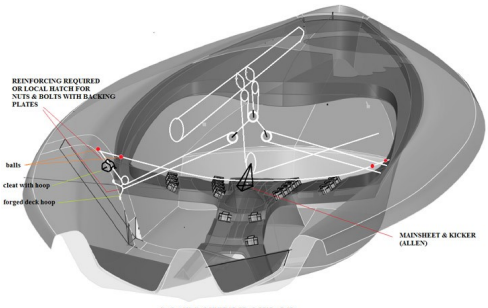
Centre mains

Being able to centreline your boom is good for pointing. There are various systems. Simplest and commonest is split tail mainsheet. Centre traveller is another possible, see Rob Burdekin's boat with tracks mounted on the rear of the thwart, top left.

Or see the flat topped hoop with traveler on top, on Pete Lloyd's boat 1362, left.

Then you can have adjustable centre strops, as on Mick's boat, 1372, right.

Considerations include how easy to use is the system, notably when coming out of a tack, versus how effectively it centrelines. It should also avoid applying too much leech tension. Mick's system below.



MAIN SHEET STROP

Ospreys in winter action

SailJuice Winter Series

Ben and Simon Hawkes are making a determined assault on the Selden SailJuice Winter Series. They have sailed all four events up to the Grafham Grand Prix on December 30. They are also managing to fit in some of the Sailing SW Series.

Ben and Simon have been climbing the overall rankings fast in the SailJuice Series, moving up into second overall in the Series at The Brass Monkey on 26 December.

The **Grafham Grand Prix** attracted a clutch of four Ospreys, which sailed in the 82 strong Medium Handicap class. Winds were 6-8 knots, and the courses were trapezoid.

All four Ospreys were handily placed in a tight bunch, with Emma Stevenson/ Tim Bowden in 12th, Roger and Jamie Blake in 13th, Ben/ Simon in 14th, and Phil Meakins in 19th. Roger and Emma were both sailing Mk Vs, Ben and Phil Mk IVs.

They were sailing amongst various classes of similar speeds, including RS600s, Fireballs, 470s and Merlins.



Emma STEVENSON Timothy BOWDEN



Ben HAWKES Simon HAWKES

RYA Scotland Champion of Champions

The Scottish version of the Endeavour Trophy was sailed at East Lothian YC in late October. Entry is invite only, with only Scottish Champions or Scottish Traveller Champions invited from the various classes. The Osprey class fielded a strong three boat team, and all three took top ten positions overall. In second position were Alan Henderson & Alastair Barrie, while Rob Shaw and Ian Little took sixth place, and Viola and Mike Scott tenth place. It was a light weather event, on four different course shapes, and the title went to Jono Shelley in a Musto Skiff. It is an event which the Scottish Ospreys enjoy. Alan and Alastair beat their previous best of a 3rd overall, while Viola and Mike have also gained a third overall, in windy conditions, a couple of years ago.

So let's keep on pushing on!



RYAS Champion of Champions, East Lothian.
Pic courtesy John Wilcox.

Bristol Corinthian Winter Series

Starts in January, and visiting Ospreys including Pete Mallaband and Paul Roberts will join the 3 local Ospreys, sailed by Ned Young, Boris Morrice and Johnny & Alice Allen.

Any other SW Ospreys are very welcome to join in for some good winter racing among other Ospreys.



Pete Mallaband practising for the BCYC Winter Series.

SailJuice launch new GB Challenge Series



New GB Challenge series in 2019. Pic Tim Olin



Datchet Flyer. Pic Tim Olin

Following the 10-year success of the SailJuice Winter Series, this year a new series, the **Great British Sailing Challenge** will offer year-round racing all over the country.

The GB Challenge is a series of handicap racing events throughout the year, and it's open to all classes. The Challenge will target around 100 boats at each event. Competing sailors will earn ranking points from each event they compete in, with the top 100 sailors invited to a winner-takes-all-final in September.

The Draycote Dash in December was the first event in the brand new Series, and also the opened the Selden SailJuice Winter Series.

The new Series will build on famous events, but will add many new ones. If you'd like to host an event at your club, get in touch. The series includes various SailJuice events over the winter, then in the main 2019 season, dates so far are;

King George Gallop, King George SC - 16 & 17 March
Derwent Dambuster, Derwent Res SC - 11 & 12 May
Wilsonian River Challenge, Wilsonian SC – 1 & 2 June
The Bala Long Distance, Bala SC - 22 & 23 June
Mountbatten Centre, Plymouth - 8 to 10 August
The Ullswater Ultimate, Ullswater YC - 17 & 18 August
Grand Finals, Rutland Water SC - 28 & 29 September

One of the key reasons for the success of the SailJuice Series is the adoption of Great Lakes handicap numbers, a refined version of the standard RYA PY numbers. These will be used in the GB Sailing Challenge. Great Lakes number for the Osprey is 939, a little better than the PY of 928.

More info at www.sailingchallenge.org

Osprey sailors already take part in the SailJuice Winter Series, and the Sailing SW Series, see back page for dates. The new GB series offers Ospreys the chance to take part in major regattas in the main season as well. And for the first time a major series is coming to the North, so the events at Derwent Res, Ullswater and Bala will be worth considering by Northern, Midland and Welsh Ospreys, while the Plymouth event might be one to do on the way home from Mounts Bay Nationals.

Championship winners in 2018



Inland Champions Ben & Simon Hawkes. Pic Nick Arran

Welsh & Midlands, Blithfield, April. Chris Gould & Nick Broomhall, Mk 4
Inlands, Carsington, May. Ben & Simon Hawkes, Mk 4
Nationals, Weymouth, August. Terry Curtis & Pete Greig, Mk 3
Scottish & Northerns, Kielder, September. Rob Shaw & Ian Little, Mk 4
End of Seasons, Rutland, October. D J Edwards & Mike Greig, Mk 3

Wilkinson Sword Travellers Series. Terry Curtis & Pete Greig, Mk 3



Scottish & Northern Champions Rob Shaw & Ian Little. Pic Angela Mamwell

Final WS Series positions 2018

Pos	Helm	Crew	Blith-field	Mts Bay	Carsi ngton	High-cliffe	Shep-pey	Wey-mouth	Poole	Burn-ham	Kielder	Rut-land	Shore-ham	**Net Total**
	Number of boats		*19*	*7*	*12*	*10*	*11*	*17*	*20*	*5*	*9*	*18*	*3*	
1	Terry Curtis	Peter Greig	2	1	(11)	3	1	DNC	(6)	DNC	DNC	2	DNC	**9**
2	Alex Willis et al	Nick Willis	DNC	2	3	(9)	2	3	(7)	DNC	(4)	(7)	1	**11**
3	Alastair Raynard	Rob Burdekin	(7)	DNC	2	5	DNC	2	3	DNC	DNC	3	DNC	**15**
4	Paul Heather	Jonathan Osgood	10	DNC	4	8	DNC	8	10	DNC	DNC	DNC	DNC	**40**
5	Richard Marshall	Andrew Edmonds	3	5	DNC	DNC	11	DNC	13	DNC	DNC	12	DNC	**44**
6	Mike Stace	Deanna Morton	(19)	DNC	10	DNC	10	13	DNC	DNC	6	13	DNC	**52**
7	George Odling	Harry Odling	6	DNC	DNC	6	3	DNC	4	DNC	DNC	DNC	DNC	**78**
8	Roger Blake	Jamie Blake	5	DNC	DNC	DNC	DNC	5	DNC	4	DNC	8	DNC	**81**

This year, eleven events were sailed in this national series. 58 boats took part. There were 5 events to count; six boats managed five events. Full results see www.ospreysailing.org. The series was very close between winners Terry Curtis/ Peter Greig, and runners up Alex Willis/ Nick Willis. Nick was also helmed on occasion by Ben Hawkes and Phil Meakins. In third, Alastair Raynard and Rob Burdekin scored well consistently.

GUL Osprey 2018 Round the Isle of Wight Race—*By David Downs*

The Osprey was designed by Ian Proctor to take part in the 1952 Olympic trials. A year later the prototype Osprey No 1 was sailed by Ian, John Oakley and Cliff Norbury in a Round the Isle of Wight race for dinghies, organised to commemorate the Queen's Coronation. Osprey won that race by a matter of seconds beating 300 of the best dinghy sailors in the process. Their winning time was around 11 hours. Since then the Osprey Class have raced around the Island in 1978 when the race was shortened due to light winds, and again in 1988 when 13 Ospreys successfully completed the whole course.

Cliff Norbury and the Proctor family came to the 60th Osprey National Championships at Poole in 2017 and gave a very popular presentation about early Osprey sailing and the Round the Island race in particular. This sparked the idea of holding a further Round the Isle of Wight race in Ian Proctor's Centenary year.

Thus nine intrepid Osprey teams gathered at Lymington Town SC on the evening of Friday 14th September ready for an early start the next day.

Forecast for Saturday was an ideal Force 3 to 4 Westerly. Covers came off the boats in the twilight of Saturday morning and the fleet launched into the River Lym at around 06:15, just as the sun was rising. The sail down the river and out to the start in a gentle breeze and with the sun just rising was something that will be remembered for years.

After a short postponement Race Officer Nigel Walbank sent the fleet away West just after 07:00. Mick Greenland and Lee Marriott in "Mellow Yellow" no 1372 found the best tide and wind to establish a good lead by the Needles. After the Needles there was a long run to St Catherine's Point. The fleet split, some following the shore hoping for a better tide and others staying further out to sea to sail a shorter distance. Ken Brown and Jonathan Osgood in "Light and Bitter" no 1292 went furthest out to sea and established a good hundred yard lead by St Catherine's. Rounding St Catherine's proved challenging with rough water in the overfalls; keeping spinnakers flying was a challenge.

Emerging from St Catherine's four Ospreys had formed a breakaway group reminiscent of a Tour de France cycle race. The four boats Mick and Lee, Ken and Jonathan, Alex and Nick Willis in 1291 and Oscar Chess and David Downs in 1348 were at one point all in line abreast crossing Sandown Bay. However with the wind dying on the approach to the turn at Bembridge Ledge they had to watch as the remainder of the fleet closed up. Seven boats rounded the Bembridge Ledge turning mark together and with the other two boats just minutes behind the race effectively re-started here. Alex and Nick were the first round the mark by about half a boat length.

The Ospreys were now punching the tide through Spithead and into the Eastern Solent. The fast way was to hug the shore but with the freshening breeze now coming off the shore the crews were kept busy keeping the boats going through the gusts and lulls. Passing Seaview those with lifting rudders gambled on a short cut across Ryde Sands. Oscar and David went furthest in across the sands and were soon planing fast and trapezing with centreboard and rudder up in just inches of water. The sight of seagulls standing up ahead of them forced them further out and they bumped over the sandbank giving the bottom of "Jammy Dodger" a bit of a polish as they did so. The short cut paid off and Oscar and David established a substantial lead across Osborne Bay but this had been pegged back by the time they rounded Old Castle Point near Cowes.

There was then a punishing beat into a stiff breeze up the Western Solent back to Lymington. Some opted for the mainland shore while others hugged the Island shore. There were lots of other racing boats around including a fleet of Fast 40+ leading to some interesting photos of the Ospreys threading their way through the fleet of much bigger boats. Everyone was by now tiring with sheets generally remaining cleated. Tacks became distinctly ponderous. However Terry and Pete in "White Knuckles" sporting no 1234 sails powered through to cross the Lymington Town finish line first at 15:42 in an elapsed time of 8 hours and 27 minutes. The rest of the fleet all finished within 14 minutes of them, quite remarkably close after eight and a half hours and around 60 miles of racing.

At the prizegiving in the evening, Terry and Pete were awarded the Nick Jones Salver kindly donated by Hilary Jones in memory of her late husband who had been very keen to see this race go ahead. At the culmination of the prizegiving a toast was drunk to Ian Proctor with whisky and a fruit cake donated by the Proctor family. The latter was to commemorate the legendary fruit cake baked by Ian's wife Betty which Osprey no 1 carried throughout the 1953 race before being jettisoned overboard (after they had all eaten a slice) on the approach to Cowes. It is believed that this act was the pivotal move in Osprey just winning that race by seconds.

The Osprey Class would like to thank the event sponsors GUL, Sailing Southwest who provided the electronic trackers, Hartley Boats who sponsored the first much needed pint after coming ashore, Lymington Town SC for hosting the event and the past Osprey sailors at Lymington who did such a fantastic job in making the fleet welcome.

Special thanks to all those who made the event possible including:-Nigel Walbank as Race Officer, Tim Power as Safety Coordinator, Mary, Jayne, Ed, Isobel, Mark and Paul as RIB crews, Tony Hodges and Adam for providing the Mother Ship "Ayres and Graces" Hilary Jones for providing the trophy, Oscar, David and Ros for making the whole thing happen, and finally Ian Proctor for designing these fabulous boats and the Proctor family for their support and kind words.

Results

Posn	Helm	Crew	Sail No	Club	Elapsed Time hrs
1	Terry Curtis	Peter Greig	1234	Castle Cove	08:27:21
2	Harry Odling	George Odling	1085	Plymouth Uni	08:29:58
3	Alec Mamwell	Arthur Butler	1350	Coniston SC	08:31:44
4	Viola Scott	Michael Scott	1314	Kielder Water	08:33:21
5	Oscar Chess	David Downs	1348	Tata Steel	08:34:20
6	Russ Wheeler	Mark Mawhinney	1364	Sheppey	08:35:06
7	Ken Brown	Jonathan Osgood	1292	Aldenham	08:35:51
8	Alex Willis	Nick Willis	1291	HISC/KWSC	08:40:17
9	Mick Greenland	Lee Marriott	1372	Sheppey	08:40:29



Dawn launch. Pic Alec Mamwell



By the Needles. Pic Angela Mamwell

Thanks to all who have allowed use of pictures in this newsletter; Mick Greenland, Richard White, Angela & Alec Mamwell, Tim Olin, Nick Arran, John Wilcox, Alan Henderson and Greg Grant. And thanks to Mick Greenland, David Downs, Kevin Francis, and Simon Hawkes for stories. Newsletter edited by Alan Henderson.

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Treasurer & Membership Sec; Kevin Francis
Fixtures & Rules; David Downs
Training; Terry Curtis
Dinghy Show; Mick Greenland
Youth rep; Ben Hawkes
Members; Deanna Morton, Alastair Raynard, Mike Greig.

Buying an Osprey?

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

Hartley Mark IVs and Vs

None for sale at moment. Check with Hartleys; they may know of ones which are coming in.

Woodies

1281. Mooney wood epoxy. Winner 2017 Nationals. Milanes foils, combi, covers. North, Goacher and P & B sails. Alloy spars. £3000. terry.curtis67@talktalk.net.

1112. Greaves built. Sound but would benefit from some work. 2 suits, combi. £1500 ono. Graham Mant on 07990 600349.

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

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.

2019 Osprey Opens

Apr 13/14 Tata WS
Apr 27/28 Blithfield WS
May 4/5 Mounts Bay WS
May 18/19 Poole with Contenders WS
June 1/ 2 Highcliffe with Contenders WS
June 15/16 Sheppey WS
June 29/30 Carsington WS tbc
July 13/14 Weymouth Dinghy Regatta, Castle Cove WS
Aug 4 - 7 OSPREY NATIONALS, Mounts Bay SC
Aug 24-26 Burnham WS tbc
Sep 7/8 Kielder WS, Scottish & Northerns
Oct 19/20 Rutland. WS. End of Seasons with Contenders and Hornets
Shoreham TBA probably late Aug/ early Sept.
Check website and Facebook for latest updates. Ditto for South Wales series fixtures.

Sailing SW Winter Series 18/19

(events at N Devon, Penzance, Paignton, Porthpean in Oct to Dec)

Jan 26 Sutton Bingham Icicle, SBSC
Feb 10 Exe Sails Roadford Rocket, Roadford Lake SC *
Mar 2 Channel Chop, Portishead Y & SC
Mar 16 Exe Sails Starcross Steamer, Starcross
Mar 10 Sutton Bingham Icicle*
Mar 24 Exmoor Ales Beastie, Wimbleball SC *
Mar 30 Torbay Tornado, Royal Torbay YC

Events are all long distance handicapped pursuit races. There is a SSW Lakes mini series within this series, events are starred *. Sponsored by Gul, Allen, GJW Direct and Admiral Trailers.

See www.sailingsw.co.uk.

SailJuice Series 18/19

(Nov 17/18 Draycote Dash)
(Dec 8/9 Datchet Flyer)
(Dec 27 Brass Monkey, Yorks Dales)
(Dec 30 Grafham Grand Prix)

Jan 12 Bloody Mary, Queen Mary
Feb 2/3 Tiger Trophy, Northampton
Feb 16 Oxford Blue

Four events to count. Great Lakes Handicaps are used, which for Osprey is 939, slightly better than our PY.

Info and enter at www.sailracer.org.

For info on the new GB Challenge Series, turn to Page 8.