

# NEWS **15** SPRINT

Autumn 2008

*The Official Magazine of the U.K. Sprint 15 Association*

## ***IN THIS ISSUE :***

***Carter & Leather Retain National Crowns***

***Thorpe Bay Nationals Reports & Pics.***

***Instow Sport Nationals Report & Pics.***

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***Fun Sailing at Thorpe Bay***

**30th Anniversary Issue  
Part Two!**



# Editorial

Cover Design & Magazine Logo by George Love : CSC Cartoons by Phil Breeze of Calshot  
Cover Photo by Thom Flaxman of Instow - Eric Evans (NDYC) powers downwind at the Sport Nationals

What a truly memorable year this 30th Anniversary has been! Without doubt, a season to be remembered and for all the right reasons. As ever, the fickle British weather has played its part, offering both famine and feast on the wind front at many of the season's events. This has allowed exponents of sailing conditions at each end of the scale to shine which is reflected in the results. So, it's been good for all in one way or another.

Our two National Championships have both been events to savour for so many reasons and for which they shall remain long in the memory of those who took part. Superb wind conditions at both, great venues, almost record turnouts, second to none event management, a results reporting system that knocks most classes into a cocked hat, (take a bow, Martin) and the great camaraderie that marks this Class out from so many others have all contributed to a season that will surely go down in history as a landmark for this iconic little boat.

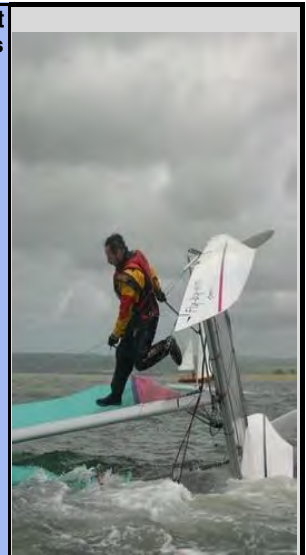
The membership remains in good health and, although we may have lost a few for one reason or another, we've also gained a few. So, if you are reading this for the first time as one of our new recruits, may I, on behalf of the Association, say 'WELCOME ABOARD' and I hope you'll enjoy the trip.

We must not, however, rest on our laurels. The continued success of the Class is the perfect springboard to encourage new members across all ages and both sexes. Our free entry to the two nationals this year proved an attraction to some of the younger members - great stuff - and Andrew Hannah's article on page 38 is food for thought.

Thank you to all those who have contributed to this edition - I can't believe it's my third already but time really does fly when you're having so much fun! - and, as ever, I will be delighted to receive more contributions for future issues - it's up to you to make it happen.

And finally, how did Eric Evans make this issue's front cover? Simple! A quintessential action shot which, in my book, captures Sprint 15 sailing at it's best. Well sailed, Eric. Next issue's cover remains up for grabs so if you've got a good close up action shot of yourself (in an upright position) you know where to send it. One thing's for certain, it won't be me!

George Love : 1825 : 'Fly-by-Wire'



Over & Out!!!

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Martin Searle - It's worth the trip.

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# Your Chairman writes...



**Normally** I keep business and leisure separate, but these are not normal times and I happen to be in the prediction business, so here are my thoughts first on the global financial crisis and second on what it means for the United Kingdom Sprint 15 Association.

First here is an extract from my latest client newsletter of the speech I wrote for George Bush.

*"You can trust me to be straight with you, because I'm gonna be outta here in a coupla months. Usually nobody admits it, but that's why I can tell you the IMF guys reckon cleaning up such a mess typically costs taxpayers 18% of GDP, they only get 3% back and that is years later. Don't worry. First, our bankers unloaded some of your bad debt on to foreign bankers. Second, we have an instalment plan. The banks will own up to your bad debts in instalments as we try to spread out the pain of losing money on your homes over years. Third, we can make future taxpayers foot the bill, meanwhile borrowing the money by selling Treasuries abroad. Fourth, we can rob foreigner investors either with a little inflation, which would help rescue your home prices, or if we can't get away with that, by letting the Dollar go down, which would help you guys in Main Street work off the loan by exporting more."*

*I know it isn't fair that innocent taxpayers have to pay for guilty bankers and borrowers, but if 15% is the price of saving the other 85% of our GDP, it is well worth paying. God save America and good luck in UK to my new socialist friend Gordon, who is also gonna be outta there in a coupla years."*

The 'Me-Now' era is over. Southern Softies will now feel the economic pain that our Eager Beavers suffered for a decade from de-industrialisation Up North. Every one will have to run harder just to stand still. To the successful individuals one will be able to say "Congratulations, you have a job". To the successful Associations one will be able to say "Congratulations, you still have a class"

To succeed one will have to answer two questions – do you have a unique selling proposition, and can you deliver it? Here are our answers:

We have a unique selling proposition as the three-in-one cat class that makes all sorts of people welcome – old/young, male/female, light/heavy or blonde/brunette. We don't just organise races but stage events, where the 99% of us who lose can still go home having had a great time with up to a hundred of our closest friends.

Our market niche is not the budget slot, nor the premium brand but the value-for-money offering. The high price of used Sprints is a consequence of their resale value and a tribute to the enthusiasm of the best sales force – satisfied customers. Bob reports that used boats are still achieving the values listed in the price guide he put on the website two years ago - even if the top end is taking longer to clear.

There is nothing like a crowd for attracting a crowd – especially in one-design racing boats. Y&Y championship statistics over the past three years show that we ranked, 2<sup>nd</sup>, 2<sup>nd</sup> and 1<sup>st</sup> in terms of catamaran classes, 4<sup>th</sup>, 3<sup>rd</sup> and 4<sup>th</sup> in terms of single-handed boats and 17<sup>th</sup>, 26<sup>th</sup> and 18<sup>th</sup> in terms of all 130+ cat and dinghy classes.

That is also true at Open Meetings as seen at Grafham last weekend. At 31 entries we were second only just to 34 Dart 18 and substantially more than the third largest, Formula 18 of which there were 20. We accounted for 18% of all the entries and 50% of the single-handed cats.

We are not dependent on sales of new boats as we have a valuable installed base. Nearly 1000 boats were sold in our first incarnation as the Spark which was killed off by the 1980-1982 recession. Nearly 1000 more were sold in our second incarnation as the Dart 15, which was killed off by the 2000 recession. Therefore our third incarnation as Sprint 15 starts off with a substantial advantage against the latest hot single-hander at a time when new sales will be hard for any boat to achieve.

Self-congratulation is often a weakness but in an era of growing self-doubt it can be a strength, which we should use to promote our class as a worthy cause in the battle for a share of the shrinking leisure Pound.

What we can do for you is provide outstanding value-for-money away-breaks and summer holidays. I commend to you first the Winter Series on the website, secondly the TT Circuit that Erling is finalising and thirdly our favourite Nationals venue, Pentewen Sands, August 22<sup>nd</sup>-29<sup>th</sup> for early booking in your 2009 calendars.

What you can do is act as disciples to spread the word. Self-reliance is the way we have built the class all along, it is what it takes to sail a single-hander, it is what many of us do professionally and it is what will be increasingly in demand and so I ask you all to help sell it to potential newcomers.

**Good luck**

*Nick Dewhirst*



## The weekend

of the 19<sup>th</sup> and 20<sup>th</sup> April 2008 started with manic high winds and plenty of wavy water! With 26 competitors, the most for about 10 years at Marconi Sailing Club, there was all to sail for.

The first race kicked off at 12 noon, where home sailor, Nicholas Miller (Marconi SC) took the lead most of the way round and crossed the line first, closely followed by Kevin Dutch (Seasalter SC). In hot pursuit came the main pack led by James Tovey (Marconi SC) who took 3<sup>rd</sup> place.

The second race saw much more heavy wind and Atlantic size waves on the River Blackwater! Thirty seconds into the race and Kevin Dutch fell off his boat which capsized onto Nicholas Miller causing his rig to fall down. The two front runners could do little but retire leaving David Ball (Marconi SC), to take the bullet followed by Nick Dewhirst (Whitstable SC) and Jenny Ball (Marconi SC) coming in 3<sup>rd</sup> position.

The second day saw no racing in the morning due to heavy fog that did not clear until lunchtime where a decision was made to race around Osea Island instead of the usual figure of eight round Northy Island . With the sun out and the wind gradually filling in from the sea breeze, a lady was showing the fleet the way round the course - Jenny Ball - fresh from her recent win in the long distance race - AGAIN!

After three races with three different winners, it was down to results calculations to finally determine who would take the winner's trophy. It ended as a home triumph for three Marconi boats led by David Ball from Jenny Ball and James Tovey.



Jenny Ball gets the drop on James Tovey

David Ball hunts down Nick Dewhirst



# Marconi TT

by James Tovey



Charles Watson shoots the line



David Ball - Event winner

Nick Miller & Kevin Dutch battle at close quarters for the lead - too close it transpired!

Results				
Name	Sail	Club	Format	Fleet Place
David Ball	1488	Marconi Sailing Club	Una Rig	1
Jenny Ball	1917	Marconi Sailing Club	Una Rig	2
James Tovey	1115	Marconi Sailing Club	Una Rig	3
Charles Watson	1237	Halifax Sailing Club	Una Rig	4
Howard Hawkes	1643	Thorpe Bay Yacht Club	Una Rig	5
Nick Dewhirst	2006	Whitstable Yacht Club	Una Rig	6
Peter Tovey	1115	Marconi Sailing Club	Una Rig	7
Gordon Goldstone	2004	Queen Mary Sailing Club	Una Rig	8
Peter Richardson	1983	Marconi Sailing Club	Una Rig	9
Nick Miller	1812	Marconi Sailing Club	Una Rig	10
Andy Chidwick	1946	Marconi Sailing Club	Una Rig	11
Martyn Ellis	1981	Thorpe Bay Yacht Club	Una Rig	12
Steve Davison	1567	Halifax Sailing Club	Una Rig	13
Keith Ball	1937	Graham Water Sailing Club	Una Rig	14
Ben Tunnacliffe	1343	Halifax Sailing Club	Una Rig	15
Stewart Pegum	1918	Queen Mary Sailing Club	Una Rig	16
Kevin Dutch	1938	Seasalter Sailing Club	Una Rig	17
Darren Kiggins	1985	Thorpe Bay Yacht Club	Una Rig	18
Steve Cleaver	1577	Marconi Sailing Club	Una Rig	19
Steven Tunnacliffe	1959	Halifax Sailing Club	Una Rig	20
Fenella Miller	1081	Marconi Sailing Club	Una Rig	21
David Bladon	1965	Marconi Sailing Club	Una Rig	22
David Fearnley	1920	Carsington Sailing Club	Una Rig	23
John Long	1133	Graham Water Sailing Club	Una Rig	23
Chris Maloney	1585	Thorpe Bay Yacht Club	Una Rig	23
P Fowler	1759	Marconi Sailing Club	Una Rig	23





# Northern Teach-In

by Richard Smith

This year's Northern Teach-in and Race Training weekend was held at Filey Sailing Club on the 10th and 11th of May in the beautiful surroundings of Filey Bay on the Yorkshire coast. A small but, nevertheless, enthusiastic group of local sailors and one traveller, Steve Davison, from Halifax took to the water in tricky light winds and changeable conditions. Coaches Ray Gall and George Love arranged proceedings. Local helm Richard Smith summed up the action.

**So** it's my turn for the introductions around the table. Hello, I'm Richard Smith, and I've been a member of the club for 7 years. I know very little about sailing. In fact, I've probably only been on the water 20 times in my boat, she's called Blossom!

Ray and George looked at each other, broke into laughter and, after much hilarity at my expense, moved onto my fellow 'seamate'. Not a good start!

We then adjourned to the beach to tune Blossom's racing capabilities.

"Ahaah!", I thought, that's what's been wrong, the reason for my poor performance.

After a pull here, a tighten there, and a bit of a twist, Blossom was as tight as a drum.....and so was I. It was time to take to the water.

Ray and George explained the course in great detail, what we were expected to do, when and how, and off they set in the safety boat.

I followed the others into the bay, in a fresh breeze with the sun gleaming across the water. Filey looked resplendent behind us.

The race was on and I decided to let Blossom take up a rear guard position. I could then take advantage of any mistakes made by my fellow competitors. Needless to say, the only mistakes were mine, but the safety boat followed on with calls of encouragement and guidance. Blossom's speed around the course increased, the manoeuvres became slicker and sailing became a real pleasure.

Part way through the day, the wind died and the only competition left was who could paddle the boats back to shore the quickest!

Back at the club we discussed the day, talked over the rules of racing and tactics and then it was off to the pub.

Several beers, and Ray and George's tales of 'daring do', later our cries of "see you in the morning, shipmate" rang out around Filey.

Although the 'mist' around sailing techniques had started to lift for me the previous day, unfortunately Sunday morning saw Filey completely fog-bound! Eventually it did clear, the breeze stiffened, and again with some coaching, and putting into practice Saturday's lessons, I had two fantastically enjoyable and competitive races. In summary, the weekend was extremely informative, I conquered my fears of the boat and racing, finally realising why I wanted to sail in the first place, and all that it brings. It was just great fun!

Blossom & Richard

P.S. I came second overall out of the Sprints (four in total), and made two new friends. Roll on the next sail day.

“

.....my boat - she's called Blossom!

”

Richard and Blossom



Steve Davison and Jim Bryce

Jim and Richard

Andy Philips



Coaches' breakfast - full works fry up with black pudding. '.....we's are up north tha knows!!'

# Fun & Frolics

## My First TT Experience by Aiden Gall (Aged 5) Yahoo 1914

I am full of excitement and anticipation as I wonder what to pack for my first ever Sprint 15 event - warm weather clothing or shorts and T shirts? I am told that Windguru has predicted light winds/heavy showers with sunshine on Sunday - Mmmmmh.

Friday afternoon, boat on the trailer and I am trying to get away early to miss the worst of the rush hour traffic. Soon after setting off the heavy rain starts to fall and now I'm thinking about having to put the tent up in the wet in a couple of hour's time - not great. Why can't the sun always shine? Decide not to have negative thoughts, so take my mind off things by making up a game whilst travelling- "counting bridges"-guess how many bridges there from my house to Filey, 135 miles away? (Answer at bottom of page).

Arrive at Filey SC and the rain has just stopped so decide to get the tent up quick; mission accomplished, now need to negotiate the steep hill down to the beach to park the trailer and catamaran for the weekend event. The sea is really close and there is so much space on the beach. It's great to see the people all arriving. OK, now off to the pub for a well earned meal before getting some shuteye on my first night in a tent!



"O.K.- so the rigging manual seemed to be pretty easy to follow -  
Let's have a look at the 'How to make it go' bit."



Saturday morning is bright(ish) and I meet some of the other competitors on the beach. The family atmosphere is just right with the children playing in the sea (even though the sea is a bit cool). Watching all the boats launch from the beach is exciting as they all head out to race. The wind isn't quite what was hoped for but the number of boats that had entered the Filey Regatta is impressive. Later on there is a barbeque on offer, but I choose another meal at the pub and then an early night after a game of cards and a drink.

Sunday is even less windy and a number of boats opt to stay on the beach, a chance to pack away early and have a walk. Overall the weekend is brilliant. Saturday and Sunday go by with a few showers but it doesn't matter, I have a fantastic time, meet some new sailing friends and it is probably my most memorable weekend ever. Thanks to all the Sprint 15ers, especially the Halifax mob and, of course, Andy from Filey. I am really looking forward to the next event. That is, when Grandad says I can go with him again.



There was some good wind at this year's Nationals!

Why stop at windsurfing Gordon, which is after all, quite a dangerous pastime especially if Erling happens to be in the vicinity! The sky is your lobster - there's extreme kites, kitesurfing, hang-gliding, microlighting, hot air ballooning, paragliding, parachuting, base jumping, bungees, etc., etc. And for extreme tent pitching, ask young Aiden Gall - see above : Ed.

## UNDERCOVER REPORT



Sadly, our Undercover Reporter's latest investigation was not received in time for inclusion

in this issue. Following an extended summer break in Havana to replenish his supply of King Edward's, (that's cigars, not potatoes), and to investigate reports that a Sprint 15 had been tracked by satellite heading for the Bay of Pigs, potentially sparking a major international incident (the boat has yet to be identified), he has since returned to Europe. He was immediately despatched to the southern Spanish coast with two colleagues in tow (who shall be known only as Eric and Son) to undertake a dangerous underwater undercover mission of vital significance.

He will return in the next issue so-

**Watch out and watch your backs!!**

84 bridges





Flying Dutchman Kevin

Nick Dewhirst and Gordon Goldstone



The second Sprint 15 Summer TT series event was held at Seasalter Sailing Club on the North Kent coast over the weekend of 17-18 May. Despite earlier good forecasts, the weather steadily worsened until by Friday NE F5-6 with F7 gusts and rain were predicted for both race days. This, understandably, led to a significant reduction in the number of entrants for the event.

With an early warning signal at 10:25 on the Saturday, the long distance travellers, namely Steve and Ben Tunnacliffe (Halifax) and Erling Holmberg (Shanklin) arrived on the Friday night to pitch tents as the skies clouded and darkened. They then retired to the club bar for meditation and sustenance along with some of the local SSC members. Saturday morning saw four more travellers and five SSC boats join the twelve boat strong throng whilst CRO Frank Avery and RO Steve Sobey assessed the conditions.

With winds now a steady cross-onshore F5-6 and a following three foot swell, a port rounding trapezoid course was set for both races of the day. All 12 boats set sail for the start line (only 200 metres away from the launch area) but an early casualty was Keith Ball (1937), who found the conditions too extreme and he returned ashore – at speed!

The start was delayed whilst boats made their way afloat from the heavy shore break. Local helm Kevin Dutch (1938) timed the start perfectly and took an immediate lead followed by Erling Holmberg (2007) ahead of the only two up boat of Eric Sales (1868) with his novice crew Alex Grindley. Several boats were caught out late to the line and set off in pursuit. The fleet split into two groups on the first beat with half the boats bearing off for speed and the rest pinching in the cross swell. With the advantage of a starboard reaching approach to the mark, those who had opted for speed and a shoreline tack generally came off best. Stewart Pegum (1918) and Gordon Goldstone (2004) managed to pass Sales and fall in behind Dutch and Holmberg.

The second leg was a close reach with little chance to make gains but, by the downwind leg at the next mark, the seas were building to four feet high with strengthening gusts. Expertise and conviction began to tell with the leading boats on full song through the roller coaster swell, one second surfing and the next with bows well down in the troughs. The leaders gained good boat speed and punched through the seas with the slower boats falling behind with crews sitting astride the rear beam to prevent pitchpoling in the troughs.

The gybe mark was difficult to see in the heavy seas but, once found, the timing of the gybe was critical for the following broad reach to the onshore mark at the start of the beat up through the finish line. Here the combination of wind, swell and tide made an early gybe favourite, heading above the next mark and allowing use of leeway for a clean rounding. Dutch maintained and increased his lead over Holmberg to over two minutes at the end of the first lap. Meanwhile, Nick Dewhirst (2006) and Ben Tunnacliffe (1343) who had been well shy of the start (i.e. on the beach !) had begun their charge through the fleet.

The second lap saw Pegum and Sales steadily overhauled and, whilst Dutch passed through the line three minutes ahead, Holmberg was now being hotly pursued by Goldstone and Dewhirst. Meanwhile, young Tunnacliffe was maintaining his lead over his father Steve (1959) and was making his way through the middle of the fleet comprising John Holmes (1978), Martin Searle (1331) in the only Sport mode entry and Steve Willis (756).

During the final lap Dutch increased his lead to over four minutes at the line with Holmberg steadfastly hanging onto second place.



However Dewhirst maintained momentum in his home waters to beat Goldstone to third place by seven seconds. Pegum held off Ben Tunnacliffe. The remaining five boats maintained station but had steadily been bunching up over the latter two laps. In the end they all crossed the line with intervals of only ten seconds apart. With no capsize in the fleet and only two broken battens on 1978, it had been a credible performance by everyone.

Although the races were to be back to back, a tea break ashore was order of the day and a review the conditions. Steve Willis demonstrated the quick way ashore and nearly ran Gordon Goldstone over on the beach – bows stopping some seven metres from the water line (saves broken rudders).

With gusts now of 30-32mph and five foot seas with breaking waves well offshore, four more boats joined Ball to become spectators ashore and only eight starters approached the line for the second race.

Holmberg led Dutch away from the line with both bearing off for speed. Whilst Willis made a good start, pinching high for the mark, he was quickly overhauled by Goldstone and Dewhirst who took the middle line. By the second mark the four had made their way to a clear lead and Pegum had overtaken Willis as well.

Ben Tunnacliffe had left father Steve ashore determined to improve on his sixth place in the first race. Disaster struck in the form of a pitchpole as he was running downwind to the start line and fiddling with his downhaul! To add insult to imminent injury, he chose to jump onto his mast instead of the sail – ouch! But, by dint of a quick recovery in the heavy seas, he set off in pursuit of the fleet.

By the end of the first lap Holmberg maintained a nine second lead over Dutch with an equal gap between Goldstone chased by Dewhirst with Pegum only four seconds adrift. Sales was chasing Willis with only ten seconds between them.

The downwind leg of the second lap saw the 'Flying Dutchman' live up to his name and, despite burying the bows and near pitchpoling several times, he overtook Holmberg whilst Dewhirst forged his way past Goldstone. On the final lap Holmberg would not give up and held Dutch to an eight second win (no change to the gap after two laps). Dewhirst pulled ahead of Goldstone but could not break the two minute gap to the leaders. Pegum maintained his fifth place throughout the race but Sales made a last lap effort and passed Willis on the reach and pulled out a sound thirty second gap by the finish.

Unfortunately Ben Tunnacliffe could not recover his start line delay and had to sail alone the whole race but his lap times showed that, throughout the race, he had maintained station with the middle fleet and had matched Sales and Willis all the way for lap times – if only ?!

After a welcome hot shower, the sailors scattered to watch the cup final and then eat and relax in the SSC bar for the evening. Sunday morning revealed not only the same high winds but now surf and flume from the wavetops well offshore. With everyone feeling aches from the previous day, the race team postponed the decision to race for an hour and Nick Dewhirst entertained the assembled sailors and SSC race teams by running his 'Knives and Forks' floor sail training game – with Frank Avery acting as god of the winds. However, after an hour it was clear that the seas were building further and the decision was taken to abandon the day's sailing and the general consensus was that this was the correct decision.

Luckily the rain held off for everyone to pack up boats and tents and the early prize-giving enabled the travellers to make their way home in reasonable conditions



Erling Holmberg

## Results:

1st Kevin Dutch : 1938 : 2 points

2nd Erling Holmberg : 2007 : 4 points

3rd Nick Dewhirst : 2006 : 6 points

1st (Sport Mode) Martin Searle : 1331 : 1point (1race)

# Southern Champs. & TT *by Adrian Whaley*



Despite a mixed weather forecast for southern England, the sun shone as ever in Swanage on the 14<sup>th</sup> and 15<sup>th</sup> June for the Sprint 15 Southern Travellers Championship. With seven 'travellers' joining the eight Swanage Sprint 15's, all was set for a fine battle with the breeze building to a lively F3 to F4 on the Saturday afternoon for the first of three back to back races. A quick dash around a square course twice saw Kevin Dutch of Seasalter Sailing Club live up to his boat name, the Flying Dutchman, and show a speedy pair of heels to secure the race by the narrowest of margins over local expert Mike Cemm. Henry Clark, Steve Littlejohn and Andrew Langley, all from Swanage SC followed closely behind and set the stage for a strong local showing over the weekend. Between the first and second races Richard Miller decided to cool off with a swim, recovering just in time to get to the race 2 with seconds to spare. In a keenly contested start, the second race set off in a building breeze with local two up family combination Adrian Whaley and son, Sam, jostling with Dutch, Cemm, Clark and Littlejohn. At the end of three hard fought laps, Cemm came out ahead by just three seconds on corrected time from Whaley followed by Dutch and Clark. The third race was equally as exciting with Clive Stracey on Tommy Tippee trying to see if he could go any faster by going upside down with his mast in the sand whilst there were a few impressions of how to turn a Sprint 15 into a submarine. By the end of day one tired and aching bodies retired to the BBQ and the bar to retell their stories.

Flying Dutchman, Kevin, (1938) leads the way from Peter Lytton (1221) and Henry Clark (1847)  
Mike Cemm (1717) was always in contention  
A spectacular backdrop to the race course





# Southern Champs. & TT

by Adrian Whaley

Day two dawned with contrasting conditions – light, variable winds. After a forty five minute delay to let what breeze there was settle in direction, the fourth race started with half the fleet electing to start on port at the port end of the line whilst the other half elected to sail along the line on starboard. After some vocal jousting, the fleet set off to the windward mark where Clark led, followed by Cemm who put the accelerator down and pulled out a commanding lead to wrap up the fourth race, followed by Whaley (now with younger son Ben), Dutch and then Clark. Littlejohn fought off the attentions of Eamonn Quigley (GWSC) and Peter Lytton (Papercourt SC) to secure fifth place. Race five saw the most keenly contested starts with Dutch being judged to be within millimetres of the right side of the line followed closely by Whaley and Clark. By the leeward mark Clark, Cemm, Littlejohn and Whaley were contesting for the lead. Taking advantage of a lift on starboard tack, Whaley took the lead by the windward mark holding on to this to win the fifth race with Dutch's race being foiled by a broken mainsheet fitting. The final race saw Richard Harrison (Netley SC) storm off the line and maintain his speed to win. Mike Cemm's second secured him the overall Southern Travellers Championship and a one, two, three for Swanage Sailing Club.

**A big thanks** to all the volunteers who made it a very enjoyable championship and the weather for playing its part too!



Kevin Dutch

Adrian Whaley  
and son, Sam,  
out front

Local helm, Mike Cemm :  
2008 Southern Champion



### Results:

- 1<sup>st</sup> Mike Cemm (Swanage SC),
- 2<sup>nd</sup> Adrian Whaley (Swanage SC),
- 3<sup>rd</sup> Henry Clark (Swanage SC),
- 4<sup>th</sup> Kevin Dutch (Seasalter SC),
- 5<sup>th</sup> Steve Littlejohn (Swanage SC)

**Saturday** dawned bright and sunny with a force 4-5 southwesterly wind. James Hurst from Grafham was one of the first to arrive followed by Martin Searle and Chris Stafford who helped James to get his boat off its trailer. Next on the scene were Steve Willis and current Sprint 15 TT Champion, Kevin Dutch who were going to run the training weekend.

Kevin then helped James to put new toe-straps onto his boat which meant everything had to be taken apart. Whilst doing this, it was noticed that James's mast had water dripping from the join. When it was pulled apart several litres of water poured out! James's boat was then put together again in double quick time. By this time the other attendees had arrived who included Joan Willis, Mark Kempson, John Suffee, Elizabeth Elk and David Johnson all from Seasalter with Mandy Bruce from Whitstable, who was borrowing Nick Dewhirst's boat, to make a small but enthusiastic bunch. Introductions were made with each person giving a quick summary of their sailing experience.

After everyone had rigged, the boats were lined up in the boat park and each machine was given the once over by the instructors who made various adjustments to their fittings etc. as appropriate. There was then a capsizing drill complete with a practical demonstration of where to stand on the boat when on its side and how to turn it into the wind. We then moved over to another boat which had been turned upside down to simulate a turtle capsize and a demonstration ensued on how to get it back up onto its side.

Then it was onto the water where everyone had a chance to sail with Kevin Dutch on board to learn new techniques. Instruction was also given from the patrol boats (driven by Martin and Chris) to help people who were having trouble. During this Mark Kempson decided it was time to put his new capsizing drill knowledge to the test and capsized! He was successful in righting the boat unaided. Not to be outdone David Johnson also took a spill! The fleet enjoyed reaching up and down so much that all thoughts of doing some race training were abandoned.

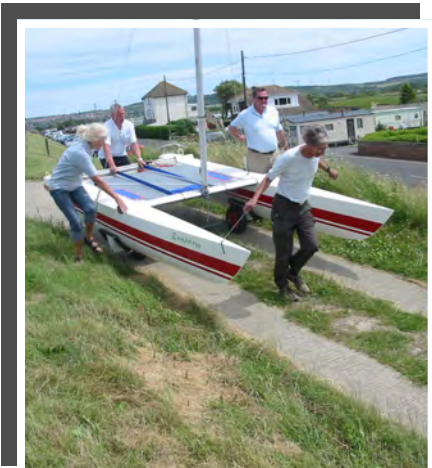
They did, however, sail round the course for fun with everyone revelling in the flat calm water conditions with a force 5 wind in glorious sunshine!

After sailing was finished for the day, Steve Willis debriefed each attendee personally. At 16.00 or so everyone retired to the bar for some well-earned refreshment.

Evening entertainment was laid on by way of Seasalter Sailing Club's Salsa Dancing Night, so the club room was prepared for the event. Mike Lennon brought all his music kit down to play the sultry latin tunes. Then was time for FOOD!

Lesley Stafford had worked her usual magic and laid on a quite excellent buffet. With everyone re-stocked with energy, the salsa dancing began. Mike Lennon lead a short lesson with many of the 15 fleet joining in the fun followed by a freestyle session where you could do what you liked. The leading exponents proved to be Martin Searle and John Suffee, who both regularly attend Salsa classes, strutting their stuff with various ladies! The event had been advertised by Martin to several of the local Salsa Clubs and, as a result, there were some very accomplished lady dancers who put on a great show for the beginners! A great night was had with the music playing from 20.30 until midnight. By 1.00 a.m. I had had enough but John and Kevin were still propping up the bar till 4.00a.m.!!

Sunday dawned with a 6-7 southwesterly and increasing. It was decided that sailing was not possible since it was too windy for any worthwhile teaching to be carried out. This was a great pity since we were unable to complete the all important race practice. All retired to the club room where Steve Willis discussed various points from the Saturday and also reviewed various scenes from a cat sailing DVD with regard to the Sprint 15. Kevin did not rise until mid-day but, looking at the way his tent was lying flat from the wind blowing against it, this may not have been through choice!! Shortly after 13.00, with the wind now gusting around force 8, the weekend was drawn to a close. Everyone seemed to have had a good time.





# Southern Teach-In

*A Pupil's View by James Hurst*

## PROLOGUE

I came to sailing late in life, as a 38 year old I think. So I had no experience of dangling from a trapeze as a youngster, or righting a capsized boat with consummate ease. I have also had a deep respect for water of all varieties, having nearly drowned at the age of two. Not a promising start, but as the family sat on the beach near Stifkey in Norfolk one day, we were captivated by the small boats (later identified as Herons and Mirrors) that emerged from the narrow estuary to meet the fast advancing tide in a fit of tacking and rapid but very slick crew movements.

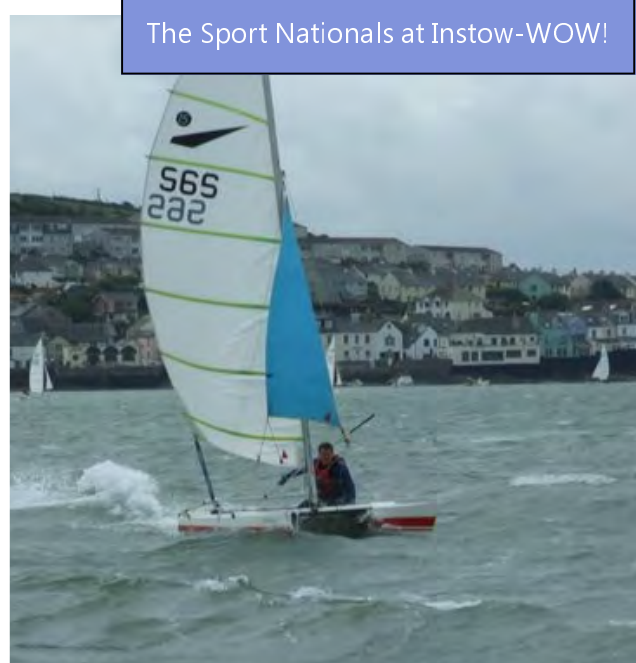
We joined the local sailing club the next week and, with our own Heron (7600), learnt the noble art of harnessing nature's forces of wind and tide, in a more or less controlled way! For the rest of the family the initial thrills of sailing wore off, but I was hooked! After a particularly beguiling sail up and down Lake Windermere, a friend recommended that I get a faster boat, probably because I had taken nearly all day to circumnavigate the lake! Thanks to his contacts and the web, we found Dart 15: 565 in Great Yarmouth, only an hour from home.

Initially we put her on the roof rack and took her down to the Solent for the family UK beach holiday. Great fun! On a blowy day I went from Calshot foreshore to the beach at Cowes, had a hot chocolate and piece of fruit cake at the beach kiosk and sailed back all within an hour! Big stuff for

a Heron sailor I can tell you! However one still day, when the Solent was like a mill pond, the wind suddenly picked up from the south east: I dashed to the water and, on a reach in the wave free water, I (accidentally) got everything right! The windward hull lifted out of the water, and we were really moving, the boat was perfectly balanced. This lasted two blissful minutes, and then I lost it! But at that moment I realised that I had to join a club and learn how to control this beautiful machine.

I joined Grafham Water SC in 2003 and benefited from the benign expertise of Bob and George Carter, as well as the excellent monthly Pro-Am race tuition. Once you have been shouted at by Chris Black you will never forget that lesson! Despite all this help and the encouragement from the rest of the fleet, I was not improving too much. This was due to two aspects: 1. I did not have the courage to hike out properly, and messed up most of the tacks when it was windy. 2. My rudders were chronically misaligned, loose, and bore more resemblance to a prehistoric moose's collar bone than a Sprint 15 blade!

Over last Winter Steve Sawford gave her the first service since I had owned her. I put her on the water after Easter and began to feel her sailing more smoothly, but "problem 1" still remained! I duly trogged off to Seasalter to see what could be learnt. >>>>>>



James Hurst 565  
A pupil at the Southern Teach-In at  
Seasalter  
A rookie racer the next week at  
The Sport Nationals at Instow-WOW!

THE TEACH-IN

There were very few boats at the training session, and most of those were from SSC. Other sailors' loss was very much my gain, as a tribe of willing Pros spent nearly an hour sorting out my boat.

- We took the tramp off and the hulls apart and so spotted a missing spring
- We had her back together in 10 minutes and I learnt a better way of putting the trampoline on
- We put in new toe straps (a la Steve Sawford)
- Kevin Dutch suggested putting a twist in them to help get your feet underneath more easily
- Kevin showed me a way of tightening them, with knots that did not lacerate my hands!
- We tightened the tramp a lot, to make the boat stiffer
- We emptied a gallon of rainwater from the mast!
- Steve Willis demonstrated the wear on the heel plate, which will need replacing soon (see excellent article on P20 of the Spring 2008 issue of Newsprint)
- Kevin showed me a safe way of putting up the mast on your own with no risk to the skegs
- Then how to tension the forestay (8" movement fore and aft, and the mast able to rotate 90 degrees no more no less)
- Then how to rig the jib correctly by tensioning the forestay
- And finally how to hike out, with everything tight, with confidence. (Albeit with the boat on the grass!
- Chris Stafford showed us how to tie the mainsheet to the traveller rope with a figure of eight knot which never comes undone, and acts as a handle to control the traveller position on the beats (more later)

Then the boats were lined up and mast rake and mainsail tensioners were discussed and compared. We then had a step by step demo of capsize drill and righting techniques, including a loving demonstration of two up techniques from Joan and Steve! The clever idea of taking a bag with you which can be filled with water to help add to your weight when righting as a lightweight crew was discussed, although it wasn't really relevant for me!

And all of this without entering the water!

We took to the water in the afternoon and there was a healthy force 4 from the SW, although the sea was pretty flat in the lee of the sea wall. Enthused by the excellent tuition, and buoyed by a new confidence in our boats, we all went haring off to practice our newly learnt techniques. Kevin and Martin Searle drove behind us in RIBs shouting instructions to get the sails into the optimum positions. This was a great help. I even started to hike out a bit more and felt her picking up speed.

Others chose the opportunity to practice their capsize and righting drills, although my weight helped to keep me happily upright. The big moment for all of us came when Kevin got on the boat and gave direct coaching. His style was polite and supportive, but after allowing me to show what I could do he totally changed everything! In principle I learnt for high winds:

- On the gybe:
  - how to move the tiller and change hands before changing direction
  - how to guide the sail over with your other hand to remain in control

- on the tack:
  - how to edge off the wind to pick up speed
  - how to slam the tiller over, and keep it over
  - to loosen off the main as the sail goes through the wind
  - to move over the other side when the boat is tacking and not before
  - To keep the tiller hard over and forget the sail!
  - To let the boat pick up speed before sheeting in.
  - Hoorah!

We were about a mile off shore when Kevin received notice of a gale warning and was advised to come in. Did he wrest the tiller from me and guide us in? Did he shout at me and tell me what to do: No! He allowed me to do a series of 12 tacks as we headed to the shore and acted as if he was a relaxed grand master, contemplating the successful imparting of his wisdom. Which I suppose he was really! Sadly the wind was too strong on the Sunday, so we had a very worthwhile morning reviewing and discussing a DVD on catamaran sailing and racing. Some very useful stuff about apparent wind, water at the mark etc. was clarified clearly. Then it was home to let it all sink in and buy some of the bits that I needed.

EPILOGUE

The next weekend I went down to Instow for the Sport Nationals. It was a bit windy there, but thanks to the Teach-in I did not miss a tack - (if not for the new found technique, I would still be trying to get round the windward mark now!). After the first lap without actually capsizing, but coming pretty close to a summersault twice, I had the confidence to finish 5 races. The Chris Stafford technique was essential: I sailed with the main fully sheeted in on the beats, but played the traveller in and out at the ebb and flow of the gusts and my confidence. This worked very well! As one of the few racers who did not capsize, I managed a reasonably good position, but most of all had enormous fun in the company of some of the great names in the class, all of whom were supportive, generous with their advice and kit, and could not have been more charming!

A fortnight later I was chasing Jenny Ball (on the water!) at Marconi, leaning out a bit further, and with some nice long beats. Last night was club racing. A fun race in a falling wind, but with nip and tuck against the others, a very satisfying performance, and some good boat speed on the beats.

I have lashings more to learn, but now have a new found confidence to race in anything up to a force 7, and to keep pushing to get more of my not insubstantial weight off the hulls, for even greater speeds!

I am tremendously grateful to all those at Seasalter who gave up their weekend to help me and the other Sprint 15 sailors. I learnt so much and look forward enormously to attending future training events, and would encourage anyone with something to learn to come and join in! Who knows you might even get a Martin Searle Video of your efforts as a bonus!



**There I was** on the evening of Day 1 of the Nationals slowly downing a pint of Stella, reflecting on the day's three races with my fellow sailors at the lower end of the fleet, and gradually digesting being too greedy at the BBQ, when up comes this funny bearded character who says "Hello, I'm George". Being an orderly minded fellow, I assumed he was one of the competitors who owed me money for subs, so I said, "but you are not on my list, but wait a minute, what's your surname?" "Love" he replied-to which the whole table collapsed into laughter as your wet behind the ears new membership secretary really got taken for a ride. So this was the real George Love, with whom I had exchanged many E-mails since taking over the role-but had never met him. This entire preamble is so that I can set the scene for a virgin minute taker at his first Sprint 15 AGM.

Firstly, this was never going to be a record breaking sub 4 minute affair, as there were real rule changes to debate. It all began at 9.04pm.

I think Nick gave some sort of worldly Chairman's address, but maybe I got confused with what he was saying after the Association dinner on the following evening- anyway whatever he said must have made sense, as I didn't make any notes.

It all happened rather fast and here was Nick introducing the Secretary's report. I think I mumbled something about circa 290 to 300 members, and that paying by Standing Order was a jolly good idea and that new members were joining by the day.

Gordon, our Treasurer, has obviously missed his career opportunity as a Mr. Big in the city-his financial analysis was truly masterful, and would even shame an honest Alistair Darling- "it's all going OK- but we are spending more than we get in- but don't worry, I'm in charge". Then he sat down. No one dared question such expertise!



Keith, doing what he does when not jetting the globe or collecting subs or writing minutes!

**Election of Officers:** At our brief five minute pre-AGM pre meeting, Nick had said- "assume you are all standing again", and that Ray Gall and Erling Holmberg would be taking over Bob's role as Events Secretary, with Bob (Carter) continuing in his Technical role. So that is what Nick told the meeting, and immediately this was proposed by John (sorry I gybed on top of you today) Shenton and seconded by John (The Swan) Adamson. No brainer really- maybe this was going to be easier than I thought.

**Proposals and Motion:** Now this sounded a bit more daunting. I was going to have to accurately record the decisions taken. As all the proposals have already been circulated to you readers, I've abbreviated them a bit.

**Proposal 1:** Use a thinner mainsheet- Unanimous

**Proposal 2:** Use aforesaid thinner mainsheet for your traveller- Unanimous

**Proposal 3:** Something to do with using a whizzy jammer for the trapeze. Would have been unanimous but One against- comment from the floor "get knotted"

**Proposal 4:** To evaluate and make proposals for a better, more reliable quality of batten. Apparently Brian is having mega problems with sourcing good quality battens from Collins. Unanimous.

**2009 Nationals:** Already confirmed as Pentewan. Definitely THE favourite location for the Sprint 15 fleet. Gabriel Kicks from HK has already confirmed he will be there.

**2010 Nationals:** Basically down to a choice between Netley and Herne Bay. Bob ran thru the pros and cons of both locations, but Netley had the vote by all except two. It's a great location, and being able to camp by the boats and eat drink and sleep next to the clubhouse is a great benefit to those who don't want to drive.

### **Any Other Business**

Mark Aldridge thought that the heavyweight limit was too high-(get dieting Nick!). Richard Philpott foolishly agreed, was challenged to come up with another category for a light weight and a cup to go with it. (Much subsequent discussion with Richard over breakfast as to what this should be). Await further announcements.

I'm sure there was something next about George (C) being a great guy, and that to encourage the over 60's to compete with him, there should be half price for the old gits over 60, and double price for the guy with the largest camper van!!!

Webmaster supreme Martin announced that today's results were already published on the web. Eat your heart out D18's- we get there first every time!

Then it all ended at 9.50pm. John (the Swan) Adamson, much reverence as he is probably the oldest member present, thanked the committee and prayed that they would continue as before.

Phew it was all over!

Now comes the sting in the tail. You might be wondering why I mentioned this Love fellow in my opening. There I was back home in Chichester after the Nationals, ruminating on how I should have done better, got more fit beforehand etc, when in comes this E-mail from George- where's the witty report on the AGM?- copy deadline 12th September. So here I am, on a flight to Seattle, (to check out the venue for the 2020 Sprint 15 World Championships for the over 65's), trying to remember what took place just over two weeks ago.

# Sport Nationals

by Pete Ewing

**At one of the best** sailing venues in the U.K, The North Devon Yacht Club at Instow hosted the Sprint 15 Sport National Championships over three days on 27-29 June. This versatile 15 foot catamaran, arguably one of Europe's most successful catamaran classes, was sailed in its Sport format. That means one sailor, two sails and a trapeze.

The robustness of both the equipment and the sailors were tested to the outer limits of endurance over the course of this weekend, where wind speeds approaching thirty five knots were gusting for most of the races. The majority of the fleet took these conditions in its stride. There were a number of capsizes but, easily righted, these catamarans just kept on racing.

The event started on Friday morning after a fairly in depth briefing from the race team lead by principal race officer Richard Stone, veteran of many national and local regattas. Richard decided that the fleet should remain on the beach until called for. During this time, the race team took the opportunity to set the course and the start line in the Taw/Torridge Estuary.

Once called, the protagonists made their way to the start line in what was considered a gentle breeze but, once past the Appledore Lee, the sailors new that today was going to be an epic experience. However, at this stage, no-one knew just how awesome the racing was going to be.

At the superbly laid start line, forty three Sprint 15's were jockeying for position in the strengthening conditions. At the gun, the fleet blasted off the line towards Appledore, all out on the trapeze on tip-toes trying to wrest that little extra bit of speed to gain the advantage for the first tack and trying to avoid falling into a fellow competitor's dirty wind. Those who were forced to tack off early, heading towards the estuary mouth, fell foul of the large waves that were pounding the beach on the North Shore.

Those who stayed the course towards Appledore gained the advantage of relatively flat water that led to the windward mark. First to round was Robin Leather from Gurnard followed by Steve Sawford from Rutland with Kevin Dutch of Seasalter and home sailor Peter Ewing on hot pursuit. On the second leg, a reach to the wing mark once round the windward mark and bearing off onto the reach, it appeared that the wind had significantly gained in strength. Evidence was apparent as the bows dipped the sailors quickly bore off to a run to ensure that the sails were kept on top.

After the gybe mark, always something to be a little wary of in high winds, but an easier experience in catamarans, it was hammer down to the leeward mark whilst screaming toward the committee boat with spray in the eyes and achieving speeds most sailors can only dream about. Finally, it was around the leeward mark for the upwind leg to the line. Race 1 was won by Robin Leather with Steve Sawford, Martin Scott, Kevin Dutch and Peter Ewing in the following four slots. The second race, held back to back with the first, saw the conditions either worsen or improve depending on one's point of view. With the wind speed knocking on the door of a seven at times, a number of competitors opted for the beach. Meanwhile the other three quarters of the fleet battled it out in these exciting conditions. The excellent course remained as earlier so the tactics remained the same. It was a matter of hanging on and enjoying the ride.



**Robin Leather retains his Sport crown and receives the trophy from NDYC Commodore Ben Armstrong.**

**Kevin Dutch (1938) and Martin Scott (1220) pushed him all the way**



Sponsors of the Sport Nationals

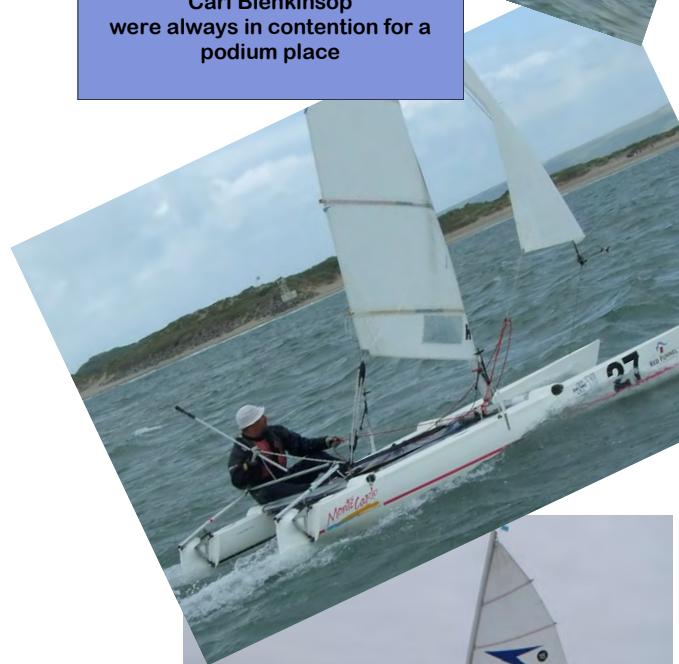


# Sport Nationals

by Pete Ewing



Steve Sawford and Carl Blenkinsop were always in contention for a podium place



Robin Newbold - an impressive sixth and top youth

Excelling in these testing conditions, Kevin Dutch took the bullet with Robin Leather second, third Martin Scott, fourth Carl Blenkinsop from Gurnard and fifth was Sam Heaton from North Devon.

Demonstrating typical North Devon hospitality with flair to be different, the day's memorable racing was followed by an exceptional barbeque and a demonstration of Morris Dancing. This was not the usual hanky waving effeminate performance. With blacked-out faces and rebellious batten banging, the dancers soon had audience entranced with a few sailors joining the fray much to the amusement and appreciation of the gathered throng.

Saturday's two scheduled races saw slightly less wind with a mere force 4-5 from the same direction. Nevertheless, the racing was still exciting. Robin Leather dominated both races by posting two firsts. Kevin Dutch took another 2<sup>nd</sup> in the first and 9<sup>th</sup> in the second. Martin Scott a 7<sup>th</sup> and a 2<sup>nd</sup>, Steve Sawford a 3<sup>rd</sup> and 4<sup>th</sup> and Carl Blenkinsop a 6<sup>th</sup> and 3<sup>rd</sup>. New into the top five was Annette Maddison from North Devon with a cool 5<sup>th</sup> in the first race.

Saturday evening lived up to all expectations. A superb dinner was organised and prepared in the clubhouse, along with excellent company and a brilliant presentation by Nick Dewhirst, Class Chairman and powerhouse behind the success of the Sprint 15 Class. He soon had all sailors and their guests enthralled by his stories and laughing at his alternative prize giving and all made more enjoyable by the copious amounts of grape juice and amber nectar consumed.

Sunday, two races to go and the wind was back. "Bring it on!" they shouted as the gun went, as again the sailors were out on their tiptoes towards Appledore. One slick tack and the upwind blast towards the river mouth with the eager ambition to be the first to the windward mark strategically placed off the Northam peninsula out of the big waves. It was relief to be in flat water to bear away from the mark but the surge of acceleration would have left Lewis Hamilton begging for one of these toys. This race was won by Martin Scott, 2<sup>nd</sup> Robin Leather, 3<sup>rd</sup> Kevin Dutch 4<sup>th</sup> Steve Sawford and 5<sup>th</sup> David Casale from Marlow.

For the last and final race in this epic adventure, half the fleet had decided enough was enough, which was no surprise as the sky had started to turn a very dark grey. The protagonists left were parked on a beach waiting for the start and wondering if there would be one. Race Officer Richard Stone, supremely confident of the NDYC Rescue team, went for a start. This was a race to remember. The wind appeared stronger than ever and the sailors were asking tired aching muscles for one last effort.

It's difficult to find more superlatives, but at the end of this final race there was a sense of achievement to have completed all races in these conditions. The final race was won by Kevin Dutch, 2<sup>nd</sup> Martin Scott, 3<sup>rd</sup> Steve Sawford, 4<sup>th</sup> Carl Blenkinsop and 5<sup>th</sup> Peter Ewing.

At the prize giving a big vote of thanks went to Richard Stone for his race organisation, John Barnett for directing the Rescue Team and Class Captain, Keith Heason, and wife, Bernie, for organising such a memorable event – an event which will surely be remembered for a great many years to come in many a Sprint 15 clubhouse with the words – "Instow 2008? Yep – I was there".

# Sport Nationals Results & Gallery




**Here come the girls!!**
  
 Annette Maddison  
 Alison Mayoh  
 Michelle Fisher  
 Penny Slee



OVERALL RESULTS										
Competitors			Races - 6 of 6 Sailed (No. of Discards: 2)						Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points	Place
Robin Leather	1952	Gurnard Sailing Club	1	2	1	1	-2	-42	5	1
Kevin Dutch	1938	Seasalter Sailing Club	-4	1	2	-9	3	1	7	2
Martin Scott	1220	Gurnard Sailing Club	-3	3	-7	2	1	2	8	3
Steve Sawford	1733	Rutland Water Sailing Club	2	-7	3	4	-4	3	12	4
Carl Blenkinsop	1974	Gurnard Sailing Club	-42	4	6	3	-7	4	17	5
Robin Newbold	991	Carsington Sailing Club	-10	8	4	5	6	-42	23	6
Dave Casale	1963	Queen Mary Sailing Club	7	6	-15	-16	5	6	24	7
Peter Ewing	1317	North Devon Yacht Club	6	-42	10	-14	9	5	30	8 <sup>1</sup>
Sam Heaton	1272	North Devon Yacht Club	8	5	-16	-13	8	9	30	9 <sup>1</sup>
Erling Holmberg	2007	Shanklin Sailing Club	5	-15	11	11	11	-42	38	10
Gordon Goldstone	2004	Queen Mary Sailing Club	12	14	-17	6	-19	11	43	11
Ray Gall	1914	Carsington Sailing Club	11	11	-23	-42	14	8	44	12
Ed Tuite Dalton	1940	Draycote Water Sailing Club	15	9	13	-24	10	-42	47	13 <sup>1</sup>
George Love	1825	Carsington Sailing Club	9	13	-14	12	13	-15	47	14 <sup>1</sup>
Nick Dewhurst	2006	Whitstable Yacht Club	19	10	-31	-20	12	7	48	15
Michael Rainer	1976	North Devon Yacht Club	16	-42	9	7	20	-42	52	16 <sup>1</sup>
Robert Way	1526	North Devon Yacht Club	14	-18	-24	8	17	13	52	17 <sup>1</sup>
Ian Mounce	1951	North Devon Yacht Club	13	-42	-30	18	18	10	59	18
Derek James	1744	Draycote Water Sailing Club	18	12	20	10	-42	-42	60	19
Keith Heason	1424	North Devon Yacht Club	-42	16	-26	21	16	12	65	20
George Stephen	1594	Queen Mary Sailing Club	24	19	18	15	-42	-42	76	21
James Hurst	565	Grafham Water Sailing Club	28	20	-42	-33	21	14	83	22
Jan Efring	1827	Draycote Water Sailing Club	23	21	-27	26	15	-42	85	23
Stewart Pegum	1918	Queen Mary Sailing Club	27	24	12	23	-42	-42	86	24
Steve Richardson	1500	North Devon Yacht Club	20	17	22	28	-42	-42	87	25
Annette Maddison	1638	North Devon Yacht Club	22	42	5	19	-42	-42	88	26
Barry Vincent	1256	North Devon Yacht Club	25	23	19	29	-42	-42	96	27
Eric Evans	1888	North Devon Yacht Club	-42	22	32	27	-42	16	97	28
Robert England	1351	Carsington Sailing Club	17	-42	8	31	42	-42	98	29
Penny Slee	1278	North Devon Yacht Club	26	-42	21	17	-42	42	106	30
Peter Lytton	1221	Papercourt Sailing Club	21	-42	29	25	-42	42	117	31
Michelle Fisher	1357	Gurnard Sailing Club	29	-42	28	22	-42	42	121	32
David Warren	1711	North Devon Yacht Club	42	-42	25	32	-42	42	141	33
Dane Stanley	1543	North Devon Yacht Club	42	-42	33	30	42	-42	147	34
Alison Mayoh	1678	North Devon Yacht Club	-42	42	35	34	-42	42	153	35
Alix Raymond	525	North Devon Yacht Club	-42	42	36	35	42	-42	155	36
Elie Price	1547	North Devon Yacht Club	-42	-42	34	42	42	42	160	37
Joe Armstrong	1936	North Devon Yacht Club	42	42	-42	42	42	-42	168	38
Tom Marsden & Alix Schmarsal	205	North Devon Yacht Club	42	42	-42	-42	42	42	168	38
Richard Hental	1297	North Devon Yacht Club	-42	42	42	-42	42	42	168	38
Keith Chidwick	1840	Queen Mary Sailing Club	-42	42	42	42	-42	42	168	38

**Pro-Am Competition Result**  
 1st. Ed Tuite Dalton and Ian Mounce  
 2nd. George Love and Keith Heason  
 3rd. Sam Heaton and James Hurst



# Sport Nationals Gallery



Above  
Martin Scott

All Sport  
Nationals photos  
courtesy of  
Thom Flaxman  
of Instow  
(thom@danebury.net)

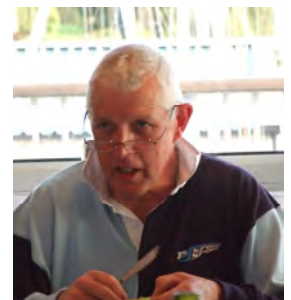


James Hurst  
Sam Heaton  
Team Carsington

Keith Heason  
Rigged and Ready-Bring It On!!  
Race Start



Morris Dancers and Nick  
provide  
unrivalled entertainment



Keith Heason and  
Richard Stone -  
a formidable team



# Draycote Debut

by Jan Elfring

This year's Sport Nationals at Instow was a first for three Draycote 15ers in the guise of Derek James, Ed Tuite Dalton and Jan Elfring. Jan sums up their experiences of the Event, both on and off the water.

I was up at Draycote on a Wednesday evening. Derek (James) and Ed (Tuite-Dalton) were in the bar discussing the up coming Sport Nationals at Instow and I was feeling a bit left out. I guess my bottom lip was giving the game away the next day when Anne (my wife) asked how I got on. Nothing more was said at the time. Fast forward to Father's Day and I got one of those great surprises when I opened my Father's Day card and in it Anne had written that I could go!! Thanks Anne!! Love you!!

We duly made plans. Ed's cousin has a house in Appledore that we could stay in and we agreed to go down in our Landrover with my Sprint on the roof and Ed's and Derek's on the trailer.

## Thursday:

We duly arrived at Instow on the Thursday afternoon in what seemed like a F8 on the beach where a few others were starting to rig their boats. It quickly became apparent that the spirit of the fleet was good with various help offered and given to get boats off trailers etc. Putting anything down was risky at this point as it would just disappear within minutes under a mini sand dune. Registration was carried out and I began to appreciate the amount of work which goes into organising such an event. We had a quiet evening in the Pub in Appledore and wondered if the rain was going to clear.

**Friday:** We had signed up for the breakfast and so we arrived early at the clubhouse. The weather looked very promising but I was a tad apprehensive, having never really got to grips with trapezing and starting with so many other boats. It quickly became apparent that the wind was what we had hoped for, if a little too much for my first escapades on the wire. The start, the first beat to windward on the wire, the size of the waves, watching the leaders in the distance and the effects of the tide around the windward mark were all interesting learning areas together with a few hairy moments. I capsized a couple of times in the first race and lost quite a lot of ground but managed to get back upright reasonably quickly. Derek and Ed seemed to be going well. My aim to be around mid-fleet was about right but was perhaps as a result of a few sailors prudently opting out of the testing conditions!!

The Friday evening BBQ was good fun and we started a bit of inter-fleet rivalry with Carsington. I think I won the drinking competition without Ed and Derek....

**Saturday:** There was a little less wind on but I had a cracking start on one of the races and could hear the countdown on the committee boat I was that close.

My favourite comedy moment of the day was seeing Ed, (I *heard* some grunting first), on the start line trying to get back onto his boat after sticking a foot into the water to slow himself down but forgetting to hook his foot under the toe strap!

I was slowly improving and thoroughly enjoying myself. Ed and Derek seemed to be going great guns and held their positions in the fleet I think I slipped down a bit.

Saturday Night's meal and entertainment was truly memorable.

**Sunday:** We all had some 'fixis' to be done and Derek's traveller had dismantled itself. This wasn't looking good but he bodged it and hoped for the best. I cadged a jib furler jam cleat from George Love and some long screws from Nick Dewhirst. Thanks guys. As to the wind conditions? It was heart in the mouth stuff! On the first beat I was genuinely worried about bearing away but managed to keep upright for the first race. Derek was upside down (his traveller had given finally up) but Ed was blasting along. It was great fun, if a little bit scary! On landing at the beach for lunch, we decided that we would call it a day. In hindsight I wish I had done the last race as it was quite short, but the thought of de-rigging and packing our three boats and the drive was a factor. Hey ho, I could have picked up some places I think, but that wasn't the point. I had had a great time and got to know some of the fleet better.

Sunday evening back in Coventry I get a call from Derek, (the muppet). He had left his bag in the changing room. Fortunately for him contact was made and George Love came to the rescue by picking it up the next morning and delivering it to Coventry on his way home. That bloke GL features quite a lot in this fleet, doesn't he?

The whole event was a brilliant experience and I look forward to doing it all again next year!!



Team Draycote  
Derek, Ed & Jan

Three for the road





# Filey TT

by Robin Boardman

**Six** Halifax boats and Ray Gall from Carsington joined local sailor, Andy Phillips, to make a total of eight boats and a class start for Sprint 15's at the Filey Regatta. Filey is a superb sailing venue, well run by the club and with ample camping/accommodation and car parking readily available. The only problem this year was a lack of wind.

Saturday's first race saw barely five knots of variable breeze but each leg was as intended (i.e. no beats becoming runs). Between races the wind swung 180 degrees and increased to about ten knots. The race officer soon had the course relaid and a good race was held, wind speed dropping as the race progressed. Overnight honours were shared by Robin Boardman and Charles Watson sailing with his seven year old daughter Elenya.

All sailors enjoyed a barbecue at the club after racing whilst marvelling at the wonderful views over Filey Bay.

Sunday dawned calm. The race started calm. The race finished calm. It was a real test of light wind sailing in a large swell with the noise of waves crashing onto Filey Brigg and a bell mark ominously tolling nearby. The pesky manoeuvrable dinghies only added to the light wind frustrations of the cat sailors. After swapping positions several times, Robin Boardman grabbed a puff of wind at the finish to take the race and event honours from a disappointed Charles and Elenya Watson.

The fleet then returned to shore where the wind deteriorated even more causing the fourth race to be abandoned. Naturally, as soon as boats were packed away, a lovely sea breeze filled in, showing the bay at its best and reminding us all what a good venue this was and why we should return.

## Results

Two Up Fleet					
Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Charles Watson and Elenya Watson	1237	Halifax Sailing Club	Two Up	2	2

Una Fleet					
Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Robin Boardman	1758	Gurnard Sailing Club	Una Rig	1	1
Ben Tunnacliffe	1343	Halifax Sailing Club	Una Rig	3	3
Andy Phillips	602	Filey Sailing Club	Una Rig	5	4
Steven Tunnacliffe	1959	Halifax Sailing Club	Una Rig	6	5
Steve Davison	1567	Halifax Sailing Club	Una Rig	7	6
Dave Walker	1795	Halifax Sailing Club	Una Rig	8	7

Sport Fleet					
Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Ray Gall	1914	Carsington Sailing Club	Sport	4	1

Charles and Elenya Watson

Spot the Sprints amongst the large regatta fleet



A busy beach head



# 2008 Nationals

by Howard Hawkes

**61 entries** contested The Windsport Catparts Sprint 15 National Championships from August 16<sup>th</sup> to 18<sup>th</sup> at Thorpe Bay Yacht Club in Essex with entries from as far afield as Canada, Hong Kong and South Africa as well as the UK. Nineteen of the fleet were from the host club. The format was seven races with two discards and a square course was used throughout. As usual George Carter – late of Grafham, now a resident of Canada – dominated, crossing the line first in every race.

## Saturday 16<sup>th</sup> August.

Race 1 started in a Force 3/4 southerly with a flooding tide and a lumpy chop. The pin end was favoured and by the end of the three rounds the breeze had dropped to a Force 2/3. George Carter won, Kyle Stoneham from the home club was second and Richard Philpott of Grafham was third.

Race 2 started in a Force 2 southerly. Again the pin end paid, provided you didn't allow yourself to be pushed on to the pin by the ebbing tide. Kyle Stoneham arrived at the pin too early, but gybed and passed behind the rest of the fleet on port tack and after three rounds in an increasing breeze he finished 6<sup>th</sup>. George Carter won, Peter Richardson from Marconi was second and Nick Miller (also from Marconi) was third.

## Sunday 17<sup>th</sup> August.

Race 3 was held in a south-westerly Force 3 dropping to Force 2. The first two boats of George Carter and Nick Miller were deemed over the line at the start and so the winner's mantle was taken by Brian Phipps, owner of the event sponsor Windsport. Keith Ball and Richard Phillpott (both from Grafham) were second and third respectively. The entry list had been extended by the late arrival of David Ball from Marconi, whose Nationals started well with a 6<sup>th</sup>.

In race 4 the wind started to build reaching Force 3 by the finish. George Carter won as usual, but this time there was a change in the supporting cast with Kevin Dutch from Seasalter finishing second and Robin Boardman of Halifax third.

The tide had started to ebb by the time race 5 got under way such that, at the pin, it was not possible to cross the line on starboard. One boat (your reporter) crossed the fleet on port, but failed to consolidate his position and tack to cover the fleet, while those who went left benefited from a lift approaching the windward mark on port. Good night Vienna! The first three places were as in race 4.

Before the Annual Dinner that evening Brian Phipps of Windsport held a thought-provoking post-race debrief and Q&A session.



2008  
Sprint 15  
Nationals  
were sponsored  
by



Start of the  
last race

Photo by  
Nick Champion



# 2008 Nationals

by Howard Hawkes



Heavy conditions on the last day

Photos by Nick Champion



George Carter—11th consecutive champion!

## Monday 18<sup>th</sup> August.

Race 6 started in a stiff 20 mph south-westerly kicking up a steep chop; about half of the fleet stayed ashore. The winner once more was George Carter, Kevin Dutch posted his third successive second place and Brian Phipps was third.

Race 7 was a Thorpe Bay Buster - the breeze was now approaching 30 mph and the sea was rough. George Carter and Kyle Stoneham opted for port tack starts, ducking a few transoms on the way. Kevin Dutch revealed hitherto unknown artistry, pitchpoling on the first reach with balletic grace worthy of the Bolshoi Theatre. The race officer wisely shortened the race and as usual George Carter won with Brian Phipps second with Nick Miller of Marconi third.

The return to the beach was spectacular. Some chose the discrete approach under bare poles, others sailed full tilt up the beach coming to rest a whole boat's length out of the water, while a third faction rounded up to wind and reversed in. Fortunately there was no shortage of help from other competitors and the shore party. Brian Phipps showed his mastery of cats by recovering from a capsize within a few feet of the beach huts.

The champion – for the eleventh consecutive time – is George Carter. Sadly he has decided it is no longer practical to compete in the Sprint fleet as he is now living in Canada. His boat has been snapped up by Andrew Hannah, who has done more than anyone to build the Thorpe Bay fleet to twenty odd boats. Second was Brian Phipps from Restrouquet, whose company Windsport kindly sponsored the event and

donated prizes. Third was Kevin Dutch from Seasalter, retaining the position he achieved in last year's event. Fourth was local rising star Kyle Stoneham, sailing his first Sprint Nationals. Fifth was Nick Miller of Marconi and sixth was Robin Boardman of Halifax.

Grafham retained the team title, but this time they were pushed hard by Thorpe Bay, who were last in 2007. Charles and Elenya Watson won the two-up championship and finished 23<sup>rd</sup> overall. On more than one occasion I saw young Elenya happily chatting away as if on the beach while her Dad supervised a wild reach!

Charlie Pierce of Shanklin is the new Junior Champion, Brian Phipps is the over 50's Champion and Peter Richardson has donned the over 60's crown. Marconi's Fenella Miller is the Ladies' Champion and local lifeboatman Martyn Ellis won the Most Improved Award in 12<sup>th</sup> place, up from 30<sup>th</sup> last year. The Pro-Am Championship was won by Brian Phipps and Roger Pimm, who borrowed a boat for the event.

Simon Rowell was the deserving winner of the new trophy for persistence, kindly donated by Carol Smith in memory of Paul Smith.

At the prizegiving various mishaps and exploits were recognised, including Kyle Stoneham's avoidance on port tack of Kevin Dutch on starboard by flying a hull over Kevin's transoms in Monday's Force 6.

We would like to thank our sponsors: Windsport Catparts, W.H. Insurance Consultants, The Wetsuit Outlet and Bartlett Craft Jewellery.

The unanimous view was a successful event supervised by an excellent race team led by Race Officer Phil Crawford of the home club.

# 2008 Nationals Results & Gallery

OVERALL RESULTS											
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
George Carter	1818	Mooredale Sailing Club	1	-1	-62	1	1	1	1	5	1
Brian Phipps	20	Restrouquet Sailing Club	4	-5	1	5	-10	3	2	15	2
Kevin Dutch	1938	Seasalter Sailing Club	10	-62	5	2	2	2	-62	21	3
Kyle Stoneham	1148	Thorpe Bay Yacht Club	2	6	-13	-9	7	6	6	27	4
Nick Miller	1917	Marconi Sailing Club	-28	3	-62	8	8	7	3	29	5
Robin Boardman	1758	Halifax Sailing Club	8	10	11	3	3	-62	-62	35	6
Kevin Morris	1560	Grafham Water Sailing Club	7	8	7	-10	5	-14	10	37	7
Steve Sawford	1733	Rutland Water Sailing Club	-13	9	4	6	12	9	-18	40	8
Paul Tanner	1991	Shanklin Sailing Club	12	-23	-24	16	4	4	7	43	9
Peter Richardson	1983	Marconi Sailing Club	6	2	8	12	17	-62	-62	45	10
Richard Philpott	1988	Grafham Water Sailing Club	3	13	3	-62	-62	12	19	50	11
Martyn Ellis	1981	Thorpe Bay Yacht Club	5	14	-42	11	-18	15	9	54	12
Robin Newbold	991	Carsington Sailing Club	14	-62	14	-14	6	8	13	55	13
Mark Aldridge	1522	Grafham Water Sailing Club	-22	16	18	-24	11	10	4	59	14 <sup>1</sup>
Chris Black	2005	Grafham Water Sailing Club	16	-25	15	4	-22	13	11	59	15 <sup>1</sup>
Keith Ball	1937	Grafham Water Sailing Club	11	21	2	7	23	-62	-62	64	16
Frank Sandells	1986	Grafham Water Sailing Club	-23	17	9	18	-62	11	12	67	17
Gordon Goldstone	2004	Queen Mary Sailing Club	-25	-32	10	17	13	17	14	71	18
Howard Hawkes	1643	Thorpe Bay Yacht Club	15	7	-22	20	16	16	-62	74	19 <sup>1</sup>
Richard Whitelock	1705	Grafham Water Sailing Club	-24	12	-29	13	9	19	21	74	20 <sup>1</sup>
Nick Dewhirst	2006	Whitstable Yacht Club	27	-27	25	-33	20	5	5	82	21 <sup>1</sup>
David Ball	1488	Marconi Sailing Club	-62	-62	6	26	24	18	8	82	22 <sup>1</sup>
Charles Watson & Elenya Watson	1237	Halifax Sailing Club	26	18	12	19	14	-62	-62	89	23
Andy Phillips	602	Filey Sailing Club	21	11	21	-29	-62	23	20	96	24
Eamonn Browne	1861	Marconi Sailing Club	18	22	16	15	33	-62	-62	104	25
John Shenton	1956	Shanklin Sailing Club	20	15	27	27	21	-62	-62	110	26
Bob Rowntree	1958	Grafham Water Sailing Club	-29	26	20	21	29	-62	15	111	27



Sunday evening's big blow!!  
 "Happy Birthday Sweet (Sprint) Fifteen"  
 Photos by Nick Champion





# 2008 Nationals Results & Gallery



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 All other photos by kind donation of  
 Candy Williams TBYC



OVERALL RESULTS											
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Erling Holmberg	2007	Shanklin Sailing Club	9	33	19	23	28	-62	-62	112	28
Stuart Pierce	1813	Shanklin Sailing Club	-39	29	23	-30	25	21	16	114	29
Roger Pimm	791	Thorpe Bay Yacht Club	-48	-40	28	32	19	20	17	116	30
George Stephen	1594	Queen Mary Sailing Club	34	19	17	22	26	-62	-62	118	31
Gabriel Kicks	1995	Lantau Boat Club	17	4	26	62	15	-62	-62	124	32
Richard Harrison	2001	Netley Sailing Club	-62	24	37	25	-62	24	23	133	33
Stewart Pegum	1918	Queen Mary Sailing Club	31	-62	31	-62	38	25	25	150	34
Keith Bartlett	1962	Open Dinghy Club	19	36	30	39	35	-62	-62	159	35
Steve Petts	1934	Grafham Water Sailing Club	35	28	33	31	32	-62	-62	159	36
Gerald Sverdlhoff	1933	Thorpe Bay Yacht Club	30	20	41	40	30	-62	-62	161	37
Gary Marshall	1876	Island Yacht Club	43	31	32	28	27	-62	-62	161	38
Simon Rowell	1843	Felixstowe Ferry Sailing Club	-52	39	-44	41	36	26	22	164	39
Andrew Hannah	1520	Thorpe Bay Yacht Club	33	30	38	36	39	-62	-62	176	40
Duncan Ford	1973	Thorpe Bay Yacht Club	32	34	48	34	31	-62	-62	179	41 <sup>1</sup>
Gary Sverdlhoff	1231	Thorpe Bay Yacht Club	40	46	35	42	34	-62	-62	197	42 <sup>1</sup>
Charlie Pierce	834	Shanklin Sailing Club	62	-62	34	43	40	-62	24	203	43
James Hurst	565	Grafham Water Sailing Club	53	35	36	44	41	-62	-62	209	44
Chris Pimm	469	Thorpe Bay Yacht Club	45	37	45	-62	62	22	-62	211	45
Chris Hull	1740	Thorpe Bay Yacht Club	51	44	-53	48	44	27	-62	214	46 <sup>1</sup>

# 2008 Nationals Results & Gallery

OVERALL RESULTS											
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Chris Maloney	1585	Thorpe Bay Yacht Club	41	-62	39	35	47	-62	62	224	47 <sup>1</sup>
Ray Gall	1914	Carsington Sailing Club	36	62	46	38	42	-62	-62	224	48 <sup>1</sup>
John Long	1133	Grafham Water Sailing Club	37	38	40	47	62	-62	-62	224	49 <sup>1</sup>
Martin Searle	1331	Seasalter Sailing Club	47	43	50	51	37	-62	-62	228	50
Eric Sales & Alex Grindley	1868	Seasalter Sailing Club	44	42	-62	45	43	-62	62	236	51
Ian Hadley	1857	Thorpe Bay Yacht Club	46	41	49	46	-62	62	-62	244	52
Fenella Miller	1579	Marconi Sailing Club	42	-62	43	52	46	-62	62	245	53
Elliott Fougman	127	Thorpe Bay Yacht Club	38	45	51	50	-62	62	-62	246	54
Keith Persin	1551	Thorpe Bay Yacht Club	49	-62	47	49	45	62	-62	252	55
Theresa Ryall	1333	Thorpe Bay Yacht Club	62	-62	52	37	48	62	-62	261	56
Declan Fitchew & Daren Fitchew	1642	Thorpe Bay Yacht Club	-62	47	62	62	62	-62	62	295	57
Terry Pearce	668	Thorpe Bay Yacht Club	50	-62	62	62	-62	62	62	298	58
Paul Fowler	1759	Marconi Sailing Club	54	62	62	-62	62	-62	62	302	59
Stefan Smith	1525	Thorpe Bay Yacht Club	55	-62	62	62	62	62	-62	303	60
Brian Mills	694	Thorpe Bay Yacht Club	-62	-62	62	62	62	62	62	310	61



Below  
A screamer of a reach  
caught on camera by  
Nick Champion





# 2008 Nationals Results & Gallery



**Two-up Champion  
Elenya Watson (7)  
With 2008 Champion  
George Carter  
(where's Dad, Elenya?)**

**Below: Kyle Stoneham sailed  
superbly**



**Below  
Start of last race  
by  
Nick Champion**

Junior Results											
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Charlie Pierce	834	Shanklin Sailing Club	62	-62	34	43	40	-62	24	203	1
Declan Fitchew & Darren Fitchew	1642	Thorpe Bay Yacht Club	-62	47	62	62	62	-62	62	295	2

Ladies Results											
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Fenella Miller	1579	Marconi Sailing Club	42	-62	43	52	46	-62	62	245	1
Theresa Ryall	1333	Thorpe Bay Yacht Club	62	-62	52	37	48	62	-62	261	2

Two Up Results											
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Charles Watson & Elenya Watson	1237	Halifax Sailing Club	26	18	12	19	14	-62	-62	89	1
Eric Sales & Alex Grindley	1868	Seasalter Sailing Club	44	42	-62	45	43	-62	62	236	2
Declan Fitchew & Darren Fitchew	1642	Thorpe Bay Yacht Club	-62	47	62	62	62	-62	62	295	3



# 2008 Nationals Results

Most Improved Results																
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings						
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	This Years Position	This Years Corrected Position (TYC)	Last Years Position	Last Years Corrected Position (LYC)	(LYC) Place Difference	Position
Martyn Ellis	1981	Thorpe Bay Yacht Club	5	14	-42	11	-18	15	9	54	12	5	30	19	14	1
Andy Phillips	602	Filey Sailing Club	21	11	21	-29	-62	23	20	96	24	14	43	24	10	2
Kevin Morris	1560	Grafham Water Sailing Club	7	8	7	-10	5	-14	10	37	7	3	15	11	8	3
Howard Hawkes	1643	Thorpe Bay Yacht Club	15	7	-22	20	16	16	-62	74	19 <sup>1</sup>	11	22	15	4	4
Richard Harrison	2001	Netley Sailing Club	-62	24	37	25	-62	24	23	133	33	20	41	23	3	5
Charlie Pierce	834	Shanklin Sailing Club	62	-62	34	43	40	-62	24	203	43	25	48	28	3	5
Chris Black	2005	Grafham Water Sailing Club	16	-25	15	4	-22	13	11	59	15 <sup>1</sup>	7	13	9	2	7
Stuart Pierce	1813	Shanklin Sailing Club	-39	29	23	-30	25	21	16	114	29	18	31	20	2	7
Gerald Sverdlhoff	1933	Thorpe Bay Yacht Club	30	20	41	40	30	-62	-62	161	37 <sup>1</sup>	24	45	26	2	7
Kevin Dutch	1938	Seasalter Sailing Club	10	-62	5	2	2	2	-62	21	3	2	3	3	1	10
Frank Sandells	1986	Grafham Water Sailing Club	-23	17	9	18	-62	11	12	67	17	9	14	10	1	10
Richard Whitelock	1705	Grafham Water Sailing Club	-24	12	-29	13	9	19	21	74	20 <sup>1</sup>	12	18	13	1	10
John Shenton	1956	Shanklin Sailing Club	20	15	27	27	21	-62	-62	110	26	15	23	16	1	10
George Carter	1818	Mooredale Sailing Club	1	-1	-62	1	1	1	1	5	1	1	1	1	0	14
Robin Newbold	991	Carsington Sailing Club	14	-62	14	-14	6	8	13	55	13	6	10	6	0	14



# 2008 Nationals Results

Most Improved Results																
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings						
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	This Years Position	This Years Corrected Position (TYC)	Last Years Position	Last Years Corrected Position (LYC)	(LYC TYC) Place Difference	Position
Stewart Pegum	1918	Queen Mary Sailing Club	31	-62	31	-62	38	25	25	150	34	21	36	21	0	14
Keith Bartlett	1962	Open Dinghy Club	19	36	30	39	35	-62	-62	159	35 <sup>1</sup>	22	38	22	0	14
Elliott Fougman	127	Thorpe Bay Yacht Club	38	45	51	50	-62	62	-62	246	54	28	47	27	-1	18
Steve Sawford	1733	Rutland Water Sailing Club	-13	9	4	6	12	9	-18	40	8	4	2	2	-2	19
Gordon Goldstone	2004	Queen Mary Sailing Club	-25	-32	10	17	13	17	14	71	18	10	12	8	-2	19
Bob Rowntree	1958	Grafham Water Sailing Club	-29	26	20	21	29	-62	15	111	27	16	20	14	-2	19
Martin Searle	1331	Seasalter Sailing Club	47	43	50	51	37	-62	-62	228	50	27	44	25	-2	19
Keith Ball	1937	Grafham Water Sailing Club	11	21	2	7	23	-62	-62	64	16	8	9	5	-3	23
Steve Petts	1934	Grafham Water Sailing Club	35	28	33	31	32	-62	-62	159	36 <sup>1</sup>	23	29	18	-5	24
Nick Dewhirst	2006	Whitstable Yacht Club	27	-27	25	-33	20	5	5	82	21 <sup>1</sup>	13	11	7	-6	25
George Stephen	1594	Queen Mary Sailing Club	34	19	17	22	26	-62	-62	118	31	19	17	12	-7	26
Ray Gall	1914	Carsington Sailing Club	36	62	46	38	42	-62	-62	224	48 <sup>1</sup>	26	24	17	-9	27
Erling Holmberg	2007	Shanklin Sailing Club	9	33	19	23	28	-62	-62	112	28	17	5	4	-13	28

Most Improved Results footnote:

Competitors who failed to qualify this year and who sailed and qualified last year ; none

Competitors who failed to qualify last year and are sailing this year : John Long (Grafham Water Sailing Club)

# 2008 Nationals Results & Gallery

PRO-AM CHAMPIONSHIP							
COMPETITOR (PRO)	SAIL NO	COMPETITOR (AM)	SAIL NO	PRO	AM	TOTAL	PLACE
Brian Phipps	20	Roger Pimm	791	15	116	131	1
Richard Whitelock	1705	Gordon Goldstone	2004	74	71	145	2
Mark Aldridge	1522	Bob Rowntree	1958	59	111	170	3
Chris Black	2005	George Stephen	1594	59	118	177	4
Eamonn Browne	1861	Nick Dewhirst	2006	104	82	186	5
Nick Miller	1917	Gary Marshall	1876	29	161	190	6
Peter Richardson	1983	Simon Rowell	1843	45	164	209	7
Andy Phillips	602	Stuart Pierce	1813	96	114	210	8
Paul Tanner	1991	Andrew Hannah	1520	43	176	219	9
George Carter	1818	Chris Hull	1740	5	214	219	10
Frank Sandells	1986	Keith Bartlett	1962	67	159	226	11
Keith Ball	1937	Duncan Ford	1973	64	179	243	12
Kevin Morris	1560	James Hurst	565	37	209	246	13
Martyn Ellis	1981	Gary Sverdlhoff	1231	54	197	251	14
Kyle Stoneham	1148	Martin Searle	1331	27	228	255	15
Steve Sawford	1733	John Long	1133	40	224	264	16
John Shenton	1956	Steve Petts	1934	110	159	269	17
Robin Boardman	1758	Eric Sales & Alex Grindley	1868	35	236	271	18
Erling Holmberg	2007	Gerald Sverdlhoff	1933	112	161	273	19
Howard Hawkes	1643	Chris Pimm	469	74	211	285	20
Richard Philpott	1988	Ian Hadley	1857	50	244	294	21
Gabriel Kicks	1995	Elliott Fougman	127	124	246	370	22

TEAM TROPHY													
Sail No.	Competitor	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Ind. Points	Place	Total Points	Place	Team
1560	Kevin Morris	7	8	7	-10	5	-14	10	37	7			
1988	Richard Philpott	3	13	3	-62	-62	12	19	50	11	146	1	Grafham Water Sailing Club
2005	Chris Black	16	-25	15	4	-22	13	11	59	15			
1148	Kyle Stoneham	2	6	-13	-9	7	6	6	27	4			
1981	Martyn Ellis	5	14	-42	11	-18	15	9	54	12	155	2	Thorpe Bay Yacht Club
1643	Howard Hawkes	15	7	-22	20	16	16	-62	74	19			
1917	Nick Miller	-28	3	-62	8	8	7	3	29	5			
1983	Peter Richardson	6	2	8	12	17	-62	-62	45	10	156	3	Marconi Sailing Club
1488	David Ball	-62	-62	6	26	24	18	8	82	22			
1991	Paul Tanner	12	-23	-24	16	4	4	7	43	9			
1956	John Shenton	20	15	27	27	21	-62	-62	110	26	265	4	Shanklin Sailing Club
2007	Erling Holmberg	9	33	19	23	28	-62	-62	112	28			
2004	Gordon Goldstone	-25	-32	10	17	13	17	14	71	18			
1594	George Stephen	34	19	17	22	26	-62	-62	118	31	339	5	Queen Mary Sailing Club
1918	Stewart Pegum	31	-62	31	-62	38	25	25	150	34			
1938	Kevin Dutch	10	-62	5	2	2	2	-62	21	3			
1331	Martin Searle	47	43	50	51	37	-62	-62	228	50	485	6	Seasalter Sailing Club
1868	Eric Sales	44	42	-62	45	43	-62	62	236	51			



Action shots from Nick Champion





# 2008 Nationals Results

Fifty Plus Results											
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Brian Phipps	20	Restrouquet Sailing Club	4	-5	1	5	-10	3	2	15	1
Robin Boardman	1758	Halifax Sailing Club	8	10	11	3	3	-62	-62	35	2
Peter Richardson	1983	Marconi Sailing Club	6	2	8	12	17	-62	-62	45	3
Chris Black	2005	Grafham Water Sailing Club	16	-25	15	4	-22	13	11	59	4
Frank Sandells	1986	Grafham Water Sailing Club	-23	17	9	18	-62	11	12	67	5
Gordon Goldstone	2004	Queen Mary Sailing Club	-25	-32	10	17	13	17	14	71	6
Howard Hawkes	1643	Thorpe Bay Yacht Club	15	7	-22	20	16	16	-62	74	7
Nick Dewhirst	2006	Whitstable Yacht Club	27	-27	25	-33	20	5	5	82	8
Andy Phillips	602	Filey Sailing Club	21	11	21	-29	-62	23	20	96	9
Eamonn Browne	1861	Marconi Sailing Club	18	22	16	15	33	-62	-62	104	10
John Shenton	1956	Shanklin Sailing Club	20	15	27	27	21	-62	-62	110	11
Bob Rowntree	1958	Grafham Water Sailing Club	-29	26	20	21	29	-62	15	111	12
Erling Holmberg	2007	Shanklin Sailing Club	9	33	19	23	28	-62	-62	112	13
Roger Pimm	791	Thorpe Bay Yacht Club	-48	-40	28	32	19	20	17	116	14
George Stephen	1594	Queen Mary Sailing Club	34	19	17	22	26	-62	-62	118	15
Richard Harrison	2001	Netley Sailing Club	-62	24	37	25	-62	24	23	133	16
Keith Bartlett	1962	Open Dinghy Club	19	36	30	39	35	-62	-62	159	17
Andrew Hannah	1520	Thorpe Bay Yacht Club	33	30	38	36	39	-62	-62	176	18
Duncan Ford	1973	Thorpe Bay Yacht Club	32	34	48	34	31	-62	-62	179	19
Gary Sverdlhoff	1231	Thorpe Bay Yacht Club	40	46	35	42	34	-62	-62	197	20
James Hurst	565	Grafham Water Sailing Club	53	35	36	44	41	-62	-62	209	21
Ray Gall	1914	Carsington Sailing Club	36	62	46	38	42	-62	-62	224	22
John Long	1133	Grafham Water Sailing Club	37	38	40	47	62	-62	-62	224	23
Eric Sales & Alex Grindley	1868	Seasalter Sailing Club	44	42	-62	45	43	-62	62	236	24
Terry Pearce	668	Thorpe Bay Yacht Club	50	-62	62	62	-62	62	62	298	25
Stefan Smith	1525	Thorpe Bay Yacht Club	55	-62	62	62	62	62	-62	303	26

Sixty Plus Results											
Competitors			Races - 7 of 7 Sailed (No. of Discards: 2)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Peter Richardson	1983	Marconi Sailing Club	6	2	8	12	17	-62	-62	45	1
Chris Black	2005	Grafham Water Sailing Club	16	-25	15	4	-22	13	11	59	2
Howard Hawkes	1643	Thorpe Bay Yacht Club	15	7	-22	20	16	16	-62	74	3
John Shenton	1956	Shanklin Sailing Club	20	15	27	27	21	-62	-62	110	4
Erling Holmberg	2007	Shanklin Sailing Club	9	33	19	23	28	-62	-62	112	5
George Stephen	1594	Queen Mary Sailing Club	34	19	17	22	26	-62	-62	118	6
Keith Bartlett	1962	Open Dinghy Club	19	36	30	39	35	-62	-62	159	7
Andrew Hannah	1520	Thorpe Bay Yacht Club	33	30	38	36	39	-62	-62	176	8
John Long	1133	Grafham Water Sailing Club	37	38	40	47	62	-62	-62	224	9
Eric Sales & Alex Grindley	1868	Seasalter Sailing Club	44	42	-62	45	43	-62	62	236	10
Terry Pearce	668	Thorpe Bay Yacht Club	50	-62	62	62	-62	62	62	298	11

Heavyweights Results											
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Paul Tanner	1991	Shanklin Sailing Club	12	-23	-24	16	4	4	7	43	1
Keith Ball	1937	Grafham Water Sailing Club	11	21	2	7	23	-62	-62	64	2
Nick Dewhirst	2006	Whitstable Yacht Club	27	-27	25	-33	20	5	5	82	3
Stuart Pierce	1813	Shanklin Sailing Club	-39	29	23	-30	25	21	16	114	4
Stewart Pegum	1918	Queen Mary Sailing Club	31	-62	31	-62	38	25	25	150	5
Gary Marshall	1876	Island Yacht Club	43	31	32	28	27	-62	-62	161	6
James Hurst	565	Grafham Water Sailing Club	53	35	36	44	41	-62	-62	209	7
Chris Pimm	469	Thorpe Bay Yacht Club	45	37	45	-62	62	22	-62	211	8
Martin Searle	1331	Seasalter Sailing Club	47	43	50	51	37	-62	-62	228	9
Keith Persin	1551	Thorpe Bay Yacht Club	49	-62	47	49	45	62	-62	252	10

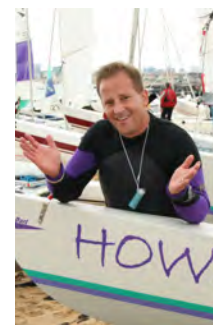
# 2008 Nationals Gallery



Cross page feature  
Kevin Dutch goes down the mine  
by  
Nick Champion

\*\*\*\*\*

Other shots by  
Candy Williams  
and John Long.  
Are you there?





# 2008 Nationals

## *the Paul Smith Trophy*



Photo : Mark Aldridge

Sarah Kettlewell of Champion Marine Photography presents Simon Rowell with our newest trophy for perseverance. The Paul Smith Trophy was donated to the Class Association by Carol Smith in memory of Paul. This elegant carved wooden trophy features a Sprint 15 in front of the Beaver Club House where Paul spent many a happy day. We thank Carol for donating such an elegant trophy which will keep Paul in our thoughts for many years to come.



Simon on the race track by Candy Williams

# Fun with Phil at the Nationals



There was some good wind at this year's Nationals!

**View from a Newby?** Well not quite, but the last Sprint 15 event I attended was the Nationals in Pentewan a long time ago so that makes me a nearly-newby. I was keen to do the Nationals and have a few days sailing to myself having carted my son and his friend around seemingly endless RS Feva events over the last few months. A short break in Southend sounded like bliss. For some reason best not explained, I had often wanted to visit Southend but never got there, so attending the Nationals gave me the excuse I needed.

As I was camping, I was delighted to find a large grassy car park next to the dinghy park so there was plenty of space for everyone's cars, boats and tents.

Having noticed the TYBC sign on the white weatherboard building by the beach I thought the clubhouse was a little run down. However, after realising this was in fact the bosun's hut, I noticed there was a rather grand, spacious modern clubhouse at the top of the bank behind carpark. Registration was prompt and efficient and I was made to feel most welcome.

I managed to get the boat rigged without difficulty but then going to hoist the mainsail I found the shackle pin for the ring which sits over the mast hook was not where I left it. Fortunately that nice man Mr Carter came to my rescue finding a shackle with just the right size pin in his cavernous toolbox. Apparently these pins often fall out during travelling and are best taken out and kept somewhere safe – now you know too! (*Top Tip No.1- tighten the pin up with a shackle key before setting off*).

So far so good. I trekked down to the beach which was just over the road from the car park and lined up to launch. I was rather surprised that everyone just launched themselves despite waves breaking onto the beach in the on-shore wind, no trolley dollies in sight. The technique seemed to be to beach the boat on the waters edge, dump the trolley at the top of the beach and then drag your boat into the water. After this I decided I really couldn't afford to be so precious about the state of my skegs any longer and joined in. However, as I was just about to launch I noticed that there was a considerable chunk of boat missing from the front right bow and I could actually see into the hull. This must have happened in the dinghy park at home as it wasn't there last time I sailed the boat. (*Top Tip No.2-don't pack up your boat in the dark*).

I tried some duck tape but it wouldn't stick properly to the hull and was just about to abandon the practice race to go into town for some fibreglass when a very nice man enquired if he could help. He then proceeded to stick the tape on with ease by first rubbing the hull area around the damage to warm it up. So, with a fetching blue plaster on my boat reminding me of the fingers of a careless chef, I set off. The practice race had already started so I joined in at the end which was just as well as it took me some time to orientate myself to the course. There followed two races on the first day and I had the benefit of a good view of the fleet in both of them.

Day 2 passed without too much incident. Having generally failed on the first day to make it to the start line when the gun went, I decided I would have to try much harder. People were assembling on the start line with about 2.5 minutes to go so I reasoned if I was there with 3 minutes to go, I might make the start on time. It was slightly nerve-wracking being surrounded by the good guys on the front row and being luffed up almost to the point of no return but it did improve my starts considerably. However, one start was particularly difficult with a strong tide meaning that although I (and others) crossed the line we were then pushed back over it in light winds. I found I was drifting inexorably towards the pin end buoy and was going to end up behind it so I tacked. This put me on port and almost immediately two boats were coming on to me on starboard which I could only avoid by tacking. So I tacked, only to be regaled with complaints from boats behind that I had tacked in their water – sorry guys! At this point I realised I really had to think ahead a bit more and anticipate these situations arising. It must be easy for the good guys with all that clear water in front of them!

In the evening the Nationals dinner, held in the clubhouse, was great. The food was excellent and the service exceptional. The rack of lamb was delicious and the vegetables perfect. After dinner we were entertained by the comedian Adger Brown who was great fun. Woe betide anyone who needed to leave the room!

Day 3 was windy, the sort of day where I would think twice about going windsurfing never mind sailing. However, from the website I had gleaned the impression that Sprint 15 competitions didn't get cancelled just because of a bit of wind. And that was the case here, 24mph average on launching, gusting well over 30mph. I took my boat down to the beach anyway and noticed only half the fleet was there. Reasoning that all I had to do was get round the course I would improve my position even if I came last. Sailing in such high winds was exhilarating. Everyone seemed to leave a lot of space around them, the start line was much more open and I got away reasonably well. It all went wrong at the first tack where the boat went readily through the wind but resolutely refused to go off on the new tack. After an eternity of messing about reversing the rudders and wishing I was somewhere else I did manage to get going but by this time the rest of the fleet were long gone. Anyway I only had to get round! Eventually I worked out that if I let the traveller right out in the tack it was easy, (well relatively). Having read George Carter's essay on the website on sailing in high winds you will, of course, know that this is what you do. But I had not done my homework and learnt the hard way. In discussion with Brian Phipps afterwards in the bar he said that he noticed the good sailors had sailed the course with the traveller about 4 inches from the end all the time, so next time that's what I will do. I was determined not to miss the lay line at the first mark because I really didn't want to do any more tacks than necessary. By then I recognised Mr Phipps sail number and I

thought 'he's a good guy, I'll follow him. So I tacked for the mark to follow only to realise with a mounting sense of disbelief that Brian was not going to make the mark at all because of the tide, in fact not by a long way, (it turned out to be his worst race of the nationals). Another lesson learnt – it doesn't always pay to follow the good guys!

Having got round the windward mark, the reach to the second mark was quite an adrenaline rush! However by sitting on the hull almost behind the back beam I managed to keep the nose from burying beyond the point of no return. Then came the fearsome point of going from a reach onto a run. Out of control and thrown about on the first lap I resolved to do better next time. On the first day I realised that 15's will go straight down wind. When crewing on a Dart18, I had always been told that cats didn't go directly down wind and you should zig-zag down wind. This was clearly bad advice because it lost me loads of places on the first day and now, as far as I was concerned, my boat was going very nicely direct down wind, quite fast enough and at least I was in control. However, I knew that somewhere in that run I would have to gybe to make the next mark. This was not something I was looking forward to but at least I had plenty of time to choose when to do it. Between gusts and on a relatively flat piece of water halfway down the run I managed it without capsizing. By now I was feeling more confident. I finished 26<sup>th</sup>, my best position so far, (but then there were only 26 people in the race).

The second race started almost straight away. By then the wind speed had increased even more but by now I was tacking confidently and knew it was possible to do the reach and the run without disaster striking. That said I was glad when the race was stopped after 2 rounds. At the beach willing hands were there to catch the boats. It was good to be on dry land, but knowing I had been out there without capsizing and had actually not come last in the final race was great.

One particular vote of thanks must go to the race officer and his crew. I was amazed by the speed with which they set up the course in such difficult conditions. They had also, thoughtfully, set a course which was more of a rectangle than a square presumably to reduce the length of the manic reaches, which was much appreciated.

At the prize giving I was awarded the Paul Smith trophy. This is a new trophy, made of wood in Australia and depicting Paul Smith's boat in front of a clubhouse (presumably Beaver). It is called the Perseverance Trophy and was awarded because, apparently, I came last in most races\*-(actually only 1)-but also in recognition of the difficulties inherent in being the sole Sprint 15 owner in a club of Dart18's! It was presented by Carol Smith. Thanks Carol – I will treasure it carefully until next year. It did occur to me that having been awarded the trophy I should thank everyone else in the fleet who had hung around between races waiting for me to persevere. Thanks all!\*(in fact for being the lowest placed boat who completed all the races).



# Nationals Fun Sailing

by *Duncan Ford*

**As** the unelected and unofficial spokesman for the small **Catamaran Racing And Pottering (C.R.A.P.)** section of TBYC, I was asked by Bob Carter to organize some fun sailing to follow the serious business of the 2008 Nationals racing. Back in the long dark winter days, the vision of the fun sailing was a hot August day under a blazing sun and force 3-4 cruising winds with stronger onshore winds in the late afternoon to bring a fleet of 15/20 boats home to the bar.

Well, it wasn't quite like that – sailing never is – but I think those who stayed had a great couple of days. Two quite different days were organized, both due to leave as the tide hit the beach.

**Wednesday 20 August** – The plan was to visit the birthplace of catamarans, Canvey Island and The Island Yacht Club. Hopefully we could get a trip over the Thames Estuary to Yantlett Creek first then arrive at IYC one hour before high water. They have a pontoon with ramps either side, and the approach is shallow with submerged old sea walls marked by withies.

The poor summer meant that I had had no opportunity to trial land at IYC but, thankfully, Gary Marshall, a member, entered the nationals and would lead us in, returning his boat home at the same time.

On the day the forecast was for 3-5 south-westerly increasing 4-5, but it was blowing hard already with squally gusts and was unsettled. Gary called from IYC assuming we would not be coming. Knowing how lumpy it gets off Southend Pier, I was also dubious, but Nick Dewhurst exerted more than a little pressure and we decided on a start delayed by 45 minutes.

Meanwhile, Gary, assuming we would cancel, arrived with a trailer, and Keith Ball also decided he would load up for Grafham. In the end, 6 boats went being me, Howard Hawkes, Chris Maloney, Gary Sverdlhoff, Simon Rowell and Nick. Thus, there were only two non TBYC sailors.

Nick made no attempt to tarnish his long standing reputation for tardiness and put his mast up while we waited on the water, and then seemed to go off for an afternoon nap!

With a guard-boat carrying two trolleys we left the moorings and beat out to the end of the Pier in a 17-18 mph wind but with higher gusts. We tacked up towards Canvey via the strange looking houseboat, which featured in Grand Designs a couple of years ago, and now lies anchored in the Ray Creek off Leigh-on-Sea.

Strict instructions at the briefing were for the guard-boat to go in first to fend off, followed by me, with the others one by one. Like a West End farce the guard-boat disappeared up the wrong creek and the Sprints all dashed into the pontoon at once, leaving me last and causing the welcoming party of Gary Marshall and his sons to rush about fending off cats!

Howard provided the cabaret by leaning out too far to grab my prow and belly flopping gracefully into the sea.

Luckily the wind direction allowed us to moor off the pontoon, (see photo), after which the guard-boat re-appeared with the trolleys.

The IYC made us very welcome but, rather embarrassingly, we had all come without much cash so Gary generously stood the round. Thanks Gary, we owe you one!

IYC has large freehold grounds with a modern single storey clubhouse, two bars and a grass area onto the water. There is extensive boat storage with finger pontoons for cruisers in the adjoining creek. Launching dinghies is a little limited with only 1¼ hours or so either side of high water, but what a great position and a warm welcome. Thank you IYC.

The sail obviously exhausted Nick who slept on the grass and gave us a good idea of what 16 stones looks like! (see photo)

The return sail was quite exciting as the wind came up strongly. We sailed into the cockle fishing village of Old Leigh first, and then reached and ran out in very lumpy seas to the end of Southend Pier. Gary Sverdlhoff nosedived and went over but the rest made shore safely.

I managed to bounce my rudder on the jetty (as did Chris on launching) and we both bent a rudder clip and lost gelcoat.

On landing the average wind speed was 24 mph with gusts well over 30 mph, so it was little wonder the sea was lumpy!

We all met at the bar and Gill and I went out for fish and chips, which was devoured ravenously.



*"Last one in the clubhouse buys the beers"*

**Duncan Ford**  
-unofficial  
C.R.A.P.  
spokesman-  
TBYC



# Nationals Fun Sailing

by *Duncan Ford*

At the AGM, the Class Chairman was asked if he could, for the benefit of members, provide some sort of reference point on the minimum weight to qualify for the 'Heavyweight' class. On this occasion his response was somewhat indeterminate.



However, and by pure chance, the fun sailors happened across the perfect specimen on one of their days out. It is understood that the Chairman concurs with their findings! (Apparently it's 95 kilos dead weight excluding packaging -this year!).

**Thursday 21 August** – The plan was a wartime themed trip to the Mulberry harbour, across the Thames to the SS Montgomery wreck, and up the Medway to see the 19<sup>th</sup>C forts, with a return via the creeks.

Forecast and reality was 13-14 mph south south-westerly but with stronger gusts. This time Martyn Ellis of TBYC joined us to make 7 boats. Nick was bang on time and we left only 15 minutes late, broad reaching out to the Mulberry Harbour wreck, which went aground on its way to Normandy in 1944. For one moment I thought Simon Rowell was going to sail between the two halves, but he wisely thought better of it!

We then crossed the Thames shipping lanes, without losing anyone under a tanker, and reached the SS Montgomery, an American ammunition ship also wrecked in 1944. It still has some 9,750 bombs aboard of up to 2,000 lbs each, and some 3,500 cases of smaller bombs, comprising a total of 1,400 tons of TNT. We kept well clear!

After sailing round the masts of the wreck Gary had trouble with his jib track and Nick took him ashore about 1½ miles away to fix it. The rest of us waited in the Medway entrance between the 19<sup>th</sup>C forts of Grain Tower and Garrison Point.

Now running late, we sailed on up the Medway, where Nick peeled off and put ashore on Dead Man's Island. We later learned he had stopped for lunch! As the Island soil is still black from the bone-meal of dead Napoleonic French prisoners of war, I hope he washed his hands before eating!

We were running too late to venture further up the Medway, so I opted that we play in Standgate Creek, broad reaching in the flat water, and go to the top of the creek at Lower Halstow. As I was letting the guard-boat know, 5 boats went haring up the creek, leaving me and Chris ½ mile behind. The West End farce theme from Canvey continued as the 5 boats turned left into a very shallow lagoon and disappeared completely.

I never venture into this lagoon and the guard-boat also wisely decided to stay clear.

Chris and I had great reaching up to Lower Halstow and played around the creek waiting for the others to come out. It was a lengthy wait as it transpired they had beached the boats for a rest!

How they got out with sufficient water remains a mystery, but they did and, misunderstanding the guard-boat's directions to re-join Chris and myself, the 5 screamed down the creek, turned up the Medway, and 3 of them disappeared into the distance,

However, we were all duly re-united and, as the wind eased a little, we left the Medway and re-crossed the Thames back to TBYC. We had not got as far as I had hoped, but over a final beer in the Club it seemed that everyone had enjoyed their taste of crapping around the Thames Estuary.

The numbers were a little depleted as not many Sprints brought families and were able to stay for the Fun Events. Maybe that was due to the 'Southend' image. Who knows, but hopefully the word has gone back to all clubs that Thorpe Bay is removed from Southend by several miles and has its own character, beach and environment.

If the Sprints visit again, as we hope you all will, I look forward to longer cruises with many more boats 'crapping' around.

**PS:** Two days after the last fun sail I received a plaintive call from your Chairman to say he had left his wetsuit on the TBYC fence.

I felt quite confident no-one would have approached it, after 5 days sailing and 2 stewing in the sun so, armed with a pair of tongs and a clothes peg, I drove down in the dark. Sure enough it was still on the fence, looking in the dark like the empty husk of its owner. There was a wide semi-circle of cleared boats to one side of the fence and of dead grass to the other.

Hopefully, by the time you read this, Nick, I will have sailed to Whitstable and returned it. I'll tow it behind the boat!



## “When to tack”?

One of the things about coaching is you spend good periods of time analysing techniques and developing skills. That often means identifying just one aspect, working it to death! and in doing so sharing the results..

So if I pick just one word “Tack” and take just one aspect of tacking and work it to death we will see what comes out?

### “When to tack”

Some of the responses from sailors:-

When my arms ache or hiking hurts!  
When you decide you have nothing to lose

When you are caught unaware and forced to tack

When you get to the lay line

When you are too afraid to Gybe!

All useful thoughts but may be not the most constructive so can we add a few more technical and tactical reasons that will keep you out of trouble and could ultimately gain you some places?

### “Before the start”

Tacking before the start is a way of getting into the right position for the final approach before the flag comes down. Now is not the time to fluff a tack or find yourself with no steerage and unable to control which way your bow will move.

In very light winds before the start with boats all around, tacking is not always the best option, gybing maintains boat speed and keeps air flowing over the sail so may be in very light winds consider gybing rather than tacking before your final approach, just to keep way on and air flowing over the sail.

One approach to the start line is to sail just below the start line on Port while the rest of the fleet lining up on starboard. Once you see the right gap head up and tack efficiently into it, or tack below the fleet and hold everyone up above you. The good news is you can see the line and do not have to fight your way through the pack. Horses for courses but do not write it off, may be try it in your next training session.

### “Off the start line”.

We have covered this many times before but back to basics, if you are not in the front row with clear wind you “will” get spat out the back, it is just a question of time. Easy to say but unless you know something special look to tack off and get out on port to clear your wind and get the boat going, then if left is the way to go tack back. An important point here, the longer you leave it the less likely you will get clear wind as there will be other boats trying to do the same thing, so if you get the chance “GO EARLY” rather than late.

## Windsport Sprint 15 Cat Action

- Need a new Sprint 15??
  - Talk with Windsport
- Need some cat advice??
  - Talk with Windsport
- Need replacement parts??
  - Talk with Windsport
- Need coaching support??
  - Talk with Windsport
- Need a boat repair??
  - Talk with Windsport

## Just want to chat about cats!!

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Up the first work (Leg of the course) look to tack from stb onto port before the lay line approx 2/3rds up the first leg, that way you will be able to make a good call on the stb lay-line into the first mark and hold almost all the cards. Boats that went out to the right have a hard call and boats that went left will be stacking up and over standing. Key point, the nearer you get to the outer lay-lines the more likely it is that you will either be forced to over-stand or sail into the mark with a boat to windward and in front of you.

### “Leeward mark rounding”

If you are using gates (now the most popular leeward mark set up) you can choose which mark will give you the most advantage. That does not always mean the one most up wind, or sending you off on the most favoured side of the course. It could be that every man and his dog is going around that mark and clear wind plus a short hitch before tacking back onto the favoured side is a bigger gain.

If there is only one leeward mark and you are forced to line up behind each other as you harden up be ready to turn speed into height gain a meter or two to windward and with effective speed tack off away from the follow my leader group. Of course there are other things to consider but when you are right behind the boat in front and effected by their dirty wind it is only a matter of time before you fall to leeward and further astern.

### “Final upwind finishing leg”.

It is not always the case that we now finish up wind but if we are:-

The final leg is either a defending or attacking leg. Defending is making sure you cover the opposition, knowing the shortest leg to the nearest end of the finishing line and making sure you have that base covered.

If you are attacking it is about being the first to tack and sailing hard and fast to the finish hoping for a lift or a backer, either of which will work in your favour. The lead boat will almost always either tack on the lay line to the finish or slightly above it. It is very unlikely you will take them if you go beyond their sailing line but if you are the first to tack you could take advantage of any wind direction change of additional pressure, what have you got to lose!!

So that is it. “When to tack?” It does not cover all the bases but it gives us something to think about and maybe consider next time we find ourselves in compromising positions!

Have some great sailing!

# A Fleeting Chance

by Andrew Hannah

**I**t is generally known that Thorpe Bay has, at the moment, the fastest growing fleet in the country. I would like to share a few ideas that may help other fleets. There is no set formula, but we can all learn from each other. Indeed, Bob Carter and I have exchanged endless e-mails on the way to go.

As will be seen, I have also learned from, and blatantly copied, other fleet leaders. So I hope you will do the same with me.

Building a fleet of Sprints is a rewarding task, but it is also a challenge. If there is only one Sprint at your club, the challenge is even bigger. But the good news is that our big fleets all began with a fleet of one! So assuming you have a Sprint of your own, what next?

One possibility is to rig your jib, and sail with a companion. When the time is right, you could pop the question! You may then have doubled your fleet.

Some will say you need charisma to build a fleet. This isn't true. However, it *is* important you are known. One way is to get involved with your club, especially by joining your sailing committee. There are various avenues, and all committees welcome help. You could offer to be the captain of the small cats, or even be the minute taker at the meetings. If you can, look out for new members, and members looking to change their boats.

A vital resource of all clubs is the boat park. Often it is poorly managed and sometimes, not at all. If a job like this comes along, then seize it. This is my role at Thorpe Bay, where I chat with members, often before they choose a boat to buy. Nick Dewhirst and Keith Bartlett have/had similar roles at Whitstable and Angmering.

Opportunities to promote the Sprints come all the time. The important thing is not to waste them. It is as well to have a few well rehearsed slogans in hand. My favourites are:

"You will not be overawed with a Sprint."

"They are fast, yet stable", "A versatile boat that can be sailed two-up or single handed", "Take a look at the Sprint 15 Association website, where there's a selection of boats for sale". Whilst these slogans are familiar to all of us, they hit the spot with someone new.

It is best to avoid criticising rival classes. It's much better to talk about the Sprints where you are on home territory. When talking to a parent, emphasize stability and safety, e.g. the loops under the trampoline, buoyancy in hulls etc.

If you can, mix with sailors from other classes, even though they might not naturally mix with us. It's a way of promoting the Sprints. Incisive questions often do the trick. For example, ask a Laser sailor, "Why do Lasers change hands so often?" or "Why don't they sail more often?" Their explanations are the very reasons why they should buy a Sprint!

Keep a mental note of persons who could be interested, and keep in touch with them. Sometimes you will hear someone say, "Let me know if one becomes available". If a boat does become available at your club or at a nearby club, then lobby your contact. Members generally prefer to buy a local boat than to travel many miles, only to be disappointed.

Do you have a club magazine? There should be a Sprint report in every issue. It is good to slip in other bits of useful information, such as the date of the Dinghy Show. The members will then look for the Sprint report, which is what you want.



Carl Blenkinsop at Gurnard initiated a Cadets' Sprint Day. This is an excellent way in which to promote Sprints with younger people and their parents. At Thorpe Bay we are going to copy Gurnard's example. It helps to steer younger members into catamarans instead of 29ers, whose numbers at the club can be quite small.

You can offer to manage the club notice board. This is so easy. We all know club notice boards are untidy, with many out-of-date notices. Now here's a trick! Arrange the notices so that all Sprint notices are at eye level. Remember, nothing is ever sold from the bottom shelf!

How often do you change your fleet captain? At Thorpe Bay, we change ours every year or two. A good captain doesn't necessarily have to be the top sailor. It helps if he/she is bright and breezy, but someone who is dour and serious can also be effective. A periodic change helps to keep the class vibrant, and is much less likely to go into decline.

A special emphasis needs to be put on training. Buyers like to know that help will be given. Those that are new to sailing often become our most loyal owners. Ultimately, they provide the nucleus that will attract many more to join us. So it is imperative they are given the confidence needed for a race. At Thorpe Bay, the Sprints run courses on the starting procedure, how to tack in rougher seas etc. We sometimes race two-up, if it is windy.

Have you noticed how talkative your newest members are, about their boats? They should be encouraged, and encouraged to bring their friends along as well. Their friends are more likely to buy a Sprint than anything else. Moreover, the two-up option makes it very easy to introduce new people to the sport.

A social event is a good idea. But avoid the cinema or anything where you're obliged to sit in silence. A meal is much better. At Thorpe Bay, Gerald Sverdloff organises a Sprint table at the Lifeboat dinner.

So, do you think you could build a fleet at your club? I think most of us could. If you support your domestic racing programme, you're doing well. The next thing to do is to put yourself forward for your sailing committee. If you can do some of the things I have written about, you will succeed. Above all, keep talking to your friends, and introduce as many of them as you can.

Do you have any tips on fleet building and encouraging Sprint sailing at your club like Andrew and his club mates at Thorpe Bay? If you have, this is a good place to pass them on : Ed.



# News & Announcements

## Volvo Ocean Race 2008/09

### Team Puma Update

(Tom Gall's latest dodgy project)

**At the start** of this year I began a new project working for Puma, as shore team sail maker in the bid to win the 2008/09 Volvo Ocean Race which starts from Alicante, Spain and travels 36000 nm around the world, stopping at 11 ports and finishing in St Petersburg, Russia in July 2009.

Puma are the worlds leading lifestyle brand and, now in their 60<sup>th</sup> year, are moving into the world of sailing in a big way! **I'L Mostro** is our vessel for the race, a brand new Volvo 70 built in Rhode Island USA. She probably has the coolest paint job ever (**black shoe**) which makes her very striking and a real head turner.

I'L Mostro was christened in April of this year and since then a packed programme of testing has followed. We are lucky enough to have a "B" boat, **Avanti**, which is the former ABN Amro 2, which has had a refit and new paint job. She is now the **red shoe** which is basically used as the benchmark when testing I'L Mostro.

Our first outing with the two boats was the morning after the I'L Mostro christening. In the bitter cold New England winter we set off on a 2000-mile training session in which we encountered 45 knot plus winds and mountainous north Atlantic seas.

It's not the easiest way to earn a living! Once the novelty wears off (after about day two) that you are sailing a full-on 70 foot, canting keeled shoe, the reality hits home. Its relentlessly freezing cold, sleep depriving, painfully tiring and wet-very wet! But when you see the speedo hit the 30's and the bow is flying clear of the surface in the mountainous swell, it's all unbelievably worthwhile.

Six months of training have passed and we have now put our "B" boat to bed and moved from Newport R.I to Alicante so we can concentrate on I'L Mostro. As team sail maker I will be working ashore from now on, flying to the race stop overs to repair the boat after each leg.

**Dates for the diary. October 4<sup>th</sup> Prologue** Race around the cans in the coastal waters off Alicante.

**October 11<sup>th</sup>** start of the 2008/09 Volvo Ocean Race.



45 kts. of breeze-just like Instow 2006 & 2008!!  
Home from home for a Sprint Fifteener



## W.H.

### Insurance Consultants

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Earlier this year, Idris Dibble (on the helm below right) from Cardiff Bay gave up his boat due to a lack of competitive sailing on home waters. Below is an extract from his letter to the Class which summed up Sprint 15 sailing for him. You're welcome back anytime, Idris Ed.

Just a note to let you know that Nick Jones of Thorpe Bay Yacht Club has bought my boat. The sale was on recommendation from Andrew Hannah and it will be at Thorpe Bay from 20/04/08. Many, many thanks for all the good times that I had at the Nationals each year. Fantastic boat with what has got to be the best class association in the land! But above all I will miss the Sprint 15 Clan. What a great bunch of people you are! Sailing a Flying Fifteener, I fear, will always be second best, and if it was not for a strong local fleet I know what boat I would be sailing. Sail Fast Have Fun!

*Regards,*

*Idris.*

## Events Secretary -

I have been the Events Secretary of the Dart 15/Sprint 15 Association for 16 years but I have not been able to sail since I had a serious illness in April 2007. As time goes by it, unfortunately, looks increasingly like my sailing days are over. I feel very strongly that the role of Events Secretary needs to be undertaken by an active sailor who can respond to the needs of the sailor, not someone who is on the sidelines. It does not have the right "feel" organising events I have no ability to take part in, and my style has always been to take part and encourage people to join us. So at the AGM in August I stood down as Events Secretary and Erling Holmberg, who is an active traveller, took over. I remain on the committee and will continue to look after the technical side and help the other committee members in any way I can.

Meanwhile, I wish Erling the best of luck in his new role and I am certain that he will do a good job. I know that you will give him your support.

*Regards*

*Bob Carter*

I am sure that I may speak for all members in saying a huge **'Thank You'** to Bob for all he has done in the last 16 years as Events Secretary. His contribution to the Class is immeasurable.

Bob has also been the driving force behind the rebirth of the Class from 'Dart 15' to 'Sprint 15' in his role as Technical Officer over the last four years, working tirelessly as ever with 'Windsport' and Collins Fibreglass, the boatbuilders in South Africa. We are very pleased he will continue in this role as well as serving on the committee. The depth and breadth of his knowledge is vital to the continued success of this vibrant Association

Cheers, Bob, from all 15ers.  
Ed.





## Sprint 15 Events Programme for 2008/9

Events Secretary: Erling Holmberg 01983 865012

### Winter 2008/9 Events

Date	Venue	Contact	Phone
Sat 1 Nov	Stewartby Water Sports Club, near Bedford (A421)	Karl Pountney	01582 478074
Sat 6 Dec	Carsington Water Sailing Club, near Ashbourne	Ray Gall	01332 671016
Sat 10 Jan	Draycote Water Sailing Club, near Rugby	Peter Slater	01926 512129
Sat 14 Feb	Queen Mary Sailing Club, near Staines	Gordon Goldstone	01784 248634
Sun 22 Mar	Grafham Water Sailing Club, near St Neots	Bob Carter	01438 354367

**Winter Traveller Series** is for all sailing formats. Five one-day events with three to count (or 2/3 or 2/2). First race at 11am unless otherwise stated

### Summer 2009 Events

Watch [www.sprint15.com/events](http://www.sprint15.com/events) for details of events not yet finalized.

Date	Event	Venue	Contact	Phone
25-26 April	Traveller	Seasalter, N Kent	Steve Willis	07980 416422
		Training - TBD		
30 May - 1 June	Nationals	Sport National Championship, NDYC, Instow, North Devon - Sat, Sun, Mon	Erling Holmberg	01983 865012
20-21 June	Traveller	Southern Championships, Open Dinghy Sailing Club	Keith Bartlett	01243 778087
July		TBD		
23-25 Aug	Nationals	National Championships. Pentewan Sands S.C. - Note: Sun, Mon, Tue. (2,3,2 races/day respectively)	Erling Holmberg	01983 865012
26-28 Aug	Fun Events	Cruising & Fun sailing. Pentewan Sands S.C. (Wed, Thurs, Fri)	Erling Holmberg	01983 865012
26-27 Sept	Traveller	Northern Championships, Carsington Cat Open	Ray Gall	01332 671016
24-25 Oct	Traveller	Grafham Cat Open / Inland Championships, Cambridgeshire	Bob Carter	01438 354367

**Traveller Series** is for all sailing formats (Standard PY916 and Sport PY883 ). Five events with three to count. First race Saturday at 12 Noon unless otherwise stated.

