2023 CHRISTMAS NEWSLETTER

(National) Osprey Class Association **Newsletter Date** Dec 2023

View latest class news on the new Osprey website at **www.ospreysailing.org** and on Osprey and Sail Osprey Facebook pages.

Sign up to events there.

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

Warmest wishes for a HAPPY CHRISTMAS & Thank you for a great 70th Anniversary!

Find out all about the last 70 years, this celebratory year & the future years to come.

70th Anniversary

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The Chairman's Intro

The Osprey Class continues to thrive with fleets emerging at new venues and reducing the average age of the Membership. It is great to see the next generation coming through. The turnout of 49 boats for the Hayling Island Championships, bucking the general trend of falling numbers at dinghy championships, has put the class in a good place with new names appearing at the front of the fleet.

The year started with a special 70th Anniversary Osprey stand at the Farnborough Dinghy Show, where Richard Hartley presented us with the Youth Trophy. It was great to have Terry's boat on the stand and it attracted a lot of interest while Hartley Boats sold a Mk6 to an American. Thanks to all those who made the stand a great success.

The Scottish & Northern Tour proved to be a great idea to celebrate our 70th Anniversary with 9 boats competing. Our thanks go to Viola Scott & Alex Willis for making it happen. Although this is unlikely to be an Annual Event it is likely to happen again and perhaps the idea could be developed for other areas of the UK such as the Southwest.

The opening event is always so important to ensure we all have our boats out of storage, ready and raring to go and this was Tata Sailing Club who traditionally used to host the season opener. Tata will be hosting it again in 2024.

The Round the Isle of Wight race took place on the 23rd September as part of the 70th Anniversary celebrations, very fitting as this is where is all started. Thanks to Oscar Chess and Lymington Town Sailing Club for their efforts in getting this going.

Next year's Championships will be at Poole from 5th-8th September. Alex Willis is putting together an exciting calendar of events well spread throughout the year. We continue to look at new venues & the possibility of sharing where necessary.

It is hoped the next decade will continue as positive as the last and the youngsters of today will take the Class forward

Review of 2023 – Our 70th Anniversary Year

Sail Juice Series

Our 70th year started with a bang. The Class Boat Osprey 1360 “Blood and Thunder” sailed by Peter Gray and Geoff Edwards won the SailJuice series putting the Osprey firmly on the map. Thanks Guys and we wish you every success with 1206.

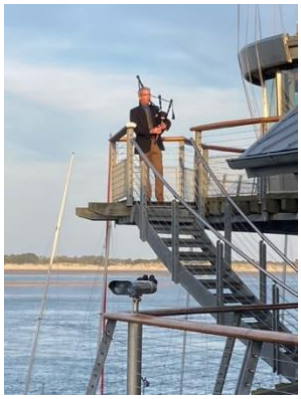


Note Steve Norbury on the left



Scottish and Northern Tour

By Jonathan Osgood



The first week in May saw the Ospreys Scottish and Northern trophy take place over a week. In numbers:

- 1 Coronation
- 0 midges (too early in the year)
- 18 Scheduled races
- 3 Clubs
- 6 Race Days
- 5 Distilleries (not always) driven past on route
- 6 Evening meals provided.

Starting from Hayling Island, Devon, South Wales, London, Blithfield and points further north on the Saturday the Ospreys made good progress North as most of the traffic was heading south. Inevitably the Ospreys met on the road and 1292 let 1291 in at the only, short, traffic jam on the journey. Does water at the mark apply here?

All arrived at Kielder to meet other intrepid travellers, looking forward to a great week of Sailing and Social Days. The Kielder racing the Dam to Dam times 2 was tight with all boats leading at one stage but it was Mike and Viola who took the advantage on to Lochaber. Following the advice of Viola and Mike as to how to get to their new club Lochaber from their old club Kielder we stopped at the border to get our passports stamped and be serenaded by a piper (who was a friend of Mike’s). This was followed by a stop on the M9 to fix a blow out on 1350’s road trailer. Why is it always the off side that goes on the Motorway!!. Driving through the Highlands via Rannoch Moor and Glen Coe to Fort William was amazing with the sun and clouds showing off nature at her best. Lochaber Yacht Club under the shadow of Ben Nevis has breath-taking views to wake up to.

The Lochaber Yacht Club entry included food. Little did we know. The plan was for 3 races on Tuesday and Wednesday, however the Race Officer read the forecast and added extra races to the Tuesday. 2 races back-to-back followed by lunch (included), Soup and a roll, Buffet and then cakes. 3 more races followed.

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The evening social was bag pipes and then a sit down 3 course meal with the associated beer and wine including a barrel that just had to be drunk dry.
On the following day (Wednesday) the forecast was very light so there was no sailing but still a similar lunch after the boats were packed up. After the racing Alan and Alistair in 1367 had stolen the overall lead in the series with 1 event / 6 races to go.
The early finish and then lay day allowed a spot of sight grockeling in the outdoor sports capital of the UK. Various factions went to see the Glenfinnan Viaduct (think Harry Potter), a bit of tight rope walking and river paddling in Glen Nevis. A visit to the Scottish Six Day Trial Motorcycle trials event, think small noisy motorbikes going up impossibly rough terrain and / or waterfalls.
The social this time in Fort William at the restaurant in the Cinema – now the UK Cinema of the year! Good beer, Excellent Starters, Very good Pizza. Fantastic Company. Pity about the Hangover.
It was a very windy lay day, so the planned walk-up Ben Nevis was truncated ¼ way and converted to a walk-up Neptune's Staircase, a sequence of locks taking boats between Sea Level and the Caledonian Canal.
A quick dash, with superb views of nature and Loch Laggan, across to Dundee and the shiny new Royal Tay Yacht Club.
Day 5 of the sailing (day 1 at Royal Tay) was challenging for the first 2 races as the usual short tacking up the shore did not always pay as the stronger breeze was offshore. As lunch was taken the mist came in and not being able to see the whole line or any marks the Race Officer postponed. This gave the opportunity for more sight-seeing with the options of seeing Discover, the V&A, The McManus: Dundee's Museum, Broughty Castle Museum and yes the pubs.
After yet another social and meal, and no we weren't getting tired of them, we had all made it to the last day of sailing. The Royal Tay event itself was wide open but the overall championship was also wide open and went down to the last race.
One final social, a curry and prize giving, and it was time to go. At Royal Tay Yacht Club a tractor is used to bring the boats from the dingy park to the road. Usually this is driven by a club member acting as beach master, but Alex did not want to trust 1291 to anyone, so she had a joyride in the tractor.
A great time was had by all. A big thankyou to all the clubs and people that made the event happen. Congratulations to Alan Henderson and Alistair Barrie from Prestwick SC in 1367 who are this year's winner of the Osprey Scottish and Northern Championship & Trophy.

2023 Nationals & 70th Anniversary Dinner at HISC

The 2023 Osprey Class National Championship finished in glorious sunshine and good breeze. Thank you, Hayling Island Sailing Club, for arranging the weather for the 4 day Championship, at which 49 boats celebrated the 70th year of Osprey sailing.

We asked the Top Lady crew, Nicola George to sum up:

"Osprey Nationals in 3 words; **fun, insane and exciting**."

"Everyone is so welcoming and friendly. There's always someone to give a helping hand and provide advice when asked. It's a class where all competitors love the boat and what it can do."

"So much so they will go out in no wind against a tide that means you go back to the same buoy 7 times and have to wait 2 hours for a tow to get to the start! But then the next day you have wind and some amazing 3 sail reaches down the waves barrelling into the reach mark. These are the reasons why we always return to the Osprey Nationals."

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Nicola has sailed several Osprey Nationals, so is not lacking in enthusiasm for the class herself! But this year for the first time she teamed up with her brother Simon, one of a number of young teams entering the class this year.

There were many family connections in the entries; father/son, brother/sister, husband/wife teams and other family bragging rights with members in different boats. Additionally, the class welcomed those who have been sailing other classes; including 505s, Mirrors, Javelins, Merlin Rockets, Kestrels, and coming in from the RYA junior and youth classes too.

The oldest boat, Osprey 757 'More Panic', sailed 3 up, was helmed by 15-year-old ex-Optimist & Topper sailor Chris Hampshire who now sails a 420. His dad's comment:

"Newbie to Osprey but not to racing, as anyone who tried to roll us found out! Definitely in charge of the boat!"

The full program of 8 races was completed over the four days, even though on Sunday the wind did not appear, and many found it a challenge getting out to the race area against the strong flood tide!



The new Champions, Matt Rainback & Phil Angrave, set out their stall on the first day with two 1st's and continued for the rest of the races discarding a 3rd & 4th place.

In second place were Ben McGrane & James Ross, who got to grips with the boat very quickly after buying it. Ben & James are newcomers to the class, although Ben excels in many classes from Int14s to Mirrors.

Third place went to Chris Gould & Dan Martin who did just enough in the final race with a 3rd. The Champions of the previous two years, Matt Burge & Vyv Townend, could not quite make the podium this year even though they posted three 2nd places on the final day, finishing 4th overall. Rounding out the Top 5 was the first Lady helm, Caroline Croft with Mike Greig on the wire.

The class boat, Osprey 1360 was sailed by Adam Southern & Esme Greatorex, who had a try of the boat when it was at Emsworth. Esme (15) has come through the Emsworth Junior & Youth program and has sailed Optimist / Feva / Laser 2000/ RS200. The class boat is available to borrow under a loan agreement and there will be a new one for 2024, more information on the class website.

The Osprey Class say a BIG THANK YOU to Hayling Island SC and the companies that provided sponsorship - Hartley Boats, Craftinsure, Allen Brothers, ClamCleat, Fernhurst Books, Rain&Sun, Robline and SeaSure.

THE 2024 Nationals are at Poole YC on 5th-8th September, show your Expression of Interest here for £30 by 31/12/2023 and you will go into the Boat Cover Prize Draw

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The Osprey Final Fling at Blithfield

By Nick Broomhall

Blithfield Sailing Club has a long history of hosting successful Osprey Open Meetings and so it continued in 2023 with the 70th Anniversary "Osprey Final Fling" over the weekend of 14th/15th October 2023.

As is now tradition, many of the fleet arrived at Blithfield on Friday afternoon/evening to rig and prepare early for the weekend racing. Well, that's what they say! The more likely draw to arrive early is based around Peter Slater's legendary Friday night curry (not your normal "fodder" Terry). This coupled with their appetite to consume sufficient quantities of Holden's finest Black County Real Ale such that the trauma of negotiating the inevitable congestion on the M6 enroute, is a distant memory!

A strong fleet of 18 Ospreys planned to launch from the beach for the start of Race 1 in the early afternoon. Unfortunately, numbers were one down due to Kenny Brown and Mark Mawhinney forgetting that if you pull one end of a rope its generally linked to the other. This resulted in losing the tail of a halyard somewhere inside their mast. There wasn't enough time to rethread the thing before the start, so Mark stayed nice and warm in the clubhouse for an extra hour or so, while Kenny was outside making up for his misdemeanour. For those on the water, there was a healthy Westerly Force 4/5 blowing down the reservoir. This enabled the Race Officer to set a course with two long beats, reaches of varying angles and a run to test the sailors' tactical skills. On shore spectators were slightly miffed though as he hadn't managed to set a gybe mark in in front of the club house. It became evident however, that this was not entirely necessary as plenty of entertainment would be forthcoming later in the day!



Race 1 got under way cleanly at first attempt. The breeze continued to blow strongly testing the crews and gear. On the final beat Peter Gray and Geoff Edwards manged to squeeze past Alex and Nick Willis to win with Roger and Jamie Blake in 3rd.

Several Ospreys came ashore with broken bits of gear including a boom, spinnaker pole, and shackle/strop. Luckily, the Race Officer had scheduled lunch after Race 1, with Races 2 & 3 back-to-back providing an opportunity to fix broken bits before going back on the water. As is the way in the Osprey fleet, all were soon offered spares from other Osprey sailors, which enabled everyone to get back out on the water for the next race.

All 18 Ospreys arrived at the start area for Race 2. The fleet got away cleanly at the second attempt. The wind moderated slightly during the downwind legs, leading to frequent changing of positions.

Then the entertainment began! In the distance the sky was, well, a little dark! With almost no warning a squall consisting of rain and hail, was upon the fleet, just whilst they were negotiating the downwind legs with kites up. The deluge was accompanied by gusts reaching 42mph. The rescue team reported 11 Osprey hulls on their side as the gusts ploughed through the fleet. One such unfortunate pair were Kenny and Mark), who capsized directly in front of the clubhouse. Kenny must have thought that the shore team were missing the entertainment of a gybe mark because every time his crew tried to swim back to the boat, after becoming separated, Kenny attempted to right his Osprey, with kicker still on, and so sail slightly further away from Mark. This happened 3 or 4 times before Mark gave up. Finally, Kenny managed to get the boat upright and release the kicker before sailing back to safely collect his crew Bob, aka Mark! Fortunately, all 11 crews who were flattened by the gusts were able to right themselves and continue to race once the short-lived chaos had passed through. Those who managed to stay with their hulls facing the right way up finished well ahead, with Terry Curtis and Peter Greig 1st, Roger and Jamie 2nd and the home boat of Tom Chadfield and Peter Slater in 3rd.

The wind had moderated substantially to Force 2 by the start of Race 3 with the fleet managing to get away cleanly on the first attempt. In contrast to the first two races of the day, crews were now

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struggling to keep kites flying on the broader downwind legs, leading to the fleet bunching up. Winners of Race 3 were Richard and Mark Hartley who clearly had some light weather speed, Peter/Geoff in 2nd and Terry/Peter in 3rd.
After securing boats for the night, everyone settled into the clubhouse for the evening to regale their stories of the squall whilst enjoying the famous Blithfield hospitality. A Hog Roast with all the trimmings, a plethora of puddings followed by cheese and biscuits ensured no one went to bed hungry. Two firkins of Black Country real ale were squeezed dry before everyone retired to get some well-earned shut eye.
After three races, overall placings left Peter Gray/Geoff Edwards in 1st, Terry Curtis/Peter Greig in 2nd and Roger/Jamie Blake in 3rd. There was still everything to play for on Sunday with two races still to sail.
The forecast for Sunday had not been particularly promising, however sailors awoke to clear blue skies and more breeze than forecast (a steady NW Force 2).
The start of Race 4 was scheduled for 10am with the Race Officer duly attempting to get things under way on time. After a General Recall the fleet got away at the second attempt under a black flag. The fleet split straightaway from the start with most crews out on the wire. On the final beat Richard and Mark managed to sail over Peter and Geoff to take the lead which they held onto until the finish. Terry and Peter took 3rd.
So, going into Race 5 it was between Peter/Geoff in 1206mand Terry/Peter in 1234 for the overall win. Those who had a results sheet calculated that Terry/Peter needed to finish ahead of Peter/Geoff with one boat between them.
The breeze had eased off again for the start returning to a gentle force 2. All eyes were on 1206 and 1234. At the windward mark, Richard Marshall/Arthur Butler led the way, followed by Ian McDonald/Jon Gibbons in 2nd. Where were 1206 and 1234? Was some match racing going on? The answer was coming. By the time the fleet reached the top of the second beat Richard/Arthur were leading, Terry/Peter (1234) had climbed to 2nd and Peter/Geoff (1206) were 4th. There was the required one boat between them (from Terry's perspective). Blimey this was exiting from a neutral perspective! On the downwind legs placings were set to change though. At the leeward mark Terry/Peter (1234) had done all they could to win and now led, but who was in 2nd, yes Peter/Geoff (1206) with Richard/Mark in 3rd. Then just before the finish Richard/Mark squeezed past first 1206 and then 1234 to take the lead and win Race 5.
So Congratulations to Peter Gray and Geoff Edwards winners of the 2023 Osprey Final Fling.
The Osprey Travellers Series Wilkinson Sword Trophy was awarded to Alex and Nick Willis (interestingly this pair had won it in the Osprey Diamond Jubilee year too with the same 3 in the top 3) - Well done both!





Thanks goes to Richard & Mark Hartley for donating prizes and wine on Saturday evening which was accompanied by one of Richard's rousing motivational speeches (hip hip)!

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The Wilkinson Sword

The Wilkinson Sword was first presented in the class in 1979 and Nick Willis has how won it at least 5 times as crew, with various helms people. (Incidentally it was used to cut Jayne & Nick's wedding cake in 1983 - Oscar won it that year and brought il along to the wedding!). In the 1970's Wilkinson Sword made a limited edition of 250 full size mounted swords available for amateur sporting competitions. They received over 3,000 applications for these from various sporting organisations and donated four such swords as trophies to the RYA.

Apparently, Mike Corbin was instrumental in acquiring one for the Osprey Class. He was on the RYA Centreboard Committee as the Osprey representative and the RYA was looking for classes to give them to. The Osprey class was looking for a decent Travellers Trophy and the rest is history. Mike Corbin would be very proud that his granddaughter is the first lady helm to win it, now twice. Thanks, Jayne, for the information.

The Dinghy Show 1961-2023





The Osprey class has been showing at the dinghy exhibition or its predecessor, CCPR London Dinghy Show, since at least 1961. The following from the 1961-62 Handbook:
"The Class was fortunate in being invited to exhibit an Osprey at the Dinghy Conference organised by the Central Council for Physical Recreation. The boat chosen was built from scratch by Mr AC Small of Stone Sailing Club, and considerable interest was shown. The Association has been invited to exhibit again this year at the Conference to be held in November. ..."
The following was also in the 'Letter from the Chairman' in the same Handbook:
"The Class stand at the last Boat Show was a great success..."
plus "Osprey is to be exhibited at Genoa Boat Show in January."
The Osprey has clearly made an impact at the Dinghy Show and in 2023, Hartley Boats were exhibiting a Mark 6 while on an adjacent stand the Osprey Class Association stand exhibited a very successful wooden Mk3 1234 thanks to Terry Curtis and Peter Greig. Much interest was shown in both boats with the added curiosity of the jumpers on 1234. Hartley Boats took an order for one to go the USA. (Is there an opportunity for a future Osprey World Championship?)
It was good to have two different boats which are equally competitive demonstrating that it does not have to be plastic and new to be successful. Over the last few years there has often been a successful wooden boat on the class stand, sometimes the only stand with a current competitive wooden boat on it.

Thank you to all those who regularly help with the stand. Mick Greenland has been organising the Osprey stand for many years and we are very grateful to him for doing so.

We are always happy to have new volunteers so if you are interested, please let Mick know. The Dinghy Show for 2024 is on the 24th/25th February at Farnborough.

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Coronation Round the Isle of Wight races

1953

As we know the Osprey is a very good sea boat and has shown itself to be capable of long-distance racing in open water. Seventy years ago, in 1953, the Cowes Corinthian Yacht Club held a race for centreboard dinghies around the Isle of Wight to commemorate the Coronation of the Queen. It was quite a controversial event at the time with nearly 200 boats of various classes from 12ft to 18ft long taking on the roughly 60-mile circumnavigation of the island. The race was won, after 11 hours of sailing, in a split-second finish by Ian Proctor, Cliff Norbury and John Oakeley sailing the prototype Osprey – Osprey No 1. This dinghy race has never been repeated; however, the Osprey Class Association have organised four subsequent races around the Island, following in the footsteps of Ian Proctor, John Oakeley and Cliff Norbury.

Clearly these races are very weather dependent and the Jubilee race in 1978 was affected by light winds and the finish had to be shortened to a finish line close to No Man's Land Fort with 45 of the 65 miles completed. There then followed a long tow to get the boats back to Lymington.

The second attempt in 1988 was more successful 15 boats out of an entry of 20 crossed the starting line and all finished. The winning boat setting a time of 7 hours and 52 minutes and the last boat an hour later.

After a gap of thirty years the Round the Island Osprey race was resurrected in 2018 when nine boats competed. The winning time was 8 hours and 27 minutes with the whole fleet finishing within 14 minutes.

Ian Proctor's words after winning the 1953 race was that the race should be treated for special occasions such as Coronations, Jubilees and Anniversaries. To mark the seventieth anniversary of the 1953 Coronation race, and coincidently the year of the next coronation, the Osprey Class Association again held a Round the Island race in September 2023.

2023

A fleet of 15 Ospreys gathered at Lymington Town Sailing Club on Friday 22nd September for the safety briefing and ready for a very early start the following day.
The fleet launched at 06:30 for a short sail in the most gentle of breezes out to the start line in the Solent. They were treated to a magical sunrise as the boats glided out of the river. After a short postponement the race got underway at about 07:30 with the first "leg" to the Needles being a close fetch on Starboard tack. The wind building as the fleet headed west the Ospreys were fully trapezing by the time they reached the Needles. Matt Rainback and Phil Angrave, having just been crowned National Champions showed their speed rounding the Needles Lighthouse in the lead closely followed by Oscar Chess and Nick Daily Hunt. The latter team having been National Champions in the past but not having sailed together for around 20 years slotting in where they had left off.



There then followed a very long run to St Catherine's Point. Many a crew complaining of a stiff neck after staring at the spinnaker for

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hours. The leading boats headed inshore across Brightstone Bay to cheat the tide and were followed by the majority of the fleet. At least one boat took it a bit far and got swamped by a breaking wave as they went too close to the beach. Three boats had a bright idea to head well out to sea hoping for the wind to swing around to the South. One bailed out early and headed back inshore while the other two found themselves around two miles behind at St Catherines! The leading two boats appeared to be tied together by elastic until approaching St Catherine's Matt and Phil gybed back inshore while Oscar and Nick in "Jammy Dodger" held on further out and rounded the lighthouse in the lead followed by Matt & Phil, Roger and Jamie Blake, Alex and Nick Willis and David Downs and Adam Southern.
These five boats then pulled away from the rest of the fleet past Ventnor and out into Sandown Bay, where the wind dropped leaving most searching for some breeze. Team "Jammy Dodger" however held onto their own bit of private pressure and planed off towards Bembridge Ledge. They were a speck on the horizon by the time the rest of the fleet got going again around Culver Cliff.
Oscar and Nick held an unassailable lead of some six minutes at Bembridge Ledge and as the wind filled in from the West reacquainted themselves with sailing fast with centreboard and rudder up across Ryde Sand. There were plenty more snakes and ladders to be found in the Solent however, including the Hovercraft where the exhaust from the propulsion fans very nearly did for the "Jammy Dodger" and the Isle of Wight Ferry – not a good idea to try and pass in front of. (You know who you are!)
Passing Cowes it was clear that Matt and Phil did not understand the meaning of unassailable and passed Oscar and Nick before sailing off into the distance beating up the West Solent in a now fresh breeze. Further back in the fleet there was also much changing of places; Terry Curtis and Peter Greig having gone out to sea at the Needles and been about two miles behind took an inshore course in the Solent and by Cowes were back among the fleet. They then proceeded to work through the fleet to finish fourth behind Mark Reynell and Chris Cheetham who were also revelling in the fresh conditions.
Matt and Phil finished after 8 hours and 48 minutes having turned a six minute deficit at Bembridge into an eleven minute lead over Oscar and Nick who themselves had a seven minute lead over the bulk of the fleet. All fifteen boats had finished after 9 hours and 25 minutes remarkably close after 60 miles of racing in a variety of conditions.



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Osprey Clubs past, present & the future

Down South

By Jayne & Nick Willis and Rob Southern

As we all know, the first Osprey was built and sailed in the Solent, and famously won the dinghy race around the Isle of Wight. Former Osprey sailor and Association Chairman Mike Corbin wrote in the 1974 Osprey Yearbook "My first memory of the Osprey is of a beautiful clinker-built boat, slipping along the Island shore of the Solent" as he also competed in that race, in a 14ft clinker-built dinghy, finishing around 120th boat home.

Earliest championship records show that the late 1950s and 1960s were dominated by Hamble River SC (Ian Proctor) and Mounts Bay Sailing Club (notable helms included Ken Robertson – boatbuilder - and John Matthews amongst many others). Other fleets established at Lymington Town SC (including such legendary names as Tony Blachford and Brent Strickland, Hugh Carter and Mike Corbin) and Sussex YC (Shoreham) (Nick and Mark Houlding were early stars) from the mid 1960s. In 1972 the Osprey Yearbook lists Osprey fleets at the following clubs:

Lymington
Mayflower (Plymouth)
Minnis Bay
Mounts Bay (the biggest Osprey fleet anywhere in the world at the time)
Poole
Royal Plymouth
Starcross
Sussex YC (Shoreham)

In the 1970s Andy Barker began to build Ospreys at Wareham and grew the Poole YC fleet. There was also a big fleet at Shoreham at this time, which was revived for a while with open meetings there again in recent years thanks to John and Caz Mills.

During the 1980s when Ian Porter was building the Osprey, there was a fleet at Mengham Rythe SC, Hayling Island, and in the 1990s at Hayling Island SC, however this petered out after the 1996 Hayling Island Nationals.

In the last 25 years Weymouth has become a major Osprey centre at both Weymouth SC and Castle Cove thanks to enthusiasm and a warm welcome from Adam and Richard Bowers, Tim Bowden and Kev Francis to name but a few.

Over the last 2 years Chichester Harbour has welcomed a new family fleet from Emsworth (led by 1980s Osprey sailor Simon Townsend), we hope this will build into a good local fleet. Rob Southern takes up the story……

Ospreys have been a class boat at Emsworth since the 60s. Simon Townsend used to build them for Porters back in the 80s - and sailed one with his brother Jonny in the 1988 RTI race, coming second. (He'll be annoyed with me for mentioning that!)

Until summer 2021 there was one Osprey at ESC - 1065 - owned by Anthony Reeves and sailed frequently in the local winter series.

This all changed that summer. A conversation about the enormous size of my children and me (all 4 Southern men > 6'2" and 100kg+) combined with the boys lack of enthusiasm for sailing our family RS200 led to a recommendation. Luckily Mike Stace was selling Shameless (1326), so we pottered off to Tenby to pick her up, early that season

Shameless was awesome. With a bit of instruction, we had Her sailing, blasting up and down the harbour - and within a few weeks, my lads, Adam, Freddy and Tristan had fallen for the thrills and spills, being out on the trapeze in a 20kt breeze. Mk4 hull planes easier than the old

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Porter boats for sure.
Quite soon, it became evident that 1 boat and 4 sailors wasn't working for "family dynamics"….
I ended up in the ownership of Peekaboo (1322) just at the moment that 2 of my lads were off - one on a year off and the other a work placement. Suddenly Peekaboo was there, and not being sailed. Ben Townsend and Ed Richardson thought it'd be fun to give her a go, and rapidly fell in love with her. My lads came back and couldn't get a look in!
At the same time, Simon borrowed Mike McNamara's the Duke (1317). He and his lad Jack Townsend started sailing her. Suddenly we had 3 Ospreys out on the water… brilliant fun!
We took 3 boats down to Nationals at Porthpean in 2022. Whilst the weather closed out most races, it was great to meet up with the Osprey clan.
After the Nationals, Ed and Ben were completely hooked - and bought Peekaboo from me. Dark Matter (1369) came to ESC.
2023 has seen all 4 ESC Ospreys racing at the club. We also had the class boat (1360) for a few weeks - with various young folks sailing her - Adam Southern, Esme Greatorex, Patrick Bonner… etc.
We now have club youngsters regularly joining in for a sail. The Osprey is a such a fantastic platform to learn to trapeze and handle a symmetrical spinnaker. And a great step up for our 420 sailors.
With 3x mk4s and a mk5 regularly being sailed at the club, the Osprey class is thriving at Emsworth.

Up North

By Gill Green & Wally Gardiner

Ray Green (now 92 years old and no longer sailing or building dinghies!) spent many years in Yorkshire building and sailing his beloved Ospreys. He was a member of Filey Sailing Club in the early 1950's when an Osprey was first brought into the club by Ken Platts. Ray much admired this, so bought an Osprey kit from Bell Woodworking and completed Osprey no. 62 in August 1957. This boat was sold in 1959 to local man Richard Hopkinson.

Ray continued to build Ospreys, not from kits, but from scratch as he travelled far and wide to buy only the best marine plywood!

During 1958 whilst sailing no. 62 Ray built no. 78, which was sold to someone in Mounts Bay sailing club.

During 1959-60, Osprey no. 162 was built and sold late in the season to D. Moss of York, and a couple of years later was sold on to Doug LIttlewood.

During 1960, Osprey 223 was built, and kept by Ray to sail himself (at last!)

Late in 1960 or '61, Osprey 262 was completed and sold to local enthusiast Hector Watts.

During this time from 1958 to 1963 Ospreys raced in the handicap fleet at Filey, with notable success by Hector Watts on 262. Class racing began in 1963.

It was good to see Malcolm Clack and his wife stalwarts of Filey SC at the 70th Anniversary Dinner

Moving from East to West; the coast around the Northwest of England is not particularly hospitable for dinghy sailing, with big and strong tides, acres of mud at low water and frequently strong winds. The speed and seaworthiness of the Osprey resulted in it becoming the dinghy class of choice in the area, with fleets being established at Ribble Cruising Club & Willy Crichton is still there, Glasson Dock Sailing Club and Morecambe and Heysham YC as well as one or two boats at Roa Island Boat Club. The racing at all these clubs was keen with the likes of Wally Gardiner, Richard Hartley, Gerald Iddon, Ken Carroll and Willy Crichton to name a few travelling to Open Meetings and National Championships with considerable success.
There were also several Ospreys built in the North West. Gerrald Iddon was instrumental in building some fast and long-lived Ospreys. After suffering a serious back operation put paid to

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Gerald's Osprey sailing, he and his wife spent four years outfitting a 35ft Fero cement cruiser and cruising off to sunnier climes. He has written several books describing their adventures, which are available on Amazon. In those books he describes some Osprey episodes including illegally crossing the railway line at Royal Tay Yacht Club to access the boat park and towing a broken-down club mate on the M6 with a rope between his trailer and his friend's car. When Gerald returned from his voyage, he made landfall at Mounts Bay where he was welcomed by several old Osprey friends.
Sadly, some of these Northern Clubs no longer have Ospreys but it is good to see Kielder (Dam to Dam race 5/6th May), Lochaber, Royal Tay, Prestwick and Coniston Sailing Clubs (Coniston Open 25th-27th May) flying the flag and it was great to see Ken & Maureen Carroll and Wally & Christine Gardiner at the 70th Anniversary Dinner.

CANADA DRY GREEN RIBBAND TROPHY

In August 1975; there was an event held at Morecambe & Heysham YC called the Green Riband Trophy. It was by invitation only to include class championship winners, open meeting winners etc . Wally Gardiner and Paul Sewell having won a couple of significant Regattas and open meetings got an invitation. The event was sponsored by Canada Dry, who made the Whisky dry ginger additive. Wally and Paul won the event beating the 505 World champion, Peter Colclough over the water and on handicap. A fantastic performance.



Blithfield

By Keith Gibbons

In the 1970s Geoff Stubbs and Keith Gibbons were sailing an old and very heavy GP 14 in a heavy breeze and they had actually got the old girl planing at a rate of knots when something shot past, as if they were standing. The conversation between them was what the ——- hell was that.
When they came ashore, they were introduced to this guided missile which had left them rocking in its wake it was an Osprey dinghy belonging to Alf Hawksworth. For Keith it was love at first sight. Alf was a member of Chase Sailing Club who had quite a few Ospreys at this time and all sailed by some very good sailors including some Osprey National Championships winners however for some reason unknow to Keith, Chase banned trapeze dinghies (Note from Ed: perhaps the Ospreys kept winning?).
Alf's Osprey, which was brand new, had a pink hull (Pink Panther??) and as Keith found out later it's one of a series of Ospreys Alf owned, all pink and all had pink in their name.
After sailing for the day had finished Alf disappeared and they didn't see him again for ages. Apparently, Alf would come to Blithfield for a work up before he went to open meetings and National Championships where he was definitely a force to be reckoned with.
Geoff went looking for a competitive GP14 which he found and Keith went on the hunt for an Osprey which wasn't quite as easy. He contacted some ex Chase Osprey sailors who apparently had retired from sailing who still had their boats but "didn't want to sell them" it seemed owning an Osprey was for life. Keith then contacted Maureen Carroll who was the class secretary and she said that there weren't any boats on the association for sale list but to leave it with her.
Keith didn't hold out much hope but he did not realise that he had released the female Sherlock Homes. She rang Keith to say she thought she had found an Osprey for sale belonging to Alistair McKay down at British Steel so he rang Alistair and arranged to go down to have a look.
Previous to this Keith had chatted to Cliff Jones, Blithfield's Vice Commodore at that time, who had asked Keith if he had found an Osprey yet, Keith said he was going to have a look at one. Cliff had talked of buying a 505 but he said if Keith bought an Osprey then he would too. Cliff's mind was changed when Keith said that Alf's Osprey was blxxdy beautiful and Cliff thought yes,

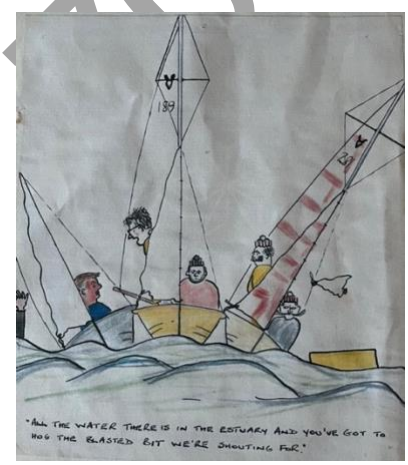
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it is.
Keith's car didn't have a tow bar fitted so Geoff Stubbs lent him his car. Geoff's daughter Becky came to keep Keith's daughter Sarah company and Barb came to keep an eye on all of them. They set off in a dusting of snow and a lousy forecast. They got to Alister's looked at the boat, purchased it and headed off home the proud owner of Osprey 1015 Taste of Honey. By this time the snow was coming thick and fast. They decided to go for it, the logic being once they got to the motorway, they would keep it clear which proved to be the case although the snow fall was increasing. Unfortunately for some reason after motoring for over an hour they found themselves in Cardiff instead of Stafford. Ignoring Keith's wife's unsolicited remarks on Keith's navigational abilities and the near hysterical laughter of Becky and Sarah they headed home and eventually arrived at Geoff and Mary's to return their daughter to them. The following Sunday the first of the Blithfield Osprey fleet arrived and Cliff Jones was as good as his word and shortly after the second Osprey 1001 Tomorrows World arrived. Over the next couple of years people started to get Ospreys including Geoff Stubbs and the Coopers and, even more pleasing, new members joined Blithfield to sail Ospreys. Alf returned and started sailing regularly which was good for the rest of the class because he was streets ahead and he was someone to catch. Blithfield Ospreys started to do open meetings and in the early 1980s started going to the Nationals. Blithfields achievements at the nationals were Alfie Hawksworth and Geoff Stubbs (Stubbs trophy fame) both achieved second places and Gaz Caldwell won it. Nick Daly Hunt and Jonathan Gibbons both national winning crews and all the rest of the fleet all finished in the top twelve in the large fleets that there were in those days. Blithfield Ospreys also had another outstanding achievement at the Nationals one of them won the Miss Osprey competition which used to be held then. On the home front Anneka Rice joined the Osprey fleet, sadly she only sailed across the lake to start the TV program Treasure Hunt and never returned. Ogstan Sailing Club decided that they were not going to hold anymore Osprey opens so Blithfield asked the Association if they could take it on and the rest is history. The late David Norris (aka Black Dog) and his wife Margaret worked tirelessly to make the Open a success. The Opens have been held every year except one because of Coronavirus, however they then held two the following year due to Carsington having to cancel due to low Water.
Over the years Keith has been very proud to be the Official Fleet Captain & the unofficial Fleet Captain who sails Flying Fifteens. Keith highlights that they been extremely lucky to have a group of Blithfied members who turn up year after year to help put the event on both on the water and off we owe them a huge thank you (From the Ed) which I believe the Class Association would fully agree with. Blithfield Final Fling 12/13th October.
Thanks Keith.

South Wales:

The Early Days of Ospreys in South Wales

By Tony Powell



In the mid 50's Saundersfoot was the stronghold of Ospreys in Wales, however, my first sighting of this beautiful boat was after my national service in 1956 at Ferryside.
I took up sailing Ospreys, helming as a hired gun in 1964 before I bought my first Osprey 212, Sprog. There was an active Osprey fleet at Ferryside at that time, 8 boats - not bad for a small Welsh village on a tidal estuary. We used to sail in a convoy over to Saundersfoot for fun at the weekends, but dragging the boats up the beach was hard work.
One memorable weekend was when we sailed the boats over to Laugharne for their regatta, however the Sunday blew up to Force 8 and the commodore decided that it was too dangerous

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to bring the boats back so sailing was cancelled for the day. However, being young hotheads that wasn't going to stop us, so Bevan Jones and I drove over to bring our boat back and Roger Stevens decided to join us for the blast. We set off in flat water until we left the shelter of the estuary, but very soon there were waves everywhere and the boat was full of water. Under normal circumstances the mast should have come down. There was no way we could tack or gybe in such a confused sea; our survival depended upon keeping the boat surfing the waves on a broad reach and not burying the bow in the next wave. We sailed out to Salmon Scar and were finally able to gybe then screamed down the waves all the way back to Ferryside – what a ride! However we got back to a very cold reception and were ostracised by the committee for endangering life. We were finally hauled in for a meeting for un-seaman like conduct, their decision being that we should not have attempted the sail or at the very least reefed the main. They were right of course, but how do you reef the main on an Osprey?

My first Osprey Nationals was in 1966 at Mumbles, it blew a Force 6 all week, we came last in every race but had a lot of fun, we also sailed at the Nationals in Saundersfoot in 1969. In 1970 I bought Gmach GRP Mk 2 793, Wanderin' Star and I raced her with Glyn Jaynes as crew at the Nationals in Mounts Bay, winning the Saundersfoot Trophy on the Friday – our first taste of success. I wonder if this was the first time a GRP Osprey had won a Nationals race?

In 1975 I bought 902, Action Replay, and sold the now soft Wanderin' Star to a very young Oscar Chess. 902 was a nice wooden boat but I never had much success with her.

The South Wales circuit was a competitive one and we pushed each other on. We sailed in Mumbles during the summer and moved over to the British Steel Sailing Club (now TATA) in the winter.

In 1977 I bought 1085, Infidel, from Tony Blatchford and finished 2nd to him at the Nationals in Filey. In 1978 Glyn and I won our first Nationals at Mumbles, and again in 1979 in Shoreham. Andy Barker was the new hotshot on the scene at the time and in 1980 we came 2nd to him at Mounts Bay, regaining our mantle in 1981 at Mounts Bay again. In 1982 Oscar and Tiger took the trophy at Filey in the fog, only 3 races were sailed.

There are plenty more who can pick up the story from here…..

From Linda Ingram Commodore of Tata SC

In 1964 the first Osprey came into The Steel Company of Wales Yacht Club (Now TATA Steel SC). Ospreys had long been in the sights of a few members, as the boat to have, and so in August 1964, Stuart Ingram travelled to the Hamble to buy Osprey 267 "Kalanag". VIc Hurrell swiftly followed suit together with Clayton Roberts. Stuart had planned to get married in 1964 but postponed it for six months so that he could afford to buy Kalanag !

A number of years later, Osprey 1199, "Merlin" was purchased by Colin Evans from Guy Winder, the only Osprey that Guy ever made. Apparently, it was out of class in measurement which might have been the reason for no further production, after several attempts to right the situation, it was eventually allowed to race as an Osprey. Ospreys became very popular on the South Wales coastline and attracted top class helmsmen from far and wide. Sailors such as Ken Robertson from Mounts Bay and Tony Blatchford, Lymington Town, who regularly supported South Wales open meetings, and who became valued friends. Racing was competitive over the years, borne out by the fact of the number of past class champions who hail from South Wales including Tony Powell, Oscar Chess and David John Edwards, to name but a few. Tata Open 6/7th April – first open of the year.

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2024 Osprey Class Fixtures

OSPREY FIXTURES 2024					
April					
6	Sa	Tata		WS	C
7	Su	Tata		WS	C
May					
4	Sa	Mounts Bay	Southern Area Championships	WS	C
5	Su	Mounts Bay Kielder Water Sailing Club	Southern Area Championships Kielder Dam to Dam	WS	C
6	Mo	Kielder Water Sailing Club	Kielder Dam to Dam		
11	Sa	HISC	Contender, Fireball and Osprey		C
12	Su	HISC	Contender, Fireball and Osprey		C
25	Sa	Coniston	Scottish and Northerns	WS	
26	Su	Coniston	Scottish and Northerns	WS	
27	Mo	Coniston	Scottish and Northerns	WS	
June					
8	Sa	Poole		WS	
9	Su	Poole		WS	
July					
6	Sa	Tenby Regatta		WS	
7	Su	Tenby Regatta		WS	
20	Sa	& Vinaage Racing Dinghy Association (	Roadford Lake		**
21	Su	& Vinaage Racing Dinghy Association (	Roadford Lake		**
August					
19	Mo	HISC	Chichester Harbour Race Week		
20	Tu	HISC	Chichester Harbour Race Week		
21	We	HISC	Chichester Harbour Race Week		
22	Th	HISC	Chichester Harbour Race Week		
23	Fr	HISC	Chichester Harbour Race Week		
24	Sa	Burnham		WS	
25	Su	Burnham		WS	
26	Mo	Burnham		WS	
September					
5	Th	Poole YC	National Championships		
6	Fr	Poole YC	National Championships		
7	Sa	Poole YC	National Championships		
8	Su	Poole YC	National Championships		
October					
12	Sa	Blithfield	Final Fling	WS	
13	Su	Blithfield	Final Fling	WS	
** Only Ospreys built prior to 1990 are eligible for this event					

The information in this Newsletter was known to be correct at the end of November – please see the website or Facebook for the latest.

Osprey Rule Changes agreed at the 2023 AGM

- The following has been added to **Class Rules C.5 Portable Equipment, C.5.1 For Use**
  "Devices for recording photographs and/or video. These devices and their attachments shall not extend horizontally outside the profile of the hull. Where attached to a spar the device and it's attachment shall not extend the spar by more than 300mm. The photographs and/or video shall not be available to the crew while racing."
- The following amendments have been made to recognise the existence of the Mark VI.
  Amend Class Rule D.2.1 to read
  b) The hull shall conform to one of the Class Association and Copyright Holder approved Marks II to VI of Osprey or approved variations using a feature or features from a different mark of Osprey as documented in Part 3 Appendix J
  d) The hull of boats of Mark IV, V or VI supplied by the Copyright Holder shall only be altered to:
  a. Add, remove or change fittings, including mounting pads and brackets for the sole purpose of attaching said fittings.
  b. Genuine repair of damage
  c. Routine maintenance such as polishing and painting
- The following amendment has been made to reinstate the height of the mast step in Mark II or III which was lost in the rewrite to World Sailing Format.
  Add to K.10.2 Dimensions
  "The vertical depth of the top of the mast spur from the hog, at the mast step, shall be a minimum of 96mm and a maximum of 108mm"
  These were the same words as in the RYA rules.

Your Committee 2023/24

Officers:
Peter Frith (C)
Nigel Wilson (T)
Ros Downs (S)

Committee Members:
David Downs
Kevin Francis
Alex Willis
Jamie Blake
Richard Marshall
Jonathan Osgood
Mick Greenland

Huw Pearce – Webmaster & Results

Following the first AGM at the Nationals since COVID there have been minimal changes to your committee.

Your Officers are Peter as Chairman, Kevin back as Treasurer & Ros as Secretary

Alex Willis is the Fixtures Secretary. We look forward to an exciting programme of events for 2024

Many of the current members of the committee have served for several years and feel they have taken the Class to its 70th Anniversary.

The Class needs fresh ideas & new blood to take it into the next decade, please come forward – you can be co-opted now.

Second-hand Boats

There are a limited number of good second-hand boats on the market at present and **a number of** teams have entered the Nationals with the expectation they will find a boat. So, if anyone knows of any unused boats, please encourage the owners to get in touch with the Class - we may be able to find buyers.

Have a great Christmas

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