2020 CHRISTMAS Newsletter

Osprey Class Association **Newsletter Date** Dec 2020

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Warmest wishes for a

HAPPY CHRISTMAS

And, hopefully, for some great sailing in 2021

We're on the Web!
www.ospreysailing.org.uk
and on Facebook at:
https://en-gb.facebook.com/ospreysailing

Are you interested in an Osprey WhatsApp group? Let the Membership Secretary know

Go Sailing

STAY SAFE

Foreword from the Editor

This time last year Coronavirus was a flu like illness happening somewhere in China and terms such as "social distancing", "self-isolation" and "forming a bubble" did not get used in general conversation. What a lot has happened in 12 months. Who would have thought our sailing season would have been so disrupted including what would have been an epic Championships at Castle Cove with over 50 entries. But despite the lack of sailing the Osprey Class has not been dormant – far from it.

The Website and Facebook page have yielded a huge amount of interaction and banter with nostalgia from years gone by and old friends of the class reappearing. There has been much boat bimbling occurring throughout the country. Everything from re-stringing of older boats to major rebuilds. Ospreys have changed hands with the fleet at Carsington growing while at least two Mark 2 Ospreys have been saved from the scrapheap and are now undergoing restoration work. Some Ospreys have even managed to get sailing both in club racing, in the two end of season events that we managed to put on and the Sailing Southwest Series. We hope to see further Osprey activity throughout the winter.

While the future direction of the pandemic is still unclear we are optimistic that we will be able to return to holding events in 2021 and your committee are putting together a list of fixtures, sharing some with the likes of the Fireball and Contender Classes which should boost attendance and make for some great fun on and off the water. Tenby Sailing Club are looking forward to hosting us for our National Championships in August and it has the making of being a fantastic event. There is growing Osprey interest in South Wales and we look forward to welcoming several familiar faces that have been absent for a few years back to the class.

So thank you to all those who have kept the Osprey flag flying through these difficult times, we look forward to seeing many of you in 2021 and your committee would like to take this opportunity to wish you all best wishes for Christmas. Stay safe and let's have a bumper year in 2021.

2021 Nationals at Tenby



The highlight of the 2021 season will be the first few days of August where we will visit Tenby for the 2021 National Championship.

Tenby is a beautiful seaside resort in South West Wales and also a top Championship venue. The tides will be neaps which should allow the boats to be parked on the beach. The sailing area will be in the bay just a short sail from the beach and with little tidal affect.

The town of Tenby has plentiful accommodation, restaurants, and pubs. There are camping and caravan sites on the edge of town.

The town has lots to attract the non-sailing members of the party with glorious beaches, coastal walks and the island of Caldey to visit together with other tourist attractions in the surrounding area.

Tenby has a resident fleet of Ospreys which will be augmented by a number of newly acquired South Wales boats which are limbering up for the Championships. The sailing in the bay is superb, so this has every chance to be an awesome championship. You are recommended to book accommodation as soon as possible as it can get busy in summer.

https://www.tenbyvisitorguide.co.uk

Parcel Terrace, Derby DE1 1LY
sales@hartleyboats.com
www.hartleyboats.com

Richard Hartley @ Carsington & Blithfield

The Challenge

Having been released from hospital after my stem cell operation and then later to be informed the operation had failed to halt my cancer, I sat looking out of my window thinking "could I get my 74 year old body, now reduced from my 6ft 2" x 14 stone frame to a 12 stone x 5ft 9" body fit enough to sail the Osprey again?"



"The new Mark 6 Osprey unveiled at the Dinghy Show"

This was not going to be easy as I had attempted to cut the grass with my lightweight lawn mower and only achieved half a strip of grass but, 3 months of hard work and the right attitude I was on my way to try and convince Mark to let me sail again. The deal was we would start in the Kestrel first, easier loads with Mark at my side to help, we would sail at Carsington Water and pick the right sailing conditions to begin my new sailing career.

The day came, good wind and sunshine, I felt excited but nervous. Getting into the boat was not easy but off we went. It felt great. All was well until the first tack, I did not roll the boat I just crouched under the boom but then could not get up, my arms would not lift my body, agreement was reached I had to get fitter but we would sail next time the Osprey at Blithfield Water.



Hartley Boats at the Scottish Boat Show

That special day came. Force 4 but, I was fitter and the Osprey would look after me as it has always done in the past. I was again tense but excited at the same time, no roll tacks but I was able to slide under the boom and get on the side deck, to feel the boat plaining was worth all the effort and hard work.

Spinnaker up, shock of my life, I had not the strength to pull it up but did get it up and nearly fell out of the back of the boat, spinnaker under the boat on the retrieve. Conclusion, more fitness needed. Blithfield was now open and a start racing deal was struck with Mark, if I could get fitter we would race.

Race day came and I was fitter. Force 3, no line start but a handicap start from the bank, a line from the club house to a start buoy we would then work our way through the fleet and win the race was our plan. To be passed by faster boats and see slower handicap boats beat us only did me good I went home and worked harder. The Osprey is a cracking boat to sail and to be back on the water with Mark in and, after a number of sails to win one race is the first step on my very high ladder.

I hope to see you all on the water in 2021. Mark and I and all at Hartley Boats wish you and your families the best Christmas possible and a much brighter year ahead.

Best Wishes

Richard



Paignton Open Meeting

Saturday 19th September welcomed the first COVID friendly Osprey Open meeting of the year. The weekend started with a beautiful sunrise, with surfers making good use of the lovely big waves rolling up the beach. The hope was that none of the boats would be surfing to the shore in the same manner! 7 Ospreys and 6 Fireballs turned up, all keeping socially distanced, with anticipation building for the first Osprey event of the year!

The morning started with catching up and ended with comparing boats and rudder sizes... It is still not confirmed which rudder size is best! Due to the tide height and the 1m swell rolling merrily into the harbour and usurping moored vessels, a 1-hour postponement was enforced so the safety boats could be launched safely.

After an eventful launching, with Ros and David having a close call with the harbour wall, all Ospreys made it out to the big seas and gusty winds for an eventful day. Taking a step away from their normal steed, Alex and Nick Willis were sailing 1360 “Blood and Thunder”, the Class Association Osprey.

Race 1 was closely fought throughout the entire course, and with team Angus and team Terry taking each other high on the final reach, team Willis squeezed through to take the first race.

Race 2 started with Paul and Jonathan taking the lead up the first beat but unfortunately not so good for the Blake team as a fitting went bang... fortunately not fatally for the days racing! Terry and Peter took 1st, with Angus and Vyv in 2nd and Alex and Nick in 3rd. Oscar and Charlie were left most aggrieved about 1360s off-wind speed.

By race 3, all but the hardened sailors were starting to feel a bit tired. Due to an early capsize, Jon and Paul headed in. The rest of the fleet kept fighting in the gusty (sometimes shifty) winds, with Roger and Jamie seeing a bit more of the water than they would have liked. With Terry and Angus fighting it out for first place, a dodgy gybe by Angus let team Oscar and the Willis family through to finish an eventful day. Overall a brilliant day’s racing!

Day 2 dawned bright and clear, with slightly less wind than the previous day. Bacon rolls were served by the club for breakfast, which was welcomed in preparation for another intense day's racing.

A 1-hour postponement was again implemented due to the easterly wind driving waves directly into the harbour. Eventually 1360 was the Guinea pig for launching, with the rest of the competitors, Osprey and Fireball alike, watching on offering helpfu comments. The manoeuvre was successfully completed with assistance from the clut and a very long piece of string.

In Race 4, in a fleet which usually has at least 1 general recall per event, the record had to be maintained. Oscar and Charlie were keen to get some good gopro footage and were a bit too eager at the start of Race 4, with some encouragement from Ros and David and the rest of the fleet followed them.

Terry with Peter and Angus with Vyv disappeared into the distance, fighting it out for the win. Paul and Jon were on the heels of Alex and Nick, until team Willis threw it away by missing the hitch mark on the second to last reach and subsequently retiring. Terry emerged in the lead to extend his winning streak.

The final race saw 1360 get a massive lift off of the start line and put them at the front of the fleet and, remembering to sail the correct course this time, held on to win. Oscar in 2nd tried to hold off Terry on the final reach with Roger and Jamie trying to sneak underneath, but to no avail. Another fantastic day's racing in somewhat lighter conditions, but no less fun!

A big congratulations to Terry and Peter for winning the event. Many thanks are extended to Paignton Sailing Club for a very friendly and warm welcome, with fantastic racing. We look forward to returning in the future.

By Alex Willis

Statement from the RO:

Despite a short postponement this morning to allow for safer launching conditions, we managed to successfully complete three races for the Fireball and Osprey Open at Paignton Sailing Club. The wind was mostly between 10 and 20 knots but we saw a few bigger gusts up to 25 knots which, combined with a large sea state, made for exciting racing



GoPro footage of Day 1 by Oscar Chess can be found at: https://youtu.be/8UmGrNA446E



Weymouth Osprey Event



Socially distanced briefing

Saturday October 10th was the date chosen to attempt a small gathering of Ospreys for a day's racing from Weymouth Sailing Club, and to once again revel in the sights and sounds of these magnificent racing machines doing battle where they belong on the open waters of Weymouth Bay.

As we all know 2020 has been memorable for all the wrong reasons so to finally be able to line up alongside faces and boats that have not been seen this year was a real treat for the author. Some faces were seen in an Osprey for the first time in many years and all were smiling broadly at the prospect of competing in fresh North Westerly breezes and slight swell. The sun made a welcome appearance along with the local dolphin pairing that seem drawn to all that gather afloat.

So to help paint the picture the wind was going to play a big part and would vary in strength up and down all day from high teens into the 20's and shifting at the same time as it bounced out to sea from the town and harbour leading to big gains if you picked the right lane upwind or were just plain lucky. The courses used were to be a variation on the tried and trusted triangle sausage theme however this didn't exactly go to plan all the time as will be explained later and is evidenced in the results for race 2.

As the gun went for the 1st race it was Emma Stevenson and Peter Lloyd that set the pace with Angus Hemmings and Adam Bowers and Terry Curtis and Peter Greig all breaking free of the others to fight it out with Angus and Adam overhauling their rivals to take the win. This looked like an interesting scenario for the remaining races and at the windward mark of race 2 Angus and Adam again looked to have gained the advantage but instead of turning the corner they continued straight home, the conditions and fitness levels were already beginning to tell and for them it was job done. Roger and Jamie Blake had also exited the arena at this point due to a terminal kicker failure, a cruel twist of fate for this seasoned duo that had travelled all the way down from Buckinghamshire.

So to pick up on the race 2 result this left Terry Curtis and Peter Greig leading with the author in hot pursuit. What followed can only be described as driver error by the author who was convinced that the next leg was a sausage but watched as Curtis and Co flew away on a reach hence the dreaded dilemma of which way to go? Sticking to their plan the author and long suffering crew continued on the run like their lives depended on it with the rest of the fleet following adding to the confidence, also looking back to the wing mark Mr Curtis was cruising downwind with no kite so even more reason to think that we had it right, but alas when crossing the line the lack of any emotion from the race officer told a different story with a sausage, triangle, triangle being the course set sure enough only Mr Curtis and Co had sailed the correct course. I guess that's a round of beers on me then when we are allowed.

By this point we had lost the class association test boat which had been very well sailed by none other than long time Osprey sailor and current Hornet helm Nigel Skudder teaming up with the unmissable Robin Hobson who also gets a mention as the furthest travelled sailor having flown in from St Lucia for the Nationals that never was and deciding to stay in the UK for long enough to finally get a sail. Again some technical issues and a little fatigue had made the decision easier. Race 3 progressed as planned with a good battle between the author and Richard 'Burt' Burton who was guesting for Tim Bowden and finding the fast button, we need to see more of this combo in 2021; Richard was making the most of the open spaces provided by the Osprey in comparison to his usual mount the OK.

Another crew to have formed up again after many years apart were Will Odling helming for George Odling and it didn't take long for them to get back in the groove showing glimpses of the performance that we all know from the legendary Infidel banging in a 3rd in race 3, great to see. Also a mention to Richard Packer and Andrew Morrice who had travelled over from Bristol Corinthian and kept plugging away against some stiff opposition in testing conditions, I'm sure learning more all the time ready for 2021, well done guys!

By the time race 4 started a large number of the teams had called it a day and were now fully feeling the lack of fitness induced by the layoff and excess Netflix box sets. Only the 3 local Weymouth boats competed in this one with 'Burt' and Tim taking a swim to cool off and deciding to head for the beers, the remaining duo fought it out closely with Mr Curtis and Co taking the 3rd win and the event. *By Kevin Francis*

The proposed 2021 Fixtures

We are hoping that we will be able to hold events next year and have agreed dates with several clubs with one or two more to finally confirm. After a successful open meeting at Paignton this year which was shared with the Fireball Class we have agreed to share some events with the Fireballs and other classes.



Osprey Wilkinson Sword Calendar 2021				
Month	**Dates**	**Venue**	**Event**	**Confirmed**
April	10th/11th	Blithfield	Inland Championships?	Yes
April	17th/18th	Tata	Welsh and Midland Championship	Yes Shared with Solo's
May	1st/2nd	Mounts Bay	Panorma Cup	Yes
May	29th/30th	Poole	Southern Championships.	Yes Shared with Fireballs
June	19th/20th	Isle of Sheppey	Open Meeting	TBD
July	3rd/4th	Castle Cove	Weymouth Dinghy Regatta	Yes
August	**1st to 4th**	**Tenby**	**National Championship**	**yes**
August	28th -30th	Burnham	Burnham Week	TBD
Sept	5th	Isle of Sheppey	Round Sheppey Race	TBD
Sept	11th/12th	Kielder	Scottish and Northern Championships	Yes
Oct	9th/10th	Paignton	Open Meeting	Yes shared with Fireballs and Merlins
Oct	16th/17th	Carsington	End of Season	Yes

See the Website or the Facebook Page for updates

Oscar's Osprey recollections continued



'Showed everyone how to power sail an Osprey when it blew. Their speed was amazing' - and it still is.... Mts Bay 2019

After winning The Paignton Nationals in 1988 Oscar had a wonderful invitation from the Lagos Osprey fleet. Lagos, the capital city of Nigeria has a magnificent waterfront yacht club with a strong dinghy racing section. Ospreys have been one of the main classes sailed there for many years. Peter and Margaret Barraclough, dynamos of the Lagos Osprey fleet and the best hosts you could ever wish for, kindly invited me out to do some race coaching and, as it turned out, a lot of partying. I had a wonderful time there and could not have been made more welcome. When another invitation arrived Dave took my place and had a great time. Ian Porter and Adam Bowers have both left their mark on Lagos in later years. The buzz of Lagos, using sunken cargo ships as marks of the course and the river race avoiding running aground on mini islands of floating vegetation were all unforgettable.

Dave and I had another good two years together in an Osprey before the temptation to steer his own McCutcheon Osprey proved too much. Dave teamed up with Iain "Leedsy" Williams, renamed 1116 Lethal Weapon and showed everyone how to power sail an Osprey when it blew. Their speed was amazing.

I had some great nationals with some very hairy moments. Pwllheli in 1991 with Lisa where we turtled well out to sea in a howler and Lisa's buoyancy aid tubes all went flat. Very scary indeed. When we finally got upright, no glasses, so Lisa had to spot us back to shore. Poole in the 1992 gales with Joe Roderick, we capsized going out of Poole harbour entrance close to the shore and the falling tide was sweeping 1085 to certain destruction on the bow of the chain ferry. At the last moment the current carried us around the bow and we survived unscathed. Later that week the front hatch elastic failed just before another capsize and 1085 joined the submarine corps.

In 1993 Chris White had come to Wales to do his apprenticeship and I nabbed him for the season. Things started well with some good results. He was by then working on a gas drilling platform in Morecambe Bay as the Tenby Nationals approached. All seemed well as Lisa and I were packing the car on Friday evening ready for an early morning drive to Tenby the next day. Chris rang up for a chat with Lisa which went along the lines of;

"Hi Lisa, what are you up to?"

"We are just packing ready for the Nationals".

"Wow, you are keen, seeing as the Nationals are not until next weekend".

"Chris, it starts this Sunday!".

"Bloody Hell! I thought it was the following week and there is no one to cover for me or easy way off this rig".

We went to Tenby Saturday with no crew lined up, Lisa looking after our young son Sam. Desperately wandering around the club bar asking if anyone fancied a sail was not a good start to the week. As luck would have it Nick Daily Hunt just happened to be having a relaxing pint having decided not to do the week with Gareth Caldwell and allowed himself to be persuaded to sail on Sunday. The sail out to the 1 lap practise race start proved eventful as one of the rudder fittings sheared off the fixed rudder blade, requiring a rush back to the beach, running up to the car to get the tool kit and drilling and bolting stainless steel strapping to hold it together. With adrenalin pumping Nick and I just made the start, clicked and won the first race. Chris managed to get to Tenby Sunday night and we went on to have a glorious week of racing where luck went our way. One particular race that week was special in order to celebrate the Osprey Class's 40th anniversary of the Isle of Wight race win. The windward mark for the first lap was Caldey Island! There was a monumental windshift as the gate opened and the late starters, including us, were able to make the Island in one fetch. There followed a lengthy and very stressful run back down the east side of the island to then pick up the Olympic course for the remainder of the race. Chris and I held it together just enough to win the week. In the excitement of the prizegiving I dropped a clanger and thanked the members of Saundersfoot Sailing Club for running the event and tried to hide my embarrassment under the table.

Chris emigrated to Perth in Australia shortly after but is still found on the water crewing 505s. As one door closed, another opened, and Nick was signed up for the 1994 season. Our son Sam had a sit in an Osprey at his first nationals. This was not to be his last time in an Osprey.

To be continued

String theory & the 50-year-old Osprey



With various versions of Lock-down, Covid tiers, etc., time to update O 740 Hg3, the wooden Osprey that has been sitting patiently in my garage for a few years.

I did a major re-rigging of Hg3 in 2010, updating systems that essentially go back to the early '80s. This included extending the mast-gate backwards, moving the genoa sheets inboard, shrouds outboard, effective rig tensioning arrangement (the old muscle-box wasn't really up to the job) and cleared the spinnaker sheet sheaves and cleats off the side decks. The result was a much tidier layout, with no cleats on the side decks for the crew to sit on (Ouch!). The kicker lever (who remembers those?) was replaced with a cascade which I knitted in dyneema.



A few years later, I bought O 1357 – the last Mk4. This gave me some new rigging ideas to apply to Hg3. All-carbon twin-pole rig is probably too modern (and too expensive!) to retrofit to Hg3.
But lots more ideas to consider.

I have at last engaged with altering the mast rake on the water. Gosh – what a difference as the wind strengthens. So how to apply adjustable shrouds to Hg3? The main issues seem to be to keep the largest forces out at the shrouds, finding somewhere central to position the cleat, and finding a clean route from shrouds to cleat. Some means of calibration would be good too.



6:1 blocks at shroud base are expensive but give a compact start to the system. I repositioned the shroud U-bolts to aim the blocks to the next turning point at top centre of the bulkhead. Down the bulkhead to a double block (for port and starboard) on the bulkhead just above the hog. I was keen to through-bolt the fittings with large forces so not prone to screws pulling out – also glued a small reinforcement block behind the bulkhead to make sure! Port and starboard lines join alongside the centreboard case just aft of the reinforcing knee. I wasn't confident about how accurately I can splice dyneema, so I included a turnbuckle here so I can make accurate adjustments to make sure the mast is central. From here a further purchase, and back to a cleat beside the genoa halyard tension cleat.

The first test on my drive was instructive! – rig tension was fine as that system was unaltered, but I couldn't move the mast rake. Hmmmm – time to count pulleys and string.
Halyard tension, Last Orders, 5:1 pulley system at mast base, and 3:1 alongside CB case – total 15:1.
Hg3, 2:1 down aft of mast, 6:1 alongside CB case – total 12:1. Compares reasonably well, particularly as I don't want to go mad on rig tension on an old hull.
Shrouds, Last Orders, 2:1 at shroud base, 7:1 down bulkhead and 3:1 alongside CB case – total 42:1. Wow! – that's huge….. but looking at forwards angle of jib versus aft angle of shrouds, makes sense. More pulleys and dyneema required for Hg3.
So now I have 6:1 at shroud base, 2:1 cascade coming in under the foredeck, and a 4:1 cascade alongside the CB case – 48:1 – that should do it. The cascade coming under the foredeck has the additional advantage that there is a feature to provide calibration – strip of white tape on the deck beam with black marker at set-points.



The big question – will it make Hg3 significantly faster? I doubt it – I haven't changed the most important fitting - the nut on the end of the tiller extension.

By Paul Roberts

2020 – STRANGE DAYS



By Alan Henderson

In 2020, in the words of The Doors, "Strange Days have found us."

But could we find a new way of navigating life, with new ways to enjoy the outdoors and to play the sport we love?

I hope so. Sailing this year has been very different, but for me rewarding despite all the challenges. Restrictions changed from week to week, but my club, Prestwick SC, quickly adapted to the changed environment. Working very closely with RYA Scotland, the club kept abreast of every change in restrictions, and worked out how we could go sailing despite everything.

Since June, I've been sailing regularly, usually twice a week in my D Zero singlehander. Of course, Q23Ponly family or youth teams have been allowed to sail doublehanders. Hence the bulk of the boats racing this year have been singlehanders. Those singlehanders are close to each other in speed, giving closer racing. I've had plenty of boat to boat racing against other D Zeros, and against other boats of similar speeds like Blazes, Laser EPS's, Supernova, Lasers and an OK.

Normally in the Osprey we simply start clean, and disappear from these slower boats, never to see them again until we lap them. But this year it has been back to the close, no holds barred, one design type racing which we all remember from years ago. That has included lots of lee bow tacks and close covering, which is a completely different style of racing to the usual here in the Osprey.

Numbers of members racing have been very strong. No one can go away to Championships or opens, so all instead sail together at our club. No one goes away on holiday, and everyone is looking for a good outlet outside, away from the confines of home.

Apart from racing, at Prestwick we've run training courses for families learning together. We've still managed to hold After Schools Clubs for local schools, giving kids a much needed outlet. Our club waived all membership fees this year, attracting many new members, and we have quadrupled the number of family members in a year.

Many of our keenest members are either retired, self employed, working from home or furloughed, and hence are available to sail at random times on weekdays, whenever winds and tides suit best. We have a WhatsApp group on which any member signals his intention to sail on a certain day/time, and the others reply to join in.

I've done more casual sailing this year than ever, and it has been refreshing to simply sail for pleasure of it, rather than just for race results. There's been time to just breathe in, enjoy the sail, and the freedom the sport gives you.

Prestwick Bay is open sea, with waves rolling in all the way from Northern Ireland. Riding the waves is fun, but it is not only man who is out at sea amongst these waves. We can enjoy seeing birds like terns, gannets, razorbills, eiders. This year the quiet waters yielded an exciting new species, a little pod of teenage dolphins. Normally dolphins inhabit Scotland's Northern or Eastern waters, so this is very unusual. And they were very friendly, often leaping out of the water beside our dinghies, or catching our waves.

Off the water, the experience of sailing is of course different. Our clubhouse has been closed, so we arrive already changed. You'd expect that the social side after a sail would have suffered, but instead of using the bar, we simply take turns to arrive with a box of small cans or bottles of beer, share them around, and enjoy a socially distanced chat.

The sailing started gradually but accelerated through the season. After the complete lockdown in the spring, we started by allowing free sailing in June. You had to sail in company, as initially there was no rescue boat. You could only sail up to a Force 3 and had to register your presence online. Often, we sailed during the day, during the week, rather than on our usual time honoured sailing times of Thursday night and Sunday afternoon.

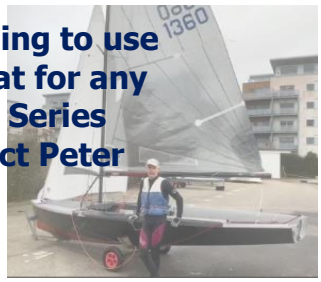
As the season progressed, we moved on to using a mini RIB, which could be launched singlehanded, and started racing, round just three fixed buoys. Later we used a normal sized RIB, once we were allowed to be closer together when launching/ recovering. The RIB was usually manned just by one person, or occasionally by two from a family, so rescue services were thinner than normal. In late season, we started to be flexible about which weekend day we would race, deciding on a Friday whether we would sail on the Saturday or Sunday, depending on forecast.

Our club, like many others, has had a long-established way of doing things. Sounds familiar? This year, we ripped up that rule book, and gained accordingly.

The second line of The Doors' song was "Strange Days have dragged us down". I hope you haven't let that happen. Instead I hope, when you sail, your spirits soar! *By Alan Henderson*

Class Boat

Anyone wishing to use the Class Boat for any Open Winter Series please contact Peter Frith





Selden SailJuice Winter Series

Datchet Flyer	5-6 December 2020
Burghfield Brass Monkey	27 December 2020
Grafham Grand Prix	3 January 2021
Round 5 - Remote	9 January 2021
King George Gallop	23 January 2021
John Merricks Tiger Trophy	6-7 February 2021
Oxford Blue	13 February 2021
Draycote Dash	6-7 March 2021

Osprey Class Association Committee 2020/21

Post / Name	Duties	Email Address	Sail No	Club
Chairman - Peter Frith	Generally advises & guides the Association & liaises with 3rd parties.	chairman@ospreysailing.org.uk	1290	Poole YC
Secretary - Alex Willis	Organises committee meetings and AGM [EGM].	secretary@ospreysailing.org.uk	1291	Hayling Island SC
Membership & Treasurer - Ros Downs	Manages class accounts and bank accounts. Receives membership applications and issues measurement certificates	treasurer@ospreysailing.org.uk	1114	Tata Steel SC
Publicity & Marketing - post is vacant	Edits class newsletters and press releases.			
Events & Technical - David Downs	Organises UK and South Wales open meeting circuits. David keeps class measurement rules updated. Ros manages Constitution & GDPR	eventssec@ospreysailing.co,uk	1114	Tata Steel SC
Training Coordinator - Alastair Raynard	Organises class coaching days which have recently been free to members of the class association.	training@ospreysailing.co.uk	1363	Carsington SC
Youth Representative - Jamie Blake	Represents young Osprey sailors on the committee. New media especially videos of Osprey sailing which are available on YouTube.		1369	Great Moor SC
Committee Member - Terry Curtis	Supports David Downs on technical matters		1234	Weymouth SC
Committee Member - Jonathan Osgood			1292	Wilsonian SC
Committee Member – Kevin Francis			1296	Castle Cove SC
Committee Member - Mick Greenland			1372	Wilsonian SC
Committee Member – Richard Marshall			1373	Poole YC

RYA Dinghy Show goes virtual for 2021

Watch this space: www.dinghyshow.org.uk as we will be there 27-28 Feb.