



NEW 15 SPRINT

The Official Magazine of the U.K. Sprint 15 Association
www.sprint15.com autumn 2009



**KYLE WINS
WITH STYLE
IN CORNWALL**



**A NEW NATIONALS CHAMPION AFTER 11 YEARS
THE FULL REPORT FROM PENTEWAN**



**SPORT NATIONALS &
SUMMER TT ACTION**



**TOP TIPS - TEACH IN REPORTS
& REGULAR FEATURES**



Editorial

Cover Design & Magazine Logo by George Love : Carsington SC
 Cartoons by Phil Breeze of Calshot Cover Photos by Pauline Love of Carsington SC

In August, I took part in the Nationals at one of the Class's spiritual homes, Pentewan Sands SC in Cornwall. "So what?", I hear you say, "So did lots of others!" And you'd be right. But that is the principle reason why, yet again, the Class posted the highest national attendance of any catamaran class in the U.K. - bar none! For me, though, it was, Sport Nationals excepted, my **first** time. And what a time I (and Mrs. Editor) had. It was nothing short of superb. A real showcase event for our sport, our Class and our Association. It was truly memorable. Great racing, great event management and a social side which had huge appeal across a wide age range. Sprint 15 sailing at its best. I did, however, come away with something of a new respect for regular una-riggers. All that hiking upwind for mile upon seemingly endless mile in F-4-5 and heavy chop came a bit keen for the preferred Sportster in me. Talking of which, the Sport Nationals at that other spiritual home which is Instow were, once again, a resounding success for all the same reasons as Pentewan. The Instow attendance gave us third spot in catamaran National's attendances. Only the Dart 18's split our postings by taking second spot. And in each case, our attendance number was only down by one from last year. (By the way, if you are that one, could you please try and come along next year to both events - and bring a clubmate!)

So we're in good shape. Membership is healthy and has grown slightly over the last twelve months. It has been particularly exciting to note the number of youngsters taking part in the various competitions around the country in the summer TT series and Nationals. And doing very well, too! This is what we need to secure the future. There is a lot of time and effort being put in at many of our clubs around the country by some very dedicated people to attract new sailors to the Class. To them, we should all be grateful.

If you're reading this mag. for the first time may I bid you, "WELCOME ABOARD!", on behalf of all the members and we hope you'll stay with us for many years to come.

As ever, my unending thanks goes to all who have taken the time to contribute to this issue. As you will read on pages 34 & 35, some things don't change too much. My hunger for scurrilous tittle-tattle is as strong as all my predecessors - so don't be backwards in coming forwards with it! You know it makes sense!

In the meantime, whether you sail for competition or purely pleasure and company - enjoy! I hope we'll meet up on the water soon.

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



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NewSprint

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Your Chairman writes...

Sixty!

I thought it might revive my chances of coming home from the Nationals with something, but I reckoned without the rest of the fleet. There were 24 competitors (23 men and 1 woman) over 50 – that's 40% of all entrants. Of that 24, 15 were also eligible for the Over Sixty Cup. That's a whole 25% of all entrants!

That raises a very interesting point. Do we have something special for the older man or woman? Is this a unique selling proposition for the Sprint 15?

This thought was prompted by observing that over the years, I have steadily done worse and worse as I grew older. Long gone are the days when I got my best result – fourth! That was quarter of a century ago and the competition was less. To be precise it was at our nadir when there were just four entries.

If I were an optimist I could convince myself that I have got better as I have never since been last. However I am a realist. I am not as good as I once was, so why do I continue and why do others even older continue?

Is this something special about our fleet or is it a more general issue about catamaran racing generally? As I also race other bigger cats, I can put this into perspective.

There are older men racing big cats, but mainly only at club level. At my club, Whitstable, we have some 50-60 cats, including Britain's largest fleet of Tornados. One of them is raced by a seventy year old retired builder. This year

his lady crew retired so he swapped her for a younger bloke to do the energetic stuff up front, which includes playing the mainsheet upwind. Now he is out again in a decent blow, but he no longer trapezes.

When seeing people a decade older than me at the same activity I have learned not to think silly old git but congratulations, you are still at it while others have given up.

At sixty, I am still willing but not able to get out on the wire as quickly as I should. Nor will I trust myself to race round the Isle of Wight any more. However, I didn't find anyone with whom I could discuss bus passes or pensions this year at the Three Piers, Forts Race or for my cameo appearance at the F18 Worlds. It, therefore, seems that this really is something special about the Sprint 15 within the catamaran world.

One part of the reason is the boat itself and that is because Ian Fraser and Kim Stevens got something right by accident. They designed a no hassle under-powered catamaran for those growing out of their first childhood, but did not anticipate it would prove popular for the very same reasons with those growing into their second childhood. Indeed, Ian will be the first to admit that and personally put us to shame on the water in the previous Pentewen Nationals.

The other part of the reason is the people who race it, despite the handicap of age. We are handicapped in the sense that we

can't hike out like George, Kevin or our new champ, Kyle, unless we dedicated our lives to physical fitness like Steve, but something else often seems to take priority, even if it is not always my wife's to-do list.

At the class dinner I proposed two toasts - to competition and trolley-dollies – but I should have proposed a third – to ageism. Now that I join you, I can feel how hard it is to keep going, when others give up.

Add to this the mis-placed shame one can so easily feel at no longer living up to a reputation that one previously earned, so my especial respects to my predecessor Jim, who came out of retirement to give it his best shot and to multiple-champ, John, who thoroughly enjoyed himself after lowering his expectations.

Now isn't that what is so special about our class. We reward some deservedly for their results but appreciate others for their efforts. This is the spirit that breeds great sportsmen and sportswomen.

My rant would not be complete without adding that it is a very great pleasure to see that ethos also in our youth. There were no less than four 'Dads versus Lads' grudge matches at Pentewen. One half of the British Tornado team at Quingdao started out on a Dart 15 and this year's British Tornado Champion first practised his victory speech at our Nationals this year.



A bit more for the 'statos' amongst you -
13 out of the first 30 at the Nationals were over 50 years old—that's 43%
3 out of the top ten (that's 30%) were over sixty
A 60 year old was third -
(Keith Newnham)
So, Nick, all is not lost!
In the 'Dads' v 'Lads' grudge matches - all the 'Dads' won!
Well done 'Dads',-next year 'Lads' Ed.

P.S.

By popular request here is a translation of my last contribution in the Spring 2009 edition of 'Newsprint'
Epsilon = Sprint 15, Dart 18, Hobie 16, Hurricane 5.9
Alpha = Olympic Class
Pet Show = ISAF Regatta
Boars = Mens' Keelboat
Sows = Womens' Match Racing
Government = IOC

Nick Dewhirst

Marconi TT

by David Ball

On the 18th and 19th July, sixteen Sprint 15s contested the third round of the 2009 Traveller Trophy series at Marconi SC on the River Blackwater. Those who arrived early on Saturday morning were greeted by a stiff force 6 westerly blowing against the last of the flood tide. The resulting chop did not look inviting.

Racing got underway at 12 noon, by which time the tide turned and the wind had moderated to a gusty force 4. Race 1 was set over an elongated triangular course producing an upwind-downwind contest. The first lap was closely fought with Jenny Ball (Marconi) eventually pulling out a modest lead from Gordon Goldstone (Queen Mary) with a chasing pack not far behind. As the race continued Jenny extended her lead, with Gordon also pulling clear of the rest. Unfortunately, equipment failure robbed Gordon of an almost certain 2nd place finish. Local sailor Kevin Dowley (Marconi) took up the chase. Capitalizing on the shifty wind, Kevin closed in on the lead during the final upwind leg, but Jenny had done enough to take the gun, followed by Kevin, James Tovey (Marconi) and Erling Holmberg (Shanklin).

The wind and tide conditions remained unchanged for race 2, but the race officer opted for a shorter beat and the addition of a close reach at the leeward end of the course. Again the 1st lap generated close racing with Erling Holmberg (Shanklin) leading around the windward mark with Howard Hawkes (Thorpe Bay) and David Ball (Marconi) in close pursuit. These 3 boats rounded the leeward mark just feet apart with a chasing pack close behind. David edged ahead by the bottom mark, then caught the best of the wind shifts to reach the windward mark with a clear lead that he held to the finish. Competition for the remaining places was tight with tide and unpredictable breeze resulting in frequent position changes. Once again Gordon Goldstone pulled clear into 2nd and this time got the deserved result, with Jenny Ball just holding Peter Tovey (Marconi) on the finish line to take 3rd and 4th respectively.

After a hard day's hiking it was back to shore for warm showers in Marconi SC's smart new changing rooms, followed by tea & cake, "liquid nourishment" and an evening meal prepared by Tina and her galley staff.

Sunday dawned with the gusty west wind still in evidence. The earlier start time and later tide saw race 3 get underway in challenging wind over tide conditions. A long-distance figure-of-eight course was set around Northey and Osea Islands. The combination of wind, tide and waves was hard to read and positions changed regularly during the long upwind leg. Approaching the western tip of Northey Island, Peter Tovey emerged in first place, hotly pursued by son James Tovey in 2nd. Further back, David Ball, Kevin Dowley and Jenny Ball rounded just boat lengths apart and set off downwind in pursuit. Peter and James extended their lead to finish 1st and 2nd with the remainder of the fleet some way behind. Jenny and David fought a close battle around the back of Osea Island, with Jenny briefly taking 3rd position 100 metres from the finish only for David to sneak back in front on the line. Kevin Dowley, somewhat bemused by the erratic course of the duelling siblings in front came home in 4th.

The break for lunch thankfully coincided with a nasty squall with force 7 gusts and heavy rain. After the squall had passed brighter skies appeared and a more gentle force 2-3 set in. At last it looked like there would be some respite for tired limbs and torsos.

Race 4 resurrected the trapezoid course from race 2. As the start approached the wind gradually increased until it was back to the gusty conditions of race 3 – so much for a gentle finale. Once again, Erling Holmberg lead into the first mark with a chasing group including Howard Hawkes, Peter Tovey,

David Ball, Jenny Ball and James Tovey not far behind. Heading back upwind to complete the first lap Erling retained his lead from Peter Tovey with David Ball in 3rd. Crossing the start-finish line to start lap 2 the wind freshened further to force 6 with James Tovey and David Ball capitalising on the change in conditions to challenge for the lead. David eventually rounded the windward mark in 1st place, with James less than a minute behind. At this point the wind freshened further still to register force 7 on the club weather station. Peter Tovey rounded the windward mark in 3rd place at just the wrong time and was unable to avoid a spectacular pitch-pole as he attempted to turn downwind. He righted his boat without assistance to set off in pursuit of Kevin Dowley who had snuck past in the meantime. Nevertheless, with other capsizes and pitch-poles occurring, the majority of competitors decided discretion was the better part of valour and retired to the shore.

Approaching the leeward mark David Ball opted to gybe rather than 360 and narrowly survived a pitch-pole with the boat somehow recovering from the point of no return to land right way up. James Tovey following behind was not so lucky and suffered a full pitch-pole and capsize that separated him from his boat. In a demonstration of sportsmanship and seamanship Kevin Dowley coming up behind turned his boat around in the difficult conditions and sailed back upwind to assist James until a support boat arrived. As he manoeuvred to rejoin the race Kevin had the misfortune to suffer his own capsize, and recovered in 3rd place with Peter Tovey back through into 2nd. With only 3 of the 14 starters still competing and a busy support boat fleet, the race officer shortened at 2 laps. David Ball took the gun, which was enough to secure first place overall. Peter crossed the line 2nd with Kevin close behind in 3rd.

The Sprint 15 TT series is kindly sponsored by Windsport Catparts. Peter Tovey, Erling Holmberg and Fenella Miller were the fortunate names drawn from a hat to receive £15, £10 and £5 of Windsport vouchers respectively. All competitors from this and other Sprint 15 TT events until March 2010 also receive free entry to a draw to win a new mainsail and jib.

Overall Results: 1st David Ball (Marconi) 5 pts; 2nd Peter Tovey (Marconi) 7 pts; 3rd Jenny Ball (Marconi) 8 pts; 4th Kevin Dowley (Marconi) 10 pts; 5th James Tovey (Marconi) 12 pts; 6th Erling Holmberg (Shanklin) 15 pts; 7th Peter Richardson (Marconi) 22 pts; 8th Howard Hawkes (Thorpe Bay) 25 pts; 9th Gordon Goldstone (Queen Mary) 27 pts; 10th Keith Chidwick (Queen Mary) 28 pts; 11th George Stephen (Queen Mary) 31 pts; 12th Jonathan Lodge 34 pts; 13th James Hurst (Grafham Water) 38 pts; 14th Fenella Miller (Marconi) 41 pts; 15th Richard Jones (Marconi) 45 pts; 16th Paul Fowler (Marconi) 51 pts



David Ball
Winner on
home waters
at
Marconi

Seasalter TT

by Steve Willis

The weather forecast changed all week but we finally had overcast/broken sun for both days with winds F3-4 gusting 27mph on Saturday giving some good sailing. Unfortunately, the first race was far too short but run in some good sailing weather. There were many laughs at my expense when, having just powered up around 10 metres from the start, a shroud parted company and, inevitably, down came the mast narrowly missing Gordon Goldstone. A few capsizes by the home boys added to the on-shore banter later over a few beers.

Sunday was weird with Easterly F3 for the first race and the first lap of the second. Then the wind did a 330 degree shift in 5 minutes and led to some interesting re-arrangements in the fleet order. A (too) long second race (Martin recorded 20 miles on his GPS) but with some good but shifty winds ended the proceedings. 19 boats took part - 10 from Seasalter, 3 apiece from Halifax and Queen Mary plus one from each of Hollowell, Shanklin and Whitstable.

Welcomes to their first TT go to Ian Collyer (1945 Hollowell), Andy Carter(640, SSC) and Tim Seymour (1923, SSC).



Perfect Sprint 15 weather for racing at Seasalter



Above : Event winner Kevin Dutch in posing mode

Below : a superb third spot for Ben Tunnacliffe



Una Fleet

Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Charles Watson	1237	Halifax Sailing Club	Una Rig	2	1
Ben Tunnacliffe	1343	Halifax Sailing Club	Una Rig	3	2
George Stephen	1594	Queen Mary Sailing Club	Una Rig	4	3
Erling Holmberg	2007	Shanklin Sailing Club	Una Rig	5	4
Steven Tunnacliffe	1959	Halifax Sailing Club	Una Rig	6	5
Gordon Goldstone	2004	Queen Mary Sailing Club	Una Rig	7	6
Nick Dewhirst	2006	Whitstable Yacht Club	Una Rig	8	7
Chris Stafford	1335	Seasalter Sailing Club	Una Rig	9	8
Ben Saunders	252	Seasalter Sailing Club	Una Rig	10	9
Keith Chidwick	1840	Queen Mary Sailing Club	Una Rig	11	10
John Holmes	1978	Seasalter Sailing Club	Una Rig	12	11
Eric Sales	1868	Seasalter Sailing Club	Una Rig	13	12
Tim Seymour	1923	Seasalter Sailing Club	Una Rig	14	13
Andrew Carter	640	Seasalter Sailing Club	Una Rig	15	14
Joan Willis	842	Seasalter Sailing Club	Una Rig	16	15
Steve Willis	756	Seasalter Sailing Club	Una Rig	18	16
Ian Collyer	1945	Hollowell Sailing Club	Una Rig	19	17

Sport Fleet

Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Kevin Dutch	1938	Seasalter Sailing Club	Sport	1	1
Martin Searle	1331	Seasalter Sailing Club	Sport	17	2

News & Announcements



Phil Breeze -
a prodigious and
unique talent

By a unanimous vote The Association Committee has bestowed honorary membership on our long time cartoonist, Phil Breeze.
As Bob Carter put it:

"Phil must have produced nearly 100 cartoons over the years and they are one of the features that sets our magazine apart from other classes. They are outstanding and members of the fleet just love being 'got' in them".

Congratulations Phil. from all the committee and readers past and present



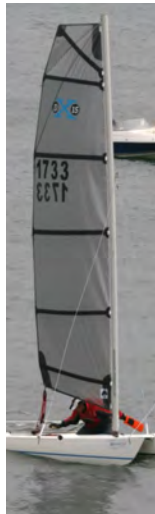
Phil's latest take on the Sprint 15 world suggests the 'credit crunch' is having its effect on the sartorial demeanour of one or two well-known protagonists - or perhaps they just need to apply for an uplift in weekly allowance!

The Batten Report



Testing of the samples of fibrefoam battens remains ongoing under the management of our technical guru, Bob Carter. There has been mixed feedback from those sailors who have had them under test over the past months and some interesting results in a variety of wind conditions. If nothing else, the exercise will serve to prove the effect of the right batten with the right tension. Bob reckons a conclusion will shortly be published to allow discussion on a way forward

DX Update



The latest cut of the DX sails, as showcased at Pentewan, have successfully undergone final testing and have been released for final production. With permission from club officials, Ray Gall is racing the boat at Carsington and logging results and lap times. With these race returns, Ray is working with the RYA to establish a PY.

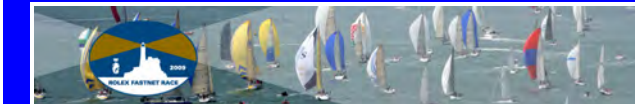
The sails are now on sale and have generated considerable interest from home and abroad.

They can be purchased through Steve Sawford's company. If you want to know more on prices, etc., log on to:

www.speedysports.co.uk

Note: The DX format of Sprint 15 is not class legal

Tom Gall's Latest Dodgy Projects



In August, our own Tom Gall was chief tactician on a Farr 52, "Chernikeef2", in the famous Fastnet Race. At 24, Tom was the oldest on board. He and his young crew posted a fantastic 8th in class and 12th overall!

A few weeks later, Tom was part of a team, sailing "Concise" (pictured right) in the Open 40 Worlds. This is the boat he raced to Brazil in the Transat Jacques Vabre a couple of years ago. It was all down to the last race, where their 'pedal to the metal' approach saw them take the bullet - fantastic!!!

As we go to press, Tom is heading down-under for his next project: The Sydney-Hobart in December.



Undercover Report



by our Undercover Investigator

It was late August in the city. Another investigation into sordid lives had been ongoing for what had seemed months. Endless all night stakeouts in the hot, steamy, petroleum fuelled downtown atmosphere was taking its toll. My quarry had slipped the net and I was tired - dog tired. I'd get him sooner or later, but right now, I needed a break. A tip off alerted me that the Sprint 15 fleet were heading to Cornwall for one of their annual bun fights. Could be, I thought, a happy hunting ground for an investigation with a bit of R + R thrown in. Sounded good - real good. In a rented camper, complete with chintz net curtains, I headed off to the land of mystery and myth, home to Avalon, Merlin, mystique and history dating back to the ancient stone age.

So, what did I uncover. To be succinct, nothing short of shocking! Over three days posing as one of the hundreds of ordinary tourists in the area, I gathered incontrovertible proof that the U.K.'s No. 1 Catamaran Fleet are a hard drinking, backward, upside-down, inside-out, superstitious lot which the good British public and other sane mortals would do well to avoid. Some of their actions defy belief as the hidden camera evidence shows. After three days, I was glad to be heading back to frantic life in the city!

Body of Evidence No.1 confirms the inside-out mentality of one sailor to whom I shall refer as Gryff Laverdos, (not his real name). When assembling his boat on arrival, he was heard complaining that his trampoline had shrunk-but only in its width! I tracked him down to the sailing club bar. Apart from seemingly having had one libation too many, he appeared completely normal but, what was even more strange, he was wearing his boxers over his wetsuit. I assumed this was a 'Superman' impression, a style which also seemed to be favoured by many of his fellow competitors.



Body of Evidence No. 2, the boat of Fred Nitweach, (not his real name), provides further proof of an inside-out mentality. This boat led me to believe that I would easily track down its owner by looking for the sailor whose right leg was around twelve inches longer than his left. When I did finally spot him, he appeared quite normal, albeit three sheets to the wind.



Body of Evidence No.3 confirms the superstitious nature of these characters. One 'Merlin' look-a-like, Ramon Bowenne, (not his real name), was captured clutching his groin to the accompaniment of a band of minstrels at the Event Dinner. It was unclear if this was a throw-back to the ancient stone age custom of touching one's groin to ward off evil spirits and appease the gods or some personal homage to the late Wacko Jacko! It could, of course, have been just an irritating itch!

Body of Evidence No. 5 was shot while stowed away on the committee boat and confirms a certain backwardness of its owner, Theo Geltwoff, (not his real name). He was again tracked down to the bar where he was found presiding over a table of empty beer glasses and engrossed in a popular top shelf publication entitled 'Specsavers Weekly'.

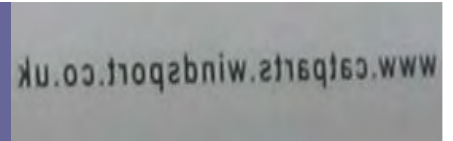


Body of Evidence No. 4 concerns the vessel belonging to Nathen Whikem, (not his real name). I anticipated I would spot this chap a mile off with his left foot facing forwards, his right facing backwards and walking in tight circles. When I did finally spot him, in the bar, he appeared completely normal save for the fact that his shoes were on the wrong feet and he was wearing his sunglasses were upside down.



The racing on the water was of little personal interest. Far more intriguing was the hand to head competition in the clubhouse. The main clash was the 5000 litres long distance event between Team Beaver (pictured) and the bar staff from PSSC. This feverishly fought match went on for several days before the winners were eventually declared - the PSSC bar staff by a short measure.

Even the Event's main sponsor seemed to be having a bit of trouble knowing whether he was coming or going!



For some, this was all too much! Despite the attentions of a lively and delightful dinner companion, the severely harassed Events' Secretary, Erling Holmberg, (his real name), just couldn't stay awake!

If you have any further information to add to this dossier.....please, PLEASE put it through the shredder!!
Some say that one of his favourite pastimes is concocting vaguely plausible anagrams of Sprint 15ers real names and that he does not subscribe to the belief that "the camera never lies".....
.....all we know is - he's called our **Undercover InveSTIGator!!**

Saturday's weather forecast promised good winds and not much sun for this year's Southern Area Championships at Angmering-on-Sea on 20th and 21st June - it was right, though a number of sailors underestimated how cold you can get whilst on the water.

Three races were planned for Saturday, with the first start due for 12 noon. Race Officers Pete Roberts and Martin Solomon set a square course, with a gate. In F3/F4 winds, most of the fleet were ready for the off but Erling Holmberg was caught napping, taking a rest on his trampoline. When he did realise his mistake, he set about chasing the pack like mad, but with well over a minute to make up he needed to try hard. At the end of the 1st lap it was Stewart Pegum leading from Gordon Goldstone, but with Erling very close behind. Erling took the lead early into the 2nd lap, but Pegum found a way past, leaving Erling 2nd and Gordon Goldstone 3rd. Just before the finish of the race ODC's Mike Sewell saw his tiller extension fall overboard as the rivets on the universal joint failed. Luckily he made it back to shore OK, and was able to borrow a replacement to keep going for the afternoon.

The fleet returned to the beach for a quick lunch break, and was back out again in record time. Weather conditions hadn't changed much, but possibly the wind was closer to F4. Erling had the bit between his teeth for Race Two, and got a good start, but was chased pretty closely by ODC's Chris Rickard and that Goldstone man again. They were all flying hulls on the reaches, and enjoying some good surfing on the downwind leg, which was almost exactly dead down wind. Erling managed to keep in front with Chris Rickard 2nd and Gordon 3rd again.

Race Three followed the same pattern at the front, but in the chasing pack, ODC's Terry Nowell provided some good spectator footage of a 90 degree capsize near the windward mark, finished off by an elegant forward flip on to the tramp as the boat came up. 9/10 was the consensus score from the shoreline spectators.

Notable antics seen from the shore included Keith Chidwick making a memorable rugby tackle on to the rear of his fifteen, as it sailed away helmless from the beach before the 2nd race.

So, at the end of the first day's racing, there were no boats damaged, a few tired limbs, and some good appetites built up for the traditional ODC BBQ. A few

hardened helms then adjourned into a local hostellery to relieve the day once more.

Sunday dawned with the sun putting in a welcome appearance, and the late night revellers didn't appear too worse for wear. (Well done to Alan Welman for keeping them under control) With a further two races to go, Erling needed to keep in front of ODC's Chris Rickard. Unfortunately the sunshine had brought lighter winds from the North West. At times it dropped to a low F2, otherwise up to a max F3. To compensate there was a much calmer sea than on Saturday.

ODC had two new sailors on the water, but had also lost two overnight, so overall numbers were unchanged. Race 4 saw a good close start, with all boats on port. Erling powered off towards the windward mark, followed by Goldstone and Bartlett. The latter two intended to round to port, whilst Erling went first and went round to starboard. There followed a rapidly conducted debate about what course we were sailing, and the relative merits of the two opposing views. Eventually all decided that starboard rounding made the only sense, so several boats had to back track to pass the mark to starboard. Meanwhile Erling was steaming off at full speed. There was quite a lot of swapping of places in the lower orders, particularly down the run and on the two fetches. Phil Wicks got tangled up making a last minute change of course to go thru the gate, and managed a 360 degree capsizing-providing the rescue boats with their only customer for the day. Erling was first again with Gordon Goldstone 2nd followed by Stewart Pegum 3rd. ODC's Chris Rickard picked up from being last one stage, to come in 4th.

The final (and 5th) race saw the wind drop down to F2 and start to swing around. Several boats misjudged the drop in windspeed and were over a minute adrift crossing the line. Again a lot of changing of order behind first placed man Erling, with Chris Rickard storming thru the pack to take 2nd place. Keith Chidwick had the misfortune to have his mainsheet come adrift after the rocking it received on the run, and he could only watch as 4 boats quickly got past him, before he could put an emergency repair in place.

With four out of the five races to count, Erling Holmberg scored four straight wins to take the title of Sprint 15 Southern Area Champion. Chris Rickard finished in 2nd and Gordon Goldstone in 3rd.

As no one had opted to sail in Sport mode, all the results were out in double quick time, and all the travellers were packed up and ready to depart by 2.0pm

Windsport vouchers were won by:

Erling Holmberg	Gold
Gordon Goldstone	Silver
Keith Chidwick	Bronze



Erling Holmberg and Gordon Goldstone battle it out upwind Erling receives the winner's spoils and congratulations - and a "Windsport" voucher!

Halifax Pond Dwellers

by Steve Tunnacliffe

Another season of Sprint 15 Summer TT events has begun, kicking off with Seasalter in April where some really good results from the travelling fleet from Halifax SC were posted. The travellers for this first event were Charles Watson, Ben Tunnacliffe and myself, Steve Tunnacliffe.

Setting off at 6.45pm on Friday night Ben and I travelled the 271 miles to Seasalter in Kent on the Thames estuary arriving at just gone midnight to be welcomed by some of Seasalter's finest members and our own Charles Watson who had arrived about an hour earlier. After a spot of rapid tent pitching followed by a few welcome beers, we retired for the evening (early hours of the morning).

After a full English breaky in the club house, the Saturday morning brought a fine day with a good breeze of F3-4 gusting 27mph giving some good sailing which totalled approx. 17 miles for the 19 competitors. Charles posted a 3rd and 2nd place, Ben a 6th and a 5th with yours truly close behind in 7th and 6th places respectively - (I must stop following that lad of mine around!).

After a light lunch and a beer we were invited by Nick Dewhirst on an impromptu Bongo tour of Kent before the evening meal. By the way, a Bongo isn't just a dubious musical instrument, it's also a dubious form of transport made by Mazda which can be turned into a bus or a weekend camp bed. Nick's tour took in the strange place called Iron Wharf where old boats of every kind seem to go to die or are permanently restored by enthusiasts who will never finish the job or, if they did, would probably not take to the water in any case.

The second stop was called the Shipwrights Arms which is in the middle of nowhere and is famous, we were told, for smuggling and a fight between smugglers and the revenue men back in 1700 and something. However, at five in the evening on this particular day, it was doing a great trade with local beers poured straight from the wood. Following this refreshment diversion, it was back to the clubhouse for the evening meal and some good friendly chat at the bar afterwards (which lasted into the small hours again).

Sunday dawned after another refreshing night under canvas with a call for more breakfast and off on the water for some more sailing with an easterly F3. This lasted for the first race and the first lap of the second, whence the wind shifted a full 330 degrees in the space of five minutes leading to some interesting re-arrangements in the fleet order. In the first race, Charles had the misfortune to drift onto a mark as he tried to come in on port tack to my starboard but did not allow for the tide.

During the first part of the second race I seemed to be doing rather well until after the jibe mark where the wind shifted and I lost the plot along with many other fine sailors. When the wind had finally sorted itself out I found that (yes you guessed) Ben and Charles were in front of me again - OH B**@^#r! - giving Charles a 6th and a 1st, Ben a 2nd and a 3rd with me clocking up a 4th and a 6th place. I am led to believe we sailed around 20 miles that day so, during the two days of racing, we covered about 40 miles in total.

The final placings for the Halifax boys looked like this:

Charles Watson : 2nd place (1st place Una rig)

Ben Tunnacliffe : 3rd place (2nd place Una rig)

Steve Tunnacliffe : 6th place (5th place Una rig) (no trophy for me then)

So for puddle splashers we didn't do bad at all out of 19 entrants for most of whom the sea is their playground.

Then came the long drive home leaving at 5.40pm and arriving at 10.35pm. We'd all had a really great weekend's sailing in different surroundings and meeting new people, some of whom were attending their first TT ever and enjoying it in the realisation that they are not out of their depth sailing alongside regular TT'rs, where the top guns are more than happy to impart their wisdom to the new guys.



From top :
Ben to windward
Charles to
leeward

Steve

Steve the tourist
at Iron Wharf
(get well soon
from all the
readers! Ed.)

Dodgy bunch at
Iron Wharf



2009 Sport Nationals



Blasting from the river mouth to take the open sea by storm was hardly the format for this Championship. Blistering sunshine, light winds and strong tides was the reality for the 41 protagonists for this event held from 30th May to 1st June.

The weather forecast, which was promising lots of wind, seemed accurate enough at the start of the first race on Saturday morning, with strong gusts from the east in perfect sunshine set in the picturesque surroundings that is the sailing utopia of North Devon Yacht Club at Instow.

The fleet got away cleanly, blasting up the Tor Estuary to the first mark, each crew straining on the wire and eager to be in a good position at the windward mark. First round was Kyle Stoneham from Thorpe Bay Yacht Club, 2nd was Peter Ewing from NDYC and 3rd Brian Phipps from Restrouguet Sailing Club. These front runners quickly pulled away from the rest of the fleet and, at the wind mark, had pulled out a significant lead.

Disaster struck a few moments later. The wind decided that, as the weather was so good, it would go away for the weekend. Nobody was quite sure where it went but we all hoped that it had a good time. Back in Instow fortunes were turned upside down. Some massive losses and gains were made. The race was eventually won by Phipps from Charles Watson (Halifax SC) in second and Erling Holmberg (Shanklin SC) in third.

The second race, sailed back to back with the first, got under way in very light conditions with the tide playing an important part of the competitors tactical decision making. These decisions were crucial for a good result. Phipps again got it right with another first closely followed by Kyle Stoneham with Annette Maddison from the home club (NDYC) in third.

Racing over, it was back to the Yacht Club and, although the cup final was being televised on the big screen, most people wanted to be outside enjoying the weather. In the evening the Nationals social programme got underway, the Après Sail programme being always an essential and exciting part of the Sprint 15 events. This one was no exception. Sailors and their families enjoyed Italian food and Live Folk Music.

Sunday Morning dawned with next to no wind. At the top of the course there was a little breeze from the west, whilst at the bottom of the course, it was coming from the east - "a race officer's nightmare". When at last whatever breeze stayed, it came from the west. At the start the home racers, who have inherited their local knowledge from generations of fisherman and yachtsman, opted for the Appledore side of the estuary, whilst all the visitors opted for the North Shore. How the locals laughed right up until the leading visitor, Martin Scott (Gurnard SC), fresh from the North Shore drifted past the windward mark.



Brian Phipps
2009 Sport
Champion

Mark Scott:
always in
contention

Kyle Stoneham:
Sport Nationals
debut

First Lady
Annette
Maddison





Only eight boats finished with the rest running out of time. Martin Scott took the bullet from Mark Aldridge Grafham SC and David Casale (Queen Mary SC). Making his Nationals debut was Barry Vincent (NDYC) in fourth.

For the fourth race the wind had filled in a little, but was still incredibly light. It was a real test for the race team to get the proceedings underway before the water ran out. A smaller course was used which saw Martin Scott first again to the line from Charles Watson and Brian Phipps.

Returning ashore was not an insignificant achievement in the light conditions against a now strong outgoing tide only to find that many had decided not to race and enjoy the sunshine instead. I am not sure who had the better time and I would not like to hazard a guess either.

Après Sail programme on Sunday evening was the traditional sit-down dinner with some after dinner speeches. Stalwart and Chairman of the Sprint 15 Class, Nick Dewhirst, regaled his captive audience with stories and impromptu humour and encouraged others to participate, of all which made for an enjoyable and memorable evening.

Monday's racing beckoned with the last and final opportunity for some to improve positions, with others hoping to defend theirs. In the light conditions it seemed a daunting task. Both races were won by Brian Phipps from Annette Maddison and Martin Scott in race 5 and Erling Holmberg and Charles Watson in race 6. Local, Keith Heason posted a point's debut in race six which also saw a notable fight back on the last lap by Steve Sawford (Rutland SC) who had rounded the windward mark for the final lap in nineteenth position to take fourth at the line.

Despite the testing conditions everybody had a fantastic weekend in Devon. The sun was hot, the beer was cold and ambiance spectacular. The hospitality of the home club was, without doubt, key to the enjoyment and success of the event. Thanks must go to Keith Heason (NDYC Sprint 15 Fleet Captain), his wife Bernie and their team of willing helpers that ensured all were well fed, the bar staff who kept everyone hydrated and to Richard Stone and his race team who did a spectacular job to arrange all six races in such fickle and testing conditions.

Overall Results: **1st Brian Phipps** (Restronguet SC), **2nd Martin Scott** (Gurnard SC), **3rd Kyle Stoneham** (Thorpe Bay YC), **4th Erling Holmberg** (Shanklin SC), **5th Robert England** (Carsington SC).



Race Start
Robin Newbold
Brian Phipps receives the trophy
Keith Heason: Event Management Supremo





Sport Nationals event photography by Thom Flaxman : NDYC

North Devon Yacht Club													
Dart 15 Sprint Nationals Race Summary 30 May - 1 June 2009													
SAIL NUMBER	TALLY	HELM	CLUB	SCORE						Discard		TOTAL SERIES	FINAL POS.
				RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	1	2		
6	41	Brian Phipps	HSC	1	1	42	3	1	1	42	3	4	1
1220	37	Martin Scott	Gumard	9	5	1	1	3	11	9	11	10	2
1148	10	Kyle Stoneham	TBYC	4	2	7	4	9	6	7	9	16	3
2007	20	Erling Holmberg	Shanklin	3	20	8	8	5	2	20	8	18	4
1351	18	Robert England	Carsington	10	4	5	19	7	7	19	10	23	5
991	19	Robin Newbold	Carsington	7	8	6	9	14	3	9	14	24	6
1237	26	Charles Watson	Halifax SC	2	12	42	2	16	12	42	16	28	7
1638	5	Annetie Maddison	NDYC	13	3	42	12	2	13	42	13	30	8
1733	36	Steve Sawford	Rutland	5	19	42	17	4	4	42	19	30	9
1522	35	Mark Aldridge	Grafham	8	18	2	11	17	10	18	17	31	10
1963	25	David Casale	QMSC	14	7	3	14	10	19	14	19	34	11
1405	12	John Postlethwaite	Beaver	12	15	42	7	12	9	42	15	40	12
1825	21	George Love	Carsington	17	6	42	15	11	18	42	18	49	13
2006	42	Nick Dewhurst	Whitstable	20	17	42	16	8	8	42	20	49	14
1976	31	Mike Rainer	NDYC	11	9	42	42	13	17	42	42	50	15
1424	7	Keith Hesson	NDYC	19	16	42	42	15	5	42	42	55	16
1256	15	Barry Vincent	NDYC	42	42	4	13	21	20	42	42	58	17
1526	38	Rob Way	NDYC	42	13	42	10	28	15	42	42	66	18
1221	28	Peter Lytton	Papercourt	18	10	42	21	18	42	42	42	67	19
685	34	Sam Heaton	NDYC	24	42	42	23	6	16	42	42	69	20
1317	1	Pete Ewing	NDYC	26	23	42	6	29	42	42	42	84	21
1744	16	Derek James	Draycote SC	42	28	42	18	26	14	42	42	86	22
1914	17	Ray Gall	Carsington	23	42	42	24	23	21	42	42	91	23
1940	23	Ed Tute Dalton	Draycote SC	21	26	42	29	25	24	42	29	96	24
1943	9	Pat Smith	NDYC	22	25	42	22	27	29	42	29	96	25
1951	8	Ian Mounce	NDYC	15	42	42	25	30	31	42	42	101	26
1893	3	Anthony Gray	NDYC	33	42	42	26	19	23	42	42	101	27
1938	24	Kevin Dutch	SeaSalter	6	11	42	42	42	42	42	42	101	28
1711	6	Dave Warren	NDYC	25	42	42	30	22	26	42	42	103	29
1918	40	Stewart Pegum	Oxford	27	27	42	28	34	22	42	34	104	30
1278	39	Penny Slee	NDYC	16	42	42	5	42	42	42	42	105	31
1200	14	Ian Atkinson	NDYC	42	14	42	42	24	25	42	42	105	32
1888	27	Eric Evans	NDYC	42	24	42	20	32	30	42	42	106	33
1543	11	Dane Stanley	NDYC	31	21	42	27	31	28	42	31	107	34
1678	32	Alyson Mayoh	NDYC	29	42	42	42	20	27	42	42	118	35
525	30	Alex Raymond	NDYC	28	22	42	42	42	42	42	42	134	36
1297	22	Richard Hentall	NDYC	30	42	42	31	33	42	42	42	136	37
1547	4	Ellie Price	NDYC	32	42	42	42	35	32	42	42	141	38
1666	29	Chris Cawthorne	NDYC	34	42	42	42	42	42	42	42	160	39
1909	2	Julian Thomas	NDYC	42	42	42	42	42	42	42	42	168	40
1936	33	Joe Armstrong	NDYC	42	42	42	42	42	42	42	42	168	40



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2009 Sprint Sport
Nationals



2009 Sport Nationals

a P. S. by Ed.

Over the last few years, a few former Sprint 15 sailors who moved to other classes have started to return to the fold. Sam Heaton from NDYC is one and who, in his own inimitable style, says why.



Hello, I am Sam Heaton from NDYC and I have returned to the Sport 15 fleet from a brief couple of years sailing Spitfires. Nick Dewhurst, our illustrious chairman, (who I am sure uses this title to avoid giving water at marks!), asked me why this was and would I mind contributing a bit about it to the magazine.

I don't want to put down the Spitfire in any way shape or form but I simply struggled to organise a regular crew who was up to the racing level. The boat itself is fantastically quick and the fleet is a great laugh. Superb fun was had last year racing in the Nationals at the Reg Fest, especially accidentally breaking two of Pete

Ewing's ribs on the dance floor as he was crushed between me and Rob White. I had forgotten how much fun it is sailing 2 up!!

However, the Sprint 15 fleet at Instow is so strong and just can't be ignored. Most weekends there are around 20 boats out for a Sunday race and this is what it is all about. As a consequence, I have now bought another 15 which I raced in this year's Sport Nationals at Instow. Thanks to all the travellers for coming down to Instow to make this year's event so memorable and I am looking forward to seeing you all in Swanage next year. As a closing remark to Carl Blenkinsop – Carl, if you are reading this, I think it is high time you came out of the closet.

The RNLI is the charity that saves lives at sea



At the Sport National's dinner, a raffle was held in aid of funds for the local lifeboat, for which PRO Richard Stone acts as treasurer. Various 'fines' were also imposed as exonerations for transgressions by competitors mainly around the beach rules but also for anything else Richard thought he could get away with! Below is the text of the letter received from Richard following the Event. Hopefully we'll be able to see the new boat on station the next time we visit Instow

Dear George,

I am writing to offer my sincere thanks to all the sailors competing in the Sprint 15 Sport National Championships at Instow for their most generous donations made at the dinner on Sunday evening.

A total of £170.00 was collected which, as mentioned at the dinner, has been ring fenced for expenditure in connection with the allocation to Appledore Station of a new Tamar Class All-weather Lifeboat, next year.

Once again, thank you all for your generosity and may I wish you all a successful sailing season, with no need for the RNLI's services, but with better winds than I could provide.

Yours sincerely,

Richard Stone
Fundraising Treasurer
(Appledore)



Footnote:
The last issue of 'Newsprint' featured a special profile of George Carter – many times Sport & Una Champion. So what's George up to these days? – you might have guessed! George's biographer completes the story

In October 2005 George was moved to Tate and Lyle at Toronto for career development. He kept his Sprint 15 for 3 years as he was expecting to return after his spell in Canada. During this time he continued to fly back to do the National Championships. In the time he was at Toronto, Tate and Lyle sold off the refinery to American Sugar Refiners and they offered George a permanent job, so now he is staying in Canada he has sold his Sprint 15. Canada does not tend to be big catamaran sailors. Toronto has a number of sailing clubs and they nearly all sail Albacores. Three of the clubs are

"community sailing clubs" which means that they own the boats and they each have about 15 club Albacores plus there are many more Albacores which are privately owned. This community system seems to be favoured due to the short sailing season. With so many Albacores in club ownership the inertia to stay with the Albacore is enormous. If you use a club boat when you first join you must earn your stripes by crewing. They have a series of round robins where all crews have to sail with all helms and at the end of the series they present trophies for the best crews as well as the best

helms. George had to crew for 2 seasons before he was allowed to helm. They get huge attendances of 50+ for their Friday evening races. When we went to watch there was 49 boats taking part and every one an Albacore! Because of the round robins they all get to know each other in the clubs which makes for a good atmosphere when they have a beer after the races. 2008 was the first series where George was able to helm and he was pleased to win the series as a helm.

Bob Carter



Knives, Ropes & Salt Cellars *by Robert England*

I can remember well the time I went to Carsington Water for a Teach-In. It was very soon after I had bought my first (and only) catamaran and I had looked forward to the many hints and tips that might be on offer. I was not to be disappointed. Most importantly I learnt to zip up my drysuit properly after visiting the loo and especially before doing capsize drill in the freezing April waters of the North Midlands. Another fascinating (and later to be proved very valuable) aspect of the course was reported in the following fashion on our Association website:

“...Off the water and changed for 18:30, start playing the infamous "Knife Game", this is a great game played on the club veranda, a 20 foot square course laid out with rope depicting rather suitably "Instow estuary" along with its two rivers, Torridge and Taw, this brings out lots of sailing rules and racing conditions that you will find yourself in, and really helps in a practical way to understand the RYA racing rules...”

The course participants were invited to place items of cutlery to indicate where they might have expected to be sailing their boats some 5 minutes before the beginning of a fictional race. The start line of this race would be placed off Crow Point, Instow, on an incoming tide with the wind slightly to the south of west. At the demonstration I foolishly opted to place my knife hovering on port tack at the port end of the line. This left me exposed to the disadvantage of a strong adverse current in the deeper water near to the main channel. As might be expected my knife was left behind as the rest of the fleet started on starboard tack further to the right and closer to the north shore between the two table salt cellars which represented the committee boat and the outer limit mark. The said knives then flipped over onto port tack to creep along the shore and *mon couteau* receded to the back of the fleet.

As the “race” continued the game presenter, who happened to be our valued and venerable Chairman Nick Dewhirst, extolled the advantages of the “lift” which would probably be experienced by the leaders due to the prevailing wind crossing the division between water and the north shore in those conditions. For the benefit of us novices it was a very useful and memorable explanation of the progress of a race. Many other tactical and rule-abiding situations were explained along the way but for some reason the embarrassment of my knife being left behind made the whole game stick in my mind.

By a strange coincidence, race three at the recent Sprint 15 Sport Nationals at the *real* Instow almost identically mirrored the demonstration that had been played out on the veranda at Carsington some three years earlier. The wind was really quite light and the incoming tide still had at least an hour to run. Virtually every boat started clear on the line as the gun fired and the front row of fleet was controlled by the boat at the windward end on starboard tack. To my surprise, the locals and hotshots made across the tide towards Appledore and appeared to be aiming for the known back-eddy close to the rocks on the south shore for a spot of short-tacking practice. The windward boats had earned themselves a choice, though, and it was at this point that several of them decided they didn't like the strength of the tide very much. Consequently they tacked away onto port and headed for the distant north shore where the current was much weaker and, *lo and behold*, there was also to be found *a lifting wind shift due to the effect of the breeze crossing the nearby shoreline*.

In the said race, only seven boats finished and the majority of the fleet scored 42 points each for failing to cross the finishing line within 20 minutes of the lead boat. Their problems had been exacerbated by having to cross the tide twice if they were to reach the windward mark. However the north shore port-tackers had been able to creep up past the tide and drift down on the current, in decreasing wind, beyond the top mark of the course and also around the wing mark almost to the leeward mark. At this point the zephyrs picked up again in time for a short sail to the line. Much later in the bar it was explained by locals that *“...the north shore almost never pays...”*


Whilst waiting on the water between the end of the third and the beginning of the fourth races I was hailed by another sailor who seemed to have been frustrated by the tide whilst using the south shore approach near to Appledore. *“Tell me Robert...”* he called in his inimitable way of opening a friendly conversation *“...what was it that decided you to tack off onto port and go right over there by the shore..?”*

“Well, Nick,” I replied *“it's like this. About three years ago I went to a Teach-In at Carsington and this chap got out some knives, ropes and salt cellars...”*

“I should have followed my own advice”, he concluded ruefully.

Robert England






Maricat 4-3


TECHNICAL SPECIFICATIONS
 LENGTH: 4.27m (14ft)
 BEAM: 2.26m (7ft 5 1/2")
 WEIGHT: 95kg (210lb) Fully Rigged
 WIND AREA: 88sqm (1010sq ft)
 SAIL AREA: 12.0sqm (127sq ft)
 JIB SAIL AREA: 2sqm (20sq ft)

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DEALER:

As we all know, our unique Chairman, Nick, does so much for cat sailing on a global basis and is in touch with Associations all over the world.

The text below is an e-mail from Jim Simpson, member of the "Maricat" Association in Aus., which has much in common with our own Sprint 15, not least of all, the camaraderie which we value so much.

I've been in touch with Jim, who sails up-river in Sydney. If you happen to be out that way, look him up. I'm sure he'd love to meet you for a sail and a few beers to follow. Ed.



G'Day Nick - Many thanks for the update re Cats. & the Olympics. I look forward to hearing better news in the not too distant future on that subject! Thanks for your continuing efforts.

Meantime - sorry mate..., No methinks I'm not the Aussie sailor you may have heard about in that bar in Madrid recently (half your luck!) who's been buying up old single handers, renovating & selling them on among the youth market in Oz.

FYI, my back ground in Cat. sailing dates back probably 30+ years. I started crewing on a Windrush (that's a 14' Cat. designed & made in Perth, WA) for 12 months or so in Sydney before I couldn't bear not skippering & making my own mistakes!

I came across another Aussie designed & manufactured 14' Cat. at a local auction in the mid 70's. Couldn't resist it & purchased my first Maricat. That was 'Straycat I' which I raced for several years, mainly with the Concord & Ryde Sailing Club (CRSC) located on the upper reaches of Sydney Harbour on the Parramatta River.

Following a slight change in hull design (the bows were filled out a 'titch to limit capsize when reaching or screaming downwind in a blow!) the 4.3m was the next generation Maricat which I've since traded up to on two separate occasions over the years.

Apart from a brief stint as crew on board a Corsair 24' Trimaran, I still race StrayCat at CRSC where I'm currently the Cat. Class Captain for the coming '09-10 racing season

which commences for us in Sept & runs thru until end April.

I expect we'll have a fleet of at least 13 Cats. racing comprising 2 Paper Tigers & 11 Maricat 4.3m Cats. (configurations will probably be 7 Cat. rigged, 2 Sloop rigged & 4 Super sloops). We'll also be hosting the NSW State Titles for the Maricat Association at CRSC in November this year at CRSC where I'd expect some 20-30 Maricats will compete.

However, CRSC is primarily a family oriented, mono hull sailing club focussed VERY MUCH on the youth market comprising Herons, Tasars, Spiral & NS14's including high school sailing. It's from these smaller mono hull classes that we grow our Cat. Class. For the '08-09 season CRSC had some 90 registered mono's & Cats. racing. There's also junior programs held on Saturday mornings during the summer months among the Herons, Learn to Sail & Nippers (a coaching program for novice sailors).

To attract new members CRSC also runs an annual sailing day for members of the public (targeting kids) to come down & try sailing. All Classes take out interested beginners under the watchful eye of experienced sailors.

The Club produces an Annual Year Book plus Bi-monthly magazine during the summer racing season called 'Up The River' highlighting results & events of the previous couple of months.

Next season we'll be adopting a new software package for the recording & management of race results, handicaps etc called SAIL100 which you may be familiar with since I

understand from our Club Handicapper that it originates from your part of the world!

FYI CRSC's Web Site is www.concordrydesailing.org where you'll find PDF copies of Up The River & related sailing info, not all of it as up to date as I'd like but never the less, a useful outline of CRSC.

Last, but by no means least, here's some recent pics attached of our Maricat 4.3m Cats. prior to a Satdy'Arvo race, another 'Homeward Bound' in light airs & last but by no means least how we CRSC Cat. sailors typically end the days racing gathered under a nearby Gum Tree overlooking the river for Happy Hour, usually until the sun sets in the west to debate the trials & tribulations of the days racing over the odd beer or two or three or more, nibbles & vino. That's yours truly at the back with the sunnys on.

A fully rigged 4.3m Maricat with the latest light weight foam sandwich construction hulls weighs in at 95kgs & retails for around \$A10,000 nowadays - at current exchange rates that's probably in the order of £4,720.00.

Maricat Association of Australia's Web site is at

www.maricat.com.au/association.html for further reading/history of our Class Down Under. Trust you find it of interest.

Good luck in your coming Nationals in August!!

As we're often wont to say here Down Under, "There ain't nuthin', absolutely nuthin' better than messin' around in boats!"

Shanklin Teach-In

Brian Phipps Training Master Class At Shanklin

Have you noticed

, or is it just me who has often thought that the Sprint 15 mob from the light side of south island are a little bit "off the wall"? Individually they are affectionately peculiar, collectively they are a pack of hyenas on nitrous oxide waiting to pounce and insult any poor innocent victim passing within earshot! Previous unnatural behaviour I have witnessed is their mass raucous BBQs and their strange late night peacock strutting dancing displays! My suspicions were well founded when I stumbled into the Shanklin sail loft which I thought had a potent aroma, the likes of which I had not witnessed since my cultural visit to Amsterdam some years ago. Yes, to my surprise, the southern corky's appear to be mass cultivating "ganga" which now explains much of the above. Chief horticultural expert was none other than Erling "Titchmarsh" Holmberg who, in an unconvincing attempt to allay my worst fears, informed me that the carefully cultivated cuttings were intended to be planted externally for clubhouse security!!!

Saturday morning sunshine, a gentle F2-3 breeze, Brian Phipps arrives and we quickly have a round of introductions. Then its straight into a five day course condensed down to just two days. Brian communicates the exercises we will be undertaking on the water - mark rounding, tacking, gybing, transits, starting, approaching windward and leeward marks, and putting all of these disciplines into practice by short one-lap racing. Brian orchestrates from the training rib constantly filming and hailing words of wisdom and encouragement, ensuring that our boat is trimmed correctly and basically working the pants off us all! The green flag is raised after several hours on the water and with sighs of relief from all, we return to shore for late lunch and debrief.

A working lunch is taken looking at "you've been framed" footage of our individual efforts, much to the delight and amusement of the hysterical hecklers of Shanklin SC. Brian ensures praise is passed on where appropriate and opportunities identified to improve technique but, most of all, coaching the ideals of the individual skills necessary to extract maximum performance of the above exercises.

In the mid afternoon we launch and continue with more new exercises. What is becoming clear is that we are all improving, our techniques are becoming more fluid and, although not perfect, the benefit of Brian's tuition is there for all to see. The gentle breeze dissipates all too early so we make our way ashore for a master class lesson (not to be missed) on mast bend and sail shape.

Brian, from here on in, is dubbed "Popeye" (for the size and strength of his forearms) and rather unluckily for Titchmarsh, Popeye chooses his boat. 2007 turned it on its side. Then with the ensemble gathered at the top of the mast and Popeye at the bottom, pulling equally with right arm clutching downhaul and left hand clutching main sheet - huge winces and groans from the ensemble and tears from Titchmarsh - he manages, with consummate ease, to put the top of the mast two foot off centre whilst stretching every sinew in the 2007 sail by going beyond block to block - **ouch!!!** This remarkable demonstration highlights the relationship between mast bend and sail shape and how easy it is to close the leech and stall sail performance. Popeye continues for the next hour imparting his knowledge and experience and took time to answer our questions. Titchmarsh was last seen having a nervous break down lying in the sail loft next to his favourite cuttings!



Ready to roll

Let's go!

Check out the tramp tension





Evening arrived all too early and it was time to visit our watering hole for the night at the "Steamer Inn" for much needed sustenance and, as can only be expected on these occasions, the usual verbal banter at someone's expense joined with superb company and camaraderie.

Sunday morning greets us with perfect Sprint 15 conditions, a solid F4 and some superb waves whipped up by an easterly wind. Out on the water, Brian checks us out individually ensuring that we work the boat hard upwind and take advantage of surfing the waves downwind. Most credible performance and captured on camera for ever is Stuart Pierce who, under instruction from Brian, is directed to capture a **BIG** wave, gain speed and then, on its crest, carryout a port gybe. At this point many a Sprint 15er would have gone deaf and elected not to hear Brian's last instruction! Stuart though, is made of sterner stuff and executes the manoeuvre perfectly gaining a sling shot effect from the back of the wave and speeding away upwind much to the admiration of his fellow Sprint 15ers. We continue with more exercises in the testing conditions which only help to improve our seamanship skills under the care and watchful scrutiny of Brian's coaching.

We take lunch and once again examine the "you've been framed" footage which, this time, has more applause for improved technique and only the occasional fit of laughter from a manoeuvre carried out not quite to text book. Sailing continues in the afternoon and before long it's time to review and wind up the weekend coaching. **So, what had we learnt?**

Well, unless your name is George Carter, I recommend strongly that you get yourself on one of Brian's "training sessions". Speaking personally, I need to accept that, to improve, it will be a necessity to change the way I sail my Sprint 15 and try new techniques/methods, improve my boat handling/mark rounding and, above all, work the boat harder and, as a consequence, work myself harder. Podium positions don't come easy on the Sprint 15 circuit. The training session in itself will not give you the magic formula which will gain you instant success but, what it will do with Brian's help, is identify opportunities so that you can take those learnings away with the expectation that you practice those new found skills/techniques back at your sailing club until perfected, adopt those that work for you and try something different if they don't.

Sunday evening and everyone is completely shattered. I have a long drive home but plenty to think about after a most enjoyable weekend. Many thanks go to Shanklin SC, who organised the event, who were superb hosts and a barrel of laughs. Special thanks to Erling for B&B and the use of the "Bond boat 2007", although I never knew Erling had so many enemies! John Shenton, Simon Giles and Chris Read, the power boat driver, all took turns in attempting ramming manoeuvres until they got close enough to recognise it was their guest from the North! Finally, but not least, a huge thank-you goes to Brian for a superb coaching and informative weekend.

Attendees: John Shenton, Simon Giles, Stuart Pierce, Bob Baker, Ian Bolton, Phil Davis, Will Baker, Daren & Henry Morris and Chris Read (on the water chauffeur to Brian)

“do you think that the Sprint 15 mob from the light side of south island are a little bit off the wall? ”



View from the "Eye in the Sky"

Mass cultivation of "ganga" in the sail loft



W.H.

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by Keith Newnham

The Team Prize was this year quietly won by Shanklin Sailing Club with Grafham Water Sailing Club runners up (but retaining the cup as they had forgotten to bring it with them).

The Pro-Am Championship was won by **Keith Newnham** and **Steve Petts** with **Robert England** and **John Manning** second and **Frank Sandells** and **Dave Turnbull** third.

Keith Ball won the **Heavyweights Trophy** with **Stuart Pierce** second and **Dave Turnbull** third.

The Fifty Plus Trophy was "eventually" awarded to **Frank Sandells**, **Gordon Goldstone** was second and **Eamonn Browne** third.

The Sixty Plus Trophy went to **Keith Newnham** (courtesy of his cardiac doctor), second was **Erling Holmberg** with **Geoff Howlett** third, all from the blue rinse section of Shanklin Sailing Club.

The Juniors Cup winner was **Jack Turnbull** from Seasalter Sailing Club, **William Baker** second and **Jacob Aldridge** third.

The Ladies Cup was won by **Fenella Miller** of Marconi Sailing Club with **Linda Littlejohn** second.

The dream team of **Charles and Elenya Watson** won the **Two-Up Trophy** (just as well really as they had also forgotten to bring it with them) with **Simon and Lily Giles** second and **Jeremy and Sarah Britton** third.

The Paul Smith Trophy winner for the most persistent competitor was awarded to **Keith Persin** from Thorpe Bay Yacht Club by Carol Smith.

After the presentation of awards, the new class champion and flying ace Kyle Stoneham, thanked, on behalf of the Sprint 15 Association and competitors, the Pentewan Sands Sailing Club for hosting this marvelous event, the galley crew of the club for the provision of food and drink during the day and the meals in the evening (how did they cater for all of us in

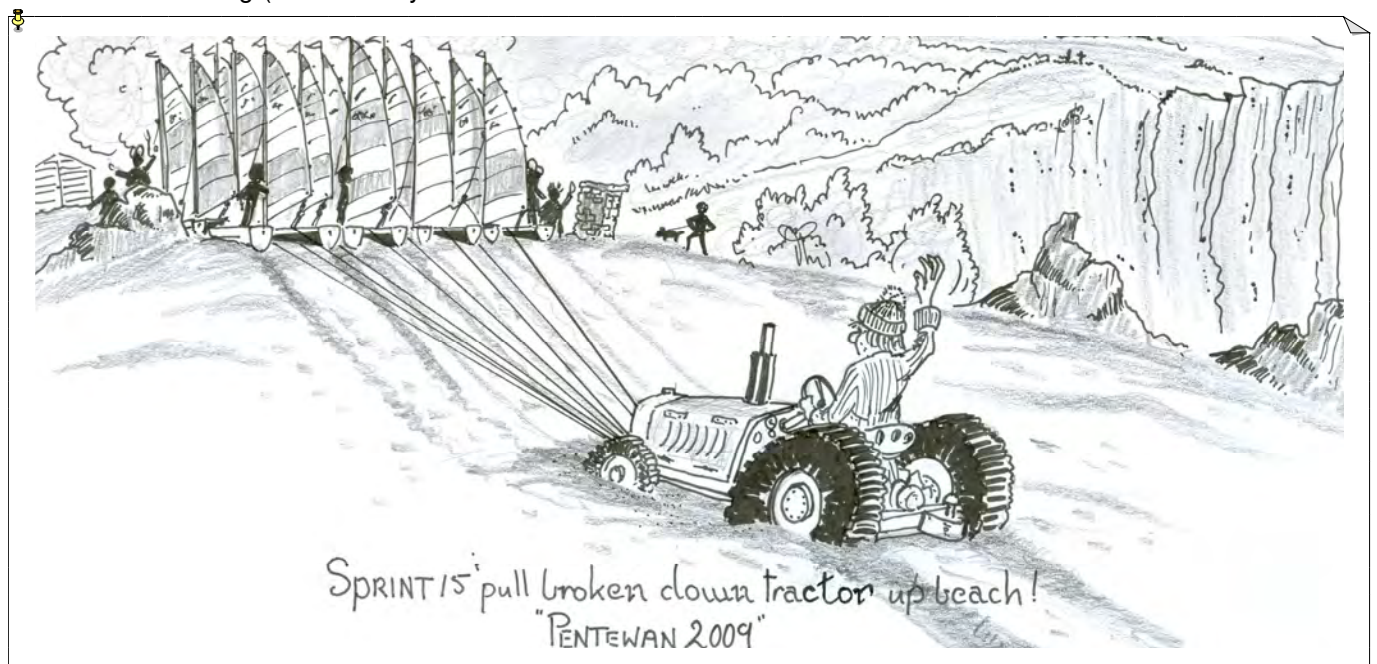
that tiny kitchen?), the race officer Mike Ward for the excellent courses and race management and the rescue and buoy laying team out on the course. He also expressed his thanks to Brian Phipps and gang from Windsport International for all of their help in keeping the boats sailing with their supply of spares and repairs when needed, and all of the other sponsors for their help in supporting this event.

The author of this piece of drivel (sorry, article) would like to thank the ZZ Top look-a-like for those excellent pasties, (or was it Father Christmas doing his summer job?), but would like to apologize for the fact that after the event all of the races seem the same. So you'll find there could be scant regard as to the truth, but at least the names are correct to show up the guilty.

P.S. But I did have a great time!

Footnote by Bob Carter

***The interloper** on the Monday was Tom Phipps. He sailed the Windsport boat (1995) that had been sailed the day before by Richard Glover. The Windsport support team rotated on a daily basis to cover the various fleet and WindSport needs. It turned out that Brian Phipps arrived on the Monday (from the Dart 18 Nationals) to "man the stand" and Richard Glover was back at base so Tom had a go in the boat. Despite Tom's inexperience on a Sprint 15 he 'gapped the fleet' and won all 3 races he took part in. In the evening it was realized that while Richard Glover had entered and joined the Association, Tom had not, so his results did not stand. It was, however, an interesting demonstration of Tom's sailing ability. Sadly there is no longer an RYA Tornado team for the Olympics for Tom to demonstrate his ability.



SPRINT 15' pull broken down tractor up beach!
"PENTEWAN 2009"

2009 Nationals Gallery

editor's pick



2009 Nationals Gallery

winners



left to right: 1st Kyle Stoneham ; 2nd Thomas Sandal ;3rd Keith Newnham



left to right

50 plus
Frank
Sandells

Two-up
Charles &
Elenya
Watson

Ladies Cup
Fenella
Miller



left to right : Junior Cup : Jack Turnbull ; Most Improved : Erling Holmberg
Pro-Am : Steve Petts (pictured) with Keith Newnham (top right)



Paul Smith Trophy
(most persistent
competitor)
Keith Persin

Team Trophy
Shanklin SC



2009 Nationals

results

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
Kyle Stoneham	1148	Thorpe Bay YC	1	2	1	1	1	-5	-61	6	1
Thomas Sandal	1957	Grafham Water SC	-6	1	3	4	2	2	-9	12	2
Keith Newnham	1150	Shanklin SC	-22	4	2	5	4	1	-6	16	3
Robin Newbold	991	Carsington SC	2	7	-31	2	8	10	-12	29	4 ¹
Steve Sawford	1733	Rutland Water SC	3	-61	-12	9	7	6	4	29	5 ¹
John Postlethwaite	1405	Beaver SC	11	-13	-17	6	5	3	11	36	6 ¹
Martyn Ellis	1981	Thorpe Bay YC	-18	9	-43	3	6	11	7	36	7 ¹
Erling Holmberg	2007	Shanklin SC	4	8	5	12	-21	-30	14	43	8
Geoff Howlett	1953	Shanklin SC	8	-23	13	10	11	-21	5	47	9
Mark Aldridge	1522	Grafham Water SC	-27	15	11	-33	9	12	1	48	10
Matt Smith	1900	Beaver SC	12	5	-38	15	16	4	-29	52	11
Chris Black	2005	Grafham Water SC	7	6	-28	20	3	18	-31	54	12
Charles Watson & Elenya Watson	1237	Halifax SC	13	-25	10	11	17	7	-61	58	13
Robert England	1351	Carsington SC	-30	16	4	13	18	13	-19	64	14
Kevin Morris	1560	Grafham Water SC	-29	3	8	23	10	-28	21	65	15 ¹
Frank Sandells	1986	Grafham Water SC	-25	21	-58	7	13	16	8	65	16 ¹
Keith Ball	1937	Grafham Water SC	19	10	14	14	-24	-27	10	67	17
Gordon Goldstone	2004	Queen Mary SC	14	11	-30	16	20	8	-24	69	18
Stuart Pierce	1813	Shanklin SC	17	-22	9	8	-26	20	22	76	19
David Ball	1488	Marconi SC	9	12	25	17	15	-61	-61	78	20
Eamonn Browne	1861	Marconi SC	16	-30	24	-29	14	14	18	86	21
John Manning	1955	Beaver SC	-36	29	-46	18	25	15	3	90	22
George Love	1825	Carsington SC	20	17	-39	25	12	-33	23	97	23
Dave Turnbull	1259	Seasalter SC	-42	20	16	-40	28	23	13	100	24
Neil Parkhurst	1761	Beaver SC	35	-44	32	-39	27	9	2	105	25
Nick Dewhirst	2006	Seasalter SC	-43	26	7	28	-38	24	25	110	26
Simon Giles & Lily Giles	1944	Shanklin SC	23	24	-47	-36	19	17	28	111	27
Peter Richardson	1983	Marconi SC	10	18	-40	22	34	38	-61	122	28
George Stephen	1594	Queen Mary SC	28	28	26	-61	-31	29	15	126	29
Bob Baker	1926	Shanklin SC	26	32	27	-37	23	19	-37	127	30
Jack Turnbull	1180	Seasalter SC	33	-52	6	34	-50	39	16	128	31
John Shenton	1956	Shanklin SC	21	36	-41	19	29	26	-41	131	32
Richard Whitelock	1705	Grafham Water SC	24	19	-52	26	30	-46	33	132	33
Steve Petts	1934	Grafham Water SC	-49	-38	15	24	36	25	34	134	34
Tom Streatfield-Jones	20	Restronguet SC	-45	34	35	32	22	-44	17	140	35
Gerald Sverdlhoff	1933	Thorpe Bay YC	-61	31	18	21	44	32	-61	146	36
Ray Gall	1914	Carsington SC	34	-37	36	27	-46	35	20	152	37
Samuel Rowell	1984	Felixstowe Ferry SC	31	41	-45	31	-61	31	36	170	38
William Baker	1704	Shanklin SC	-61	42	19	-42	40	42	30	173	39
George Wood	1908	Grafham Water SC	38	27	42	35	32	-61	-61	174	40
Keith Bartlett	1962	Open Dinghy Club	44	39	23	41	33	-61	-61	180	41
Simon Rowell	1843	Felixstowe Ferry SC	46	-48	-49	38	43	22	32	181	42
Gary Sverdlhoff	1231	Thorpe Bay YC	39	-54	29	-61	39	45	40	192	43
Jacob Aldridge	1736	Grafham Water SC	37	40	-57	-45	35	43	39	194	44
Charlie Pierce	834	Shanklin SC	40	-45	33	44	42	40	-61	199	45
Fenella Miller	1579	Marconi SC	41	50	-55	30	45	34	-61	200	46

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
Rich Glover	1995	Restronguet SC	5	14	61	-61	61	61	-61	202	47
Robin Gill	753	Beaver SC	-53	46	22	-51	49	49	38	204	48
Keith Chidwick	1840	Queen Mary SC	-61	33	51	-61	47	47	27	205	49
Ian Bolton	1698	Shanklin SC	48	47	21	49	-61	41	-61	206	50
Andrew Hannah	1818	Thorpe Bay YC	32	49	37	52	41	-61	-61	211	51 ¹
Daren Fitchew	1642	Thorpe Bay YC	47	-53	48	43	37	36	-61	211	52 ¹
Chris Read	642	Shanklin SC	15	43	53	47	-61	61	-61	219	53 ¹
Eamonn Quigley	1715	Grafham Water SC	50	51	-54	46	-61	37	35	219	54 ¹
Linda Littlejohn	1887	Swanage SC	54	-57	-56	53	53	48	26	234	55
Jeremy Britton & Sarah Britton	1261	RYA	-61	61	20	54	52	50	-61	237	56
Keith Persin	1551	Thorpe Bay YC	-52	-55	44	50	51	51	42	238	57
Martin Searle	1331	Seasalter SC	51	56	50	48	48	-61	-61	253	58
Tim Benton	1274	Shanklin SC	61	61	34	61	-61	-61	61	278	59
Jim Jeffery	1784	Sandwich Bay SC	61	35	-61	-61	61	61	61	279	60

TEAM TROPHY

Sail No.	Competitor	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Place	Total Points	Place	Team
1150	Keith Newnham	-22	4	2	5	4	1	3			Shanklin SC
2007	Erling Holmberg	4	8	5	12	-21	-30	8	106	1	
1953	Geoff Howlett	8	-23	13	10	11	-21	9			
1957	Thomas Sandal	-6	1	3	4	2	2	2			
1522	Mark Aldridge	-27	15	11	-33	9	12	10	114	2	Grafham Water SC
2005	Chris Black	7	6	-28	20	3	18	12			
1405	John Postlethwaite	11	-13	-17	6	5	3	6			
1900	Matt Smith	12	5	-38	15	16	4	11	178	3	Beaver SC
1955	John Manning	-36	29	-46	18	25	15	22			
1148	Kyle Stoneham	1	2	1	1	1	-5	1			
1981	Martyn Ellis	-18	9	-43	3	6	11	7	188	4	Thorpe Bay YC
1933	Gerald Sverdlhoff	-61	31	18	21	44	32	36			
991	Robin Newbold	2	7	-31	2	8	10	4			
1351	Robert England	-30	16	4	13	18	13	14	190	5	Carsington SC
1825	George Love	20	17	-39	25	12	-33	23			
1488	David Ball	9	12	25	17	15	-61	20			
1861	Eamonn Browne	16	-30	24	-29	14	14	21	286	6	Marconi Sailing Club
1983	Peter Richardson	10	18	-40	22	34	38	28			
1259	Dave Turnbull	-42	20	16	-40	28	23	24			
2006	Nick Dewhirst	-43	26	7	28	-38	24	26	338	7	Seasalter SC
1180	Jack Turnbull	33	-52	6	34	-50	39	31			
2004	Gordon Goldstone	14	11	-30	16	20	8	18			
1594	George Stephen	28	28	26	-61	-31	29	29	400	8	Queen Mary SC
1840	Keith Chidwick	-61	33	51	-61	47	47	49			

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
Jack Turnbull	1180	Seasalter SC	33	-52	6	34	-50	39	16	128	1
William Baker	1704	Shanklin SC	-61	42	19	-42	40	42	30	173	2
Jacob Aldridge	1736	Grafham Water SC	37	40	-57	-45	35	43	39	194	3
Charlie Pierce	834	Shanklin SC	40	-45	33	44	42	40	-61	199	4

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 SC	13	-25	10	11	17	7	-61	58	1
Simon Giles & Lily Giles	1944	Shanklin SC	23	24	-47	-36	19	17	28	111	2
Jeremy Britton & Sarah Britton	1261	RYA	-61	61	20	54	52	50	-61	237	3

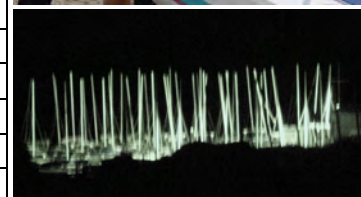
PRO - AM CHAMPIONSHIP

COMPETITOR (PRO)	SAIL NO	COMPETITOR (AM)	SAIL NO	PRO	AM	TOTAL	PLACE
Keith Newnham	1150	Steve Petts	1934	16	134	150	1
Robert England	1351	John Manning	1955	64	90	154	2
Frank Sandells	1986	Dave Turnbull	1259	65	100	165	3
Kevin Morris	1560	Neil Parkhurst	1761	65	105	170	4
Mark Aldridge	1522	Ray Gall	1914	48	152	200	5
John Postlethwaite	1405	Gary Sverdlhoff	1231	36	192	228	6
Martyn Ellis	1981	Charlie Pierce	834	36	199	235	7
George Love	1825	Tom Streatfield-Jones	20	97	140	237	8
Simon Giles & Lily Giles	1944	Bob Baker	1926	111	127	238	9
Kyle Stoneham	1148	Linda Littlejohn	1887	6	234	240	10
Richard Whitelock	1705	Nick Dewhirst	2006	132	110	242	11
Stuart Pierce	1813	Samuel Rowell	1984	76	170	246	12
Keith Ball	1937	Keith Bartlett	1962	67	180	247	13
Peter Richardson	1983	Jack Turnbull	1180	122	128	250	14
Thomas Sandal	1957	Keith Persin	1551	12	238	250	15
Charles Watson & Elenya Watson	1237	Jacob Aldridge	1736	58	194	252	16
Matt Smith	1900	Robin Gill	753	52	204	256	17
Geoff Howlett	1953	Andrew Hannah	1818	47	211	258	18
David Ball	1488	Simon Rowell	1843	78	181	259	19
Eamonn Browne	1861	George Wood	1908	86	174	260	20
Erling Holmberg	2007	Eamonn Quigley	1715	43	219	262	21
Chris Black	2005	Daren Fitchew	1642	54	211	265	22
Gordon Goldstone	2004	Fenella Miller	1579	69	200	269	23
Robin Newbold	991	Martin Searle	1331	29	253	282	24
George Stephen	1594	Chris Read	642	126	219	345	25
Rich Glover	1995	Ian Bolton	1698	202	206	408	26



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Nationals



Most Persistent
Trophy awarded to the person who came closest to last
BUT with no DNS scores recorded.
Paul Smith Trophy Winner: Keith Persin from Thorpe Bay YC in 57th place

Cornish Cruisers

by Daniel & Alex Petts

On the Thursday of Nationals week in Cornwall, the weather was set to allow everyone that wanted to go on a bracing sail to Gorran Haven, a lovely little Cornish seaside harbour a few miles down the coast.

Around 25 hardy sailors on 17 boats listened to the safety talk on the beach given by Safety Officer Mike Ward and Miles from PSCC. The 15ers and families were joined by Steve and Alan from Pentewan on their Hobie FX One and Dart 18. They had come out to play after three hard days on the safety boat and committee boat during the National's racing.

The younger crew members were all excited at the thought of going to sea and, on the beach, there was much excited discussion between Alex and Daniel Petts, Brandon and Chloe Whitelock and Mitchell Morris, all from Grafham Water Sailing Club.

Setting off in a brisk force 3 breeze, everyone kept near shore until all the boats had launched. Then, on the signal from the safety boat, we set sail.

Erling set the pace and the general direction for all to follow, although the Hobie FX One sailed by Steve absolutely flew. Nick being the responsible Chairman ensured we stayed together ably assisted by past Chairman, Jim Jeffery.

Quickly the fleet were sailing past the entrance to Mevagissy and it was quite a sight to see from the shore. The boats in DX format generated a lot of interest being sailed by Stuart Pierce and Liz and Ray Gall. Far more relaxed was George Love who crewed in style, out on the wire in his comfy harness on his Sprint 15 with the helm responsibility falling to his wife Pauline. With a little bit of chop and swell on the water all the younger crew members loved the thrill of the splash and the spray.

Within an hour, the boats congregated under the towering cliffs ready to sail in convoy into the tricky entrance to Gorran Haven.

Fortunately for those boats that were early, Samuel Rowell offered us a close up view of a textbook full capsized and recovery! The gusty and shifty winds at the harbour entrance had caught him unawares but, after a brief swim and a few laughs, he was up and away.

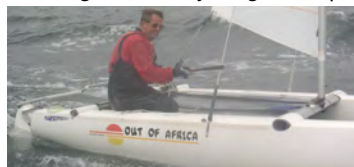
We finally set off into the bay at Gorran for a well earned Cornish pasty lunch and a hot cup of tea. Interest was clearly shown by the crowd on the beach of all the catamarans lined up. They made a spectacular sight!

Nick Dewhirst then, in true fashion, organised the photos particularly making reference to the younger members about not climbing on the rocks or cliffs!

Once everyone was suitably refreshed, it was time to set sail again back round to the beach at Pentewan. A few crew changes took place and Annie Whitelock helmed for Richard, with Brandon hitching a ride with Nick.

When we finally entered the bay back at Pentewan there was great anticipation that the Postlethwaite family, who had chosen to go on a deep sea fishing trip, would have kept us all in locally caught, grilled mackerel. But they had not had a single bite, just plenty of Beaver excuses!

With everyone back, the smiles on the faces in the bar that evening said everything that Sprint 15 sailing is about.



Erling kept the fleet in order - except for Nick and the youngsters!!

Ooh!! That pasty was good!!



Beach Takeover



**Nick's Naughty Nippers:
Alex Petts, Brandon & Chloe Whitelock, Daniel Petts
Mitchell Morris**

Editor's moll, Pauline, blasts upwind to the pasty shop

"Gone Fishing" on the Postlethwaite boat



2009 Go –Kart Grand Prix by Bob Carter



Above: George leads Mark

Winners' podium
George

Left: Mark leads George

Ray

Mark

Wednesday 26 August was the day that Hurricane Bill came through. Fortunately the sailing was completed but it was the day set aside for the Go-Kart Grand Prix. We were all on tender-hooks to see if it would be a wet tyre day on the karts. It rained and blew like hell all through the night and for most of the day but, fortunately, most of it had passed through by 4pm – our allotted start time for the karts. We had a strong group of 13 competitors from a variety of Clubs. Team Seasalter consisted of Dave Turnbull and family (Peter & Jack) plus webmaster Martin Searle. Team Grafham included Mark and Jacob Aldridge plus late entry Eamonn Quigley who was recovering from a knee operation. Team Carsington was Ray Gall and George Love and the perennial team Shanklin was Bob and William Baker plus Charlie & Stuart Pierce. Thus there were 2 past champions (Mark Aldridge & William Baker) plus some pretty strong challengers. What we had not bargained for was most of the 420 Nationals' sailors who had their sailing blown out at Plymouth and had come for some land-based competition. This caused our session some considerable delay which was spent hanging around and swatting wasps!

When our teams finally got on the track, they had a 5 lap practice to determine the grid positions for race 1 and then there were 3 heats of 8 laps involving all 13 karters. The grid position for the each heat was determined by the results of the preceding race. Then the final took place between the top 6 based on the points for the 3 heats added together. As a spectator it was devilishly difficult to see who was who as they were totally covered in helmet, visor and boiler suit. Anna Aldridge got it sussed – fist there was a bit of tick-tack with George Love and then she said it was “easy – you just look into their eyes” – I must admit it did not work for me.....

Mark Aldridge set off as he meant to carry on by winning the practice to take pole position from George Love for heat 1. Heat 1 was a good thrash. Mark's aggressive driving style was plain to see and he quickly charged to the front and held on to the lead for the rest of race to take the flag from George Love, Ray Gall and William Baker. We then waited for sometime until the next heat. Stuart Pierce had a word with the race officials about the delay and they said that they

would try and fit us in quicker for the following heats. (I think he threatened them with Bernie Ecclestone). In heat 2 Mark held the lead throughout despite a few spots of rain with Charlie Pierce taking second from Bob Baker and George Love. In the final heat Mark again won from George Love and Ray Gall with Bob Baker and Charlie Pierce in 4th & 5th. **So**, with all the heats concluded, the final 6 were chosen for the final. These were Mark, George, Ray, Charlie, Bob and William in that order. So Mark was the favourite after a perfect score in all the heats and practice.

At the start of the final race Mark was slow off the grid and George Love nipped around him to take the lead with Ray second. After a couple of laps, Mark passed Ray but George hung on to the lead aided by his low centre of gravity and Ray pecking at Mark from behind slowing him down – a kind of pincer movement of team Carsington. Just as it started to rain again George took the chequered flag to win from Mark. George was so jubilant he did a 360 degree spin with one arm held aloft to celebrate – it could not have been better if he meant to do it! Ray was 3rd and then the 3 Shanklin guys (Charlie, William and Bob) were 4th, 5th and 6th.

Thus we have a **new Go-Kart champion – George Love** – who took the trophy and bottle of plonk to celebrate with the suggestion from the organisers that it was probably best not to drink it! The Sprint 15 Association provided some more palatable alcoholic prizes for the top 3 places but by that time it was raining again so we beat a hasty retreat.

Footnote: William Baker and Charlie Pierce were incredibly quick a few years ago when they were about 13 but they seem to have been caught up by the adults. This could be that their weight advantage has reduced as they grow bigger. Stuart Pierce reckons it could be that they used to be devil-may-care skateboarders but now that they are driving on the roads they have become more careful (phew). I never thought about George Love being a petrol-head but Ray assures me that he always has been. Anyway George and Ray did well and I'm sure that if Jerry Hampshire (the original Carsington wreckless karter) had been there, he would have been proud of them.

New Champ Kyle

profile by Andrew Hannah



Kyle sitting on the sea

Kyle "sitting" near the sea!

Kyle Stoneham is the new national champion for the Sprint 15 class, una-rig mode. Those who were at Pentewan and at Instow, will have met this jovial lad from Thorpe Bay. But Kyle really has burst upon the scene.

The first thing to say about Kyle is that he is young. He is a member of Thorpe Bay Yacht Club, and when I met him in 2005, he was a teenager. In that year, he bought Andy Clarke's Sprint 1148, at Whitstable. This is the boat in which he won his championship.

At first, he didn't take to racing, preferring to sail around the Thames Estuary, mostly on his trapeze wire. But Kyle is not a loner and he soon took to racing. Straightaway he was good, especially on windy days. The point about Kyle is that he has natural flair. Nobody ever taught him how to sail: he just does it! He was never hot-housed under the standard RYA system, no badges or certificates or "levels one, two and three". His father, Glen, is obviously proud of his son, but he was never a trolley-dolly for him.

Nick Elmore, also of TBYC, was quick to spot Kyle's potential. When not sailing his Sprint, Kyle would crew for Nick Elmore in his Hurricane 5.9, and last year, in his Nacra F20. This was to be Kyle's fast-track into big cat sailing.

Kyle prefers Sport mode, with jib and trapeze. But, like George Carter before him, he is happy with una-rig, if the competition is there. In 2008, he was 4th overall in the una-rig championships at Thorpe Bay. Later, in the same year, he won the Inland Championships at Grafham Water Sailing Club. In 2009, he was 3rd in the "Sport" nationals at Instow, where the wind was uncharacteristically light. Not ideal Sport mode conditions. But at Pentewan, where the winds were more consistent, he was first out of sixty boats.

End of story? Not a bit! Did you know Kyle has two catamarans? We know about the Sprint, but he also has a Tornado. A fortnight after Pentewan, he and Ollie Herve, his young crew from Thorpe Bay, were off to Whitstable for the Tornado national championships. It was their first attempt at the Tornado national championships and they won it. Not only that, but they were first Tornado in "The Forts Race", which was part of the championship.

Three of the Tornado crews were "funded". Whenever an amateur beats a professional, I have a lump in my throat, and this is true of all sports. Kyle is an example of the true amateur in sport. He embodies the Olympic spirit more than the professionals do.

Mark Aldridge has commented on the Sprint 15 website, that George Carter could have done the same if he had thought of it. It is too early to compare Kyle with George. But Mark is right when he also mentioned that we have prodigious talent in our Sprint 15 class.

Isn't it ludicrous the Olympic authorities should seek to stifle such natural talent? Kyle takes it all in his stride. He is quick-witted and has a mischievous sense of humour. He pokes fun at me all the time. When I needed his photograph, I asked if I was re-decorating my living room. The cheek of him! So where does he go from here? For a start, he is keeping his Sprint. He plans to attend the Sport Nationals at Swanage in 2010. Who would bet against his winning it?

Kyle just posing!!

"Freddie" Bites Back

Most racers on the circuit will know me and my 15 with "FREDDIE" in mega fluorescent red letters on each hull. This is a tale of how your 15 can take its revenge if you don't pay it full and due attention. It is a salutary tale that befell the writer at this year's Nationals at Pentewan. Please read it and also show it to your fellow club sailors and urge them to take on water safety seriously.

It was day three at Pentewan and so far, my race results sadly reflected both my dire lack of race practice and shortcomings of physical fitness. In fact, I had already been told the previous evening, in no uncertain terms, that I hadn't been trying hard enough. Who, you may ask, dare make such a provocative statement. It was my daughter and former crew Meryl Bartlett (now Allderidge) who was showing that time hadn't blunted her competitive spirit. So when I pushed off from the Pentewan beach on that Tuesday morning, Meryl's words were still ringing strongly in my ears- "be at the line when the gun goes, and get stuck in".

So there I was, after nearly three laps of Race 6, doing reasonably well by my standards but more importantly I was well in front of both Ray Gall and George Woods, with whom I had entered into a wager the previous evening, about the loser buying pints all round. It was the final lap, and I was approaching the gybe mark. I gybed on to port, and started to mentally psyche myself up for the screaming reach to the finish line. Then, whoa!, that big dark cloud was now right above me, the wind speed increased by a notch and I caught a larger than normal wave, and FREDDIE went faster and faster. I started to move my weight rearwards as the bows started to bury, but I was certain that all would come right soon enough. WRONG! I had foolishly kept the main cleated, so when the bows dipped down a few more degrees, I found myself being propelled forwards at quite some speed by a now vertical trampoline. I think I hit the water some ten feet beyond the bridle wires and I was still cursing to myself when I spluttered to the surface. My first thoughts were - "B%@@&r! - there goes Ray, having a good laugh at my predicament. Luckily I was only presented with a 90 degree capsize. I should add that, by this time, one of Pentewan's rescue boats was already on hand and asked if I needed assistance in getting FREDDIE righted. "NO! I've done it loads of times. I know what I'm doing!"

So I went through the usual righting technique. Uncleat all the sheets, (main was still cleated!), throw the tiller out over the stern, so that FREDDIE went sail off by itself, stand on the bows to get FREDDIE head to wind, then pull out the righting line from the front beam, lean back and heave! Up she comes! Except this time, instead of righting

in a controlled fashion, FREDDIE came up like a champagne cork out of a bottle, and the port hull came crashing down across my left forehead and nose. B%@@&r again! Now both Ray and George had got past me. But, my poor old head was telling me that it was hurting. It was hurting a lot and, although I didn't actually pass out, I was seeing stars. However, with the competitive urge was still to the fore, I made my way underneath FREDDIE to the stern, proceeded to get back on whilst preparing myself to chase after Ray and George. At this stage the rescue boat approached again and asked if I was alright- "Fine" I said, (but not actually feeling it). Then I noticed the copious amount of blood that was dripping onto FREDDIE's trampoline. "You must come aboard the rescue boat right now!" was the next thing I heard. To be honest I didn't argue- I thought that after a bit of recuperation on the rescue boat I'd be OK to continue the race. The rescue boat crew were well trained. They asked me my name, said that I wasn't too badly injured, and all would be fine, etc etc. By now I was covering the rescue boat liberally with my blood, so when they said, "Shall we radio for someone to sail your boat back for you?" I didn't argue and gratefully accepted.

Throughout this time there was much traffic on the radio. The Race Officer was advised that FREDDIE was retiring from the race and that the rescue boat would be taking me back to shore. It seemed to take an age getting back to the beach. The capsize had happened at just about the furthest point from the race course to the beach, so that the ten to fifteen minutes or so indeed did feel l-o-n-g!

Once ashore, I was escorted to the nearby Race control hut where my wounds were dressed and my confidence boosted by being told that it would all be OK. It was decreed that I needed to be taken to hospital to have the injuries further investigated, so Bob Carter very kindly volunteered to drive me to the minor injuries unit at St Austell. He didn't seem to mind that I was still dripping wet with sea water, and that I still had my dry suit on. At St Austell they had a good look at the two large cuts, but as they were not sure that I hadn't broken my nose, I was given a temporary dressing and told to go to A&E at Truro. Bob drove me back to Pentewan which, at last, gave me an opportunity to get out of my dry suit and have a pee! But I didn't get time to grab my pre-ordered pasty before Bob's wife, Ange, drove me the 40 minutes to Truro A&E where they quickly assessed me and I joined the queue to be well and truly stitched up.



"Has your club got the right expertise? If not, it's up to you to do something about it!"





Above: Miles and Co. from Pentewan : Superb examples of a well drilled and skilled safety team ensuring that a drama doesn't become a crisis



Where, you might ask, was the rest of Team Bartlett/Allderidge when all this was happening. Where indeed! Apparently they had been watching me from the cliff top through binoculars, en route to Mevagissey. Had seen me “doing well for his age”, but hadn’t seen the capsize and the bang on the head bit. When the Allderidge part of the team returned by bus, they found FREDDIE but no “Pa”. By the time my wife Barbara had walked back, Meryl had got the full story. Barbara was told that “Pa’ had had a bit of an incident. “How is the boat” Barbara duly asked. “The boat is fine- it’s your husband that got bashed up” came the reply. There followed a rapid drive to Truro to relieve Ange, and some 4 hours after the incident, wife Barbara and daughter Meryl sidled into the treatment room to take a look at me. This was the first time that I had been given a mirror, and it didn’t look a pretty sight! Meryl soon declared that the young doctors looked “pretty dishy”, and reluctantly had to leave me in their clutches whilst I was sewn up good and proper- twenty stitches in all.

Now to the serious part of this tale. This was an accident, (albeit totally my fault), that could have happened to anyone of you during a club race or whilst out fun sailing. If you had been on your Club’s rescue boat, or with a radio back on shore, would you have known what to do when confronted by lots of blood? Someone on the Pentewan rescue boat knew enough to be clear that I had to be told to get off FREDDIE and be given first aid on shore. Pentewan had enough rescue boat cover to be able to spare someone to sail FREDDIE back to shore. They had a qualified first aider on shore (actually she is a ward sister at the adjoining hospice at St Austell) who again knew what to do, and judged that I didn’t need an ambulance to be taken for treatment. Has your club got this kind of expertise to call on? If not, it’s up to you to do something about it.

At many smaller to medium sized sailing clubs that don’t have the luxury of professional rescue boat services, such as Grafham or other large Water Authority reservoirs, rescue boat duty a few times per season can seem a bit of a chore. You could be having a good sail, or enjoying a few pints with your mates. Instead, there you are, hopefully already in your wetsuit, kicking your heels on the beach and keeping a kind of eye out for what’s happening on the water. Accidents don’t happen on your watch, do they? Oh, but they do! And being properly trained and prepared is a major factor in keeping a minor incident like mine just that and not an inshore lifeboat call out. So, if you are on the committee at your club, and you think that rescue boat duty has got a bit passé, please do something about it. You know it makes good sense.

I hope that I did manage to thank all the folks at Pentewan afterwards for how they had helped me, both those on and off the water, and also to Bob and Ange Carter who had chauffeured me around. On the next morning, when I ventured down to the Pentewan clubhouse to see what was happening I was greeted by Galley boss Marie, who first asked how I was, then immediately said- “Would you like your pasty now?” That kind of sums up the Pentewan spirit don’t you think?

Magazine editor, George, has found a good mug shot of me to show the gory facial details. Thankfully, I can report that the body is indeed a wonderful thing and when the stitches were removed seven days later, there was hardly anything to show. So what’s the moral to this tale? Be nice to your boat, respect the sea and the hidden dangers that lurk beneath it. Take your safety boat responsibilities seriously and never, ever, sheet your main when on a run, when the wind is getting up, and you are being chased by your erstwhile mates Ray and George.

Just for Fun

The Ultimate PWC Repellent Advanced Tactical Weaponry for the Catamaran Sailor

You have this great sailing spot. But lately, it has become overrun with personal water craft (PWCs). They're noisy, numerous, and run into things. Unless you want to risk damage to either you or your boat, you may decide to turn around and go home. May we suggest a more active approach?

In our quest for the best way to deal with PWC's, we decided that the best defence is a good offence. In our case, the best offence is close range advanced tactical weaponry.

Although there is a multitude of weapons systems available, our extensive research and testing revealed that the AIM-9 Sidewinder heat seeking air-to-air missile was the best tool for the job. First fired in 1953, and designed primarily for fleet air defence, this missile was used extensively in the Southeast Asian conflict. The weapon has been improved steady over the years, with the AIM-9m being the latest model, which costs approximately \$58,000 a pop. Earlier models such as the AIM-9L or AIM-9P may be available for your boat, but you are going to loose some features such as reduced smoke and enhanced resistance to both electronic and infra-red countermeasures.

We mounted our AIM-9M on a 1981 Hobie 16, through the use of custom made mount points on the tramp siderails (Fig. 1). The missile is approximately 9 ½ feet long, so care should be taken to avoid mounting it too far aft, as it will inhibit rudder movement. The fins span over 2 feet, so it is highly recommended that the boat be trailered with the missiles off (although there are those will argue this). The missile weights 190 lbs., and for the light crews can be a significant improvement on the windward side in heavy air. Since the average PWC does not emit a thermal signature remotely close to that of a MIG-29, the heat seeking properties of the missile had to be "tweaked" to a high degree of sensitivity. This introduced some problems in our testing, as you will see.

Test No.1

We tested our weapon at an undisclosed area along the Southern California coast. The area was heavily "infested" with PWCs, and was a perfect proving ground.

As soon as we set sail, a PWC immediately crossed our bow (Fig. 2).

The targeting system immediately acquired the target and the missile was launched (Fig. 3). The tracking capability of the weapon was impressive (Fig. 4).

As we passed the explosion, we assessed the effectiveness of the weapon, which was nothing short of amazing. The PWC had been reduced to some flaming wreckage at the intercept site, which was surrounded by a 500 yard "debri field" being rained upon by burning bits and pieces (Fig. 5).



Missile mounting Fig. 1



Target sighted Fig. 2



Target acquired and missile launched Fig. 3



Missile engaged Fig. 4



A confirmed kill Fig. 5

Test No.2

Our second test was performed with the objective of assessing the long range capabilities of the weapon. The “Crispy Critter”, skippered by Frank “Nine Fingers” Pineau, was stationed in the targeting zone as an observer craft.

With a PWC sighted off of our port bow, and Frank to starboard, (Fig. 6), we acquired the PWC and fired. For reasons not entirely known, Frank decided to light up a cigar.

At this point it was apparent that the tweaking of the missile’s heat seeking sensitivity was to be our downfall (Fig. 7). Frank started shouting and waving his arms madly, the whole time holding the lit cigar in his hand.

Sorry, Frank!!!

Other than the part where we blew up Frank’s boat,(Fig. 8), our experience with the AIM-9M was overwhelmingly positive. Frank was able to jump clear just before impact, and was quickly rescued. Due to the extreme heat detection sensitivity required to target PWCs, considerable care should be exercised regarding the environment in which these weapons are used. Nearby barbeques or cigar smoking sailors can quickly interfere with targeting. Nothing ruins a nice shrimp barbecue quicker than an incoming errant missile. In our case, we blew up a Hobie 16, scorched a perfectly good Hobie baseball cap, and hopelessly “soiled” a really nice pair of Bermuda shorts.

It appears that when launching a Hobie in an area infested with PWCs, the most effective configuration is 2 of the missiles. The first is used early on, and the second is retained for the “deterrent effect”. We noted that upon striking the first target, the remaining PWCs vacated the area within seconds, presumably to avoid a similar fate and/or to summon local law enforcement authorities. In our case, the authorities displayed significant anxiety, which was later tempered when they learned that the target was a PWC. One of the officers present was noted to have said, “So the guy has a couple of air-to-air missiles on his boat. What do you expect us to do about it”?

PWCs FIGHT BACK

On The Wire would like to stress that this article is a parody and that all photos presented are fictitious. Please do not put a missile on your boat, blow something (or yourself) up, and blame us for giving you the idea. The whole thing’s a put up job. Really!?!?



PWC sighted off port bow Fig. 6



Missile heat seeking device is fooled by cigar Fig. 7



SORRY , Frank!!!! Fig. 8

Note from Ed. When I first took over as editor, I found this article amongst Paul’s archive. To my knowledge it has not been published before in “Newsprint” and I’ve been waiting an opportune moment to do so. It first appeared some time ago in “On the Wire”, the Hobie Class magazine in the U.S. It must have appealed to Paul’s sense of humour and it quite tickled me too. I hope it does the same for you!
As the saying goes, though—“Don’t try this at home!!”

2009 AGM Report



by Keith Bartlett

First of all being a lazy old git, I tried to see if I could use last year's AGM report, but even a novice Sprint 15 helm would see through that ruse. So here I am, desperately trying to remember what happened on Sunday evening, 23 August 2009, (circa a month ago), back in fabulous Pentewan.

I cannot remember when it started, but I did note that the entire formal part of the AGM only took twenty odd minutes.

Nick gave the shortest address that I have ever heard him make. In fact, it was so short that he had finished before I had started taking any notes. I am told that he said that all the committee was willing to stand for re-election- so that is what I shall report.

Erling was equally adroit, and just shamelessly promoted both the Summer and the Winter TT circuit by telling everyone that each time they entered a TT event they got a free raffle ticket (to be drawn in March 2010) for a free Mainsail & Jib, courtesy of Brian Phipps at Windsport. Methinks that Erling is in with a good chance of a win as he has/will be entering more events than anyone else.

Now, this next bit is a direct copy of last year's, and it just goes to show how in front of the curve (that was big business speak, back in the days when I had to earn an honest crust) the Sprint 15 Association is when it comes to foretelling world events. I quote from last years minutes: "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- "its 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! The only bit that differs from dear old Alistair Darling, is that Gordon (and here I mean Goldstone, and not you know who), said that there "would be no increase in subs"

Your erstwhile Magazine editor, one George "Fly by Wire" Love plugged the magazine, with the byline- "**you are getting colour for the price of black and white.**" Well he would, wouldn't he? This was followed by an earnest appeal for any photos (colour/b&w) from the many Association events.

Ray Gall said that the Northern fleets were doing OK- that was code speak, as at that stage in the Nationals, he was beating me!

Your secretary must have mumbled something about the Association having a record number of members; the benefits of paying by Standing Order; I'll say it again, "**THE BENEFITS OF PAYING BY STANDING ORDER**", and the number of new boats, not previously on our radar screens joining the Association.

Bob reported that the new Fibrefoam battens were still under test, there being lots of permutations and combinations of mixing both soft & medium battens in different parts of the sail. Bob hoped for some kind of conclusion by the Grafham TT at the end of October 2009.

The committee reports and the re-election of the committee were proposed by Mark Aldridge, seconded by Steve Petts and passed unanimously. The motion to keep the subs unchanged was similarly passed.

Erling then re-affirmed the previous decision to hold the 2010 Nationals at Netley. Netley will be one of the "short" distance National events and will only last the three days-13, 14, & 15th August 2010.

Here I have to confess that my 39th year wedding anniversary plans are scuppered once again by the National dates. I obviously need to sweet talk my wife. On the plus side, our 2010 dates do not conflict with the Dart 18 worlds. (This year we had "lost" a few helms to the D18 Nationals at Dee Sailing Club.)

There then followed an animated debate about possible venues for the 2011 Nationals. This started off with a choice between Pwellheli and Saundersfoot, both of whom had already been sounded out for 2011. After a vote, 16 helms favoured Pwellheli and 12 helms favoured Saundersfoot. There were some passionate cases made for looking at some new Sprint 15 venues in the future, which ended up with Erling needing to agree to undertake some more research on such future new venues as Paignton and Mumbles. New Northern venues were not deemed to be popular as "most southern based helms won't go north for a family holiday"

Thus ended the formal part of the meeting.

Any other business

Nick gave a brief update on the Cat saga and the Olympics. The IOC has turned down ISAF's application to include the Tornado for the 2012 Olympics. Apparently 75% of the sports bodies wanting to compete with events in the 2012 Olympics were unsuccessful in their endeavours with the IOC.

Nick reported that ISAF's stance was now much more strategic opposite Catamarans, and that ISAF had set up a new commission, headed by an Aussie Paul Pascoe who will champion our cause for inclusion of Cats in future Olympics. One of the previous thorns in the side of Cats, namely the SCHRS handicap system, is being reviewed, and surprise, surprise, our own Nick Dewhirst is chairman of the ISAF handicap committee. So watch this space folks!

Nick then invited Ian Fraser to address the meeting and give an update on the status of re-establishing the supply of new Sprint 15's. Collins Fibreglass Plastics in South Africa still remain the only manufacturing organization who is willing to supply Sprint 15's on an ongoing basis. The key issue is one of quality control at both the Collins' manufacturing and sub contractors' sites. Unfortunately, based on previous dealings with Performance Sailcraft, Collins had drifted into a culture where, in their dealings with Performance Sailcraft, quality was not the no. 1 priority. Therefore, in order to re-establish a viable supply of both Sprint 15's and Dart 18's, both Collins and Ian Fraser (working through Windsport) need to re-establish manufacturing methods, tolerances and performance tests, which can be implemented by Collins, and user tested by Windsport prior to sale. Ian believes that these tasks have largely been completed and he reported that Collins had re-started production of Sprint 15 hulls, and were about to re-start Dart 18 hull production, at an overall rate of two hulls per week.

The current expectation, based on all components meeting their performance tests, would see a supply of new 15's established by the end of 2009. Should this fail to happen, then the options open for re-establishing the commercial supply of Sprint 15's are limited and it will be a case of "back to the drawing board"

Tips from Phipps



"Keeping your hulls on-line"

Sprint 15 sailors spend a fair amount of time fiddling with their rudder system to make sure they are in good condition and the blades are held firmly in the stocks, but the first place to start may be with the hulls?

The rear beam clips look like they are there to prevent the hulls from sliding apart, but in fact Sprint 15 hulls can only come apart if the trampoline is removed, the shrouds detached and the beam sockets slide at the same time. That is unlikely unless you are taking the boat apart.

The rear beam clips do have an important job though and one that may need a small adjustment so they can do their job correctly. The Sprint 15 hulls do vary very slightly in width, due to the joining up of the two halves. The roll of the rear beam clips is to allow for this variation and maintain the hull alignment.

With the inside of the hull hard up against the beam thrust pad the rear beam clip should just slide over the outside of the hull and be held in place by the retaining spring. If the clip is too far out there will be a gap and under mainsheet load the bridle wires will compress the bows which in turn pulls the sterns out of line and that is where the clips come in, keeping the back of the hulls hard up against the beam thrust pads and in line.

How do you adjust the clip?? Well behind the beam clip spring on the batten is a s/s nut which when slackened allows the clip to slide in and out on the leaf spring. If your leaf spring slot is not long enough you may need to extend it with a file or drill. With the clip adjusted correctly the s/s nut can be tightened holding the clip in place. The high loads on the rear beam can cause the clip adjustment to creep so it is a good idea to fill the adjustment slot with resin, epoxy or similar to prevent any movement.

With your hulls held firmly in line you can now get to work on your rudders and checking the alignment and tracking.

NB. Check your hull alignment by measuring bow to bow and stern to stern at the centre-line. Should you need to use a small packing piece attach it to the surface of the thrust pad.

Windsport Sprint 15 Cat Action

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 - Talk with Windsport
- Need coaching support??
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Pictures left to right
Rear beam thrust pad and inside of hull contact
Rear beam clip and leaf spring
Adjustment slot filled to prevent creep
Rear beam and clip in correct position

Brian Phipps



Still Motoring

An ex-editor of our Sprint 15 Magazine sells up.

Earlier this year I spotted that boat Katmandoo (sail number 351) was for sale on our website. Now I remember that boat as one of our magazine editors (Roger Davies) used to own it and sail it at Datchet, as well as at several Nationals. That was in the days when we had a small fleet at Datchet Water and we held a couple of winter events there. Roger is memorable for a number of reasons – one of them is he rigged up an outboard motor on Katmandoo for use on the coast (Roger had a holiday cottage at Salcombe where he would take the boat for holidays) and he reported on this in the Summer 1994 issue of our magazine.

In his introduction to his first magazine as editor he wrote “I expect the rest of you to keep me supplied with scurrilous tittle-tattle which is just short of libellous and for which I will disclaim all responsibility.”

Phil Breeze supplied the superb cartoons for this edition” so nothing much has changed in those respects! In other respects things were very different. The magazine was a photocopied and hand stapled A5 job – no high tech glossy A4 coloured magazine in those days – but the spirit was the same.

Another memory I have of Roger was at the Saundersfoot Nationals in 1994. In those days we were fairly dependent on the local club to do the results of our Nationals, but we were already developing a penchant for having a large number of different prizes which were often allocated on a fairly loose /ad-hoc (Nick style) basis. When we got to Saundersfoot there was just a little old guy who looked about 80 responsible for doing the results. We did not think he had a hope. Happily Roger was a dab hand on Excel and he set up a small spreadsheet / database to calculate the results. It was this spreadsheet that I adapted and extended and was used for all our Nationals results up to 2008 – many would say it was responsible for many hours of delays in prize-givings but at least we had a systematic and accurate system in place. Happily in 2008 our webmaster, Martin Searle, created a web based data base and program to calculate all the results the instant the details of the last race is entered. Fantastic, but Roger’s spreadsheet was one step along the way....

Roger’s time came to an end when, in 1995, he decided he could work just as well from his cottage in Salcombe as from the Home Counties so he up sticks and took his boat to Salcombe where it has been until he sold it earlier this year. I’ll let Roger take up the story.....

EDITORIAL

Having “volunteered ” to become Editor of this august journal, I understand that to be politically correct I should set out an editorial policy.

“The newsletter will provide a serious carefully deliberated resume of events and factors critical to the development of the association, taking care to provide a full and accurate record for posterity.”

Nick Dewhirst and Bob Carter will produce those bits.

I expect the rest of you to keep me supplied with scurrilous tittle-tattle which is just short of libelous and for which I will disclaim all responsibility. I particularly want pictures of people and boat action. I also need feature articles as well as race results and write ups.

Phil Breeze from Calshot SC provided the superb cartoons in this edition and promises more.

I can only publish what you send me - so don't be shy, let me have your input.

The next edition is planned for October

All contributions to the Editor:-



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Some things don't change, even after so many years.

For that we should be thankful.

Nick and Bob are still doing the mostly serious business

Phil Breeze is still producing the unique cartoons.

And the rest of you are still supplying the 'tittle-tattle'

As Roger said- the success of the Mag. depends on your input in terms of articles and pictures

by Bob Carter

"I had a dodgy hernia repair in 1995 and the thought of hiking out has made my eyes water ever since. I had hoped my son would adopt Katmandoo but he is into windsurfers, so eventually I have accepted that it would be better to let someone else get some fun out of her. Salcombe was never a good area for Katmandoo. Within the estuary the winds were too fickle and there were too many other boats in a small space. Sailing outside the harbour mouth had better winds but several times I capsized when the cats-paws that dropped off the cliff combined with the swell in the harbour mouth. I became increasingly unsure of my ability to right the boat single-handed and there was no rescue cover.

I had forgotten about the outboard mount, I only used it a couple of times as you had to sit well forward to keep the motor out of the water. When I more recently owned a Pacer, for pottering around when the wind was light, I fitted an electric motor so I could get back to the pontoon against the tide. This was great fun as you could sit to leeward so the sails look filled and watch frantic sail trimming on other dinghies as you silently passed them. I did consider making a mount for the electric outboard on the Dart as it is very light and would push it along easily. I now have a Falmouth Bass Boat on a half tide pontoon mooring so that I can step on and off it. Not very exciting but it is very seaworthy and comfortable with up to six on board.

Another of my projects is the microprocessor system which I built about ten years ago. It runs all the race start sequences at Salcombe Yacht Club. After about five years it developed an intermittent fault which sometimes caused the klaxon to sound a few seconds before the start...somewhat chaotic with class starts at 10 minute intervals in a restricted space! It has now been rebuilt to remove the bird's nest of wires and so far has been reliable. I dread it going wrong as I have lost what little electronics knowledge I had and, when I look inside it, I have that feeling of panic experienced when opening an exam paper and knowing you cannot answer any of the questions.

We now have a cottage on Dartmoor, which has a large workshop for me to play in. I have a 1932 Morgan Three Wheeler that needs constant attention.....maintenance to use ratio is similar to a helicopter. I have also designed and built a single seat three-wheeler that I use for day to day trips It is quick, comfortable and practical for shopping. It gives 60mpg when driven gently, but this drops to 45mpg when I try to relive my Lotus Elan years.

Be assured that while I am less physically fit than I was, my eccentricity is thriving!

I hope another family is now enjoying Katmandoo as much as we did and that she has survived relocation to the frozen North.

It is good to see the fleet is still so well supported.

Best Wishes
RogerD"

I include this so that his friends of old can read how he is getting on.
Cheers. Bob Carter

P.S. The magazine editor is one of our most arduous jobs and has consequently had many incumbents over the years. This is my summary of some of them (doubtless Nick could list more):

Jim Jeffrey – middle ages *Nick Dewhirst* to Jan 1993

Peter Mayne to Dec 1993 *Nick Dewhirst* to Feb 1994

Roger Davies to early 1995 *Mike Hunter* to Autumn 1996

Paul Frost to ????? *Simon Farthing* to ???2002

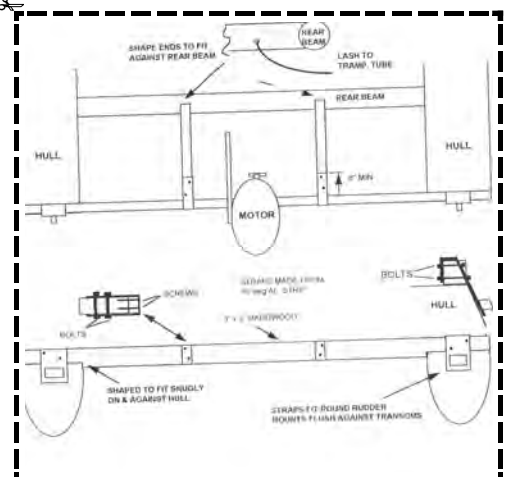
Paul Smith to Dec 2006 *George Love* current editor



Above:
"Katmandoo" as new—"Don't get it wet!!"

A selection of Roger's stablemates

Below:
Design for outboard motor attachment



More Tips from Phipps

Single-handed boat handling techniques

"Going it alone" - Catamaran sailing for single-handers

The magic of single-handed performance catamaran sailing can be summed up as "your own speed machine at your own finger tips". The techniques required in developing single-handed skills start with launching your boat successfully and finishes with a great day's sailing.

Rigging the boat is not normally a problem but launching without a helping hand can be tricky - boat or launching trolley, launching trolley or boat!?! Hull damage is one of the plagues of single handing, so anything you can do to minimise your boat grinding on the shore is good. If you have support from a useful "trolley dolly" or even someone else launching at the same time it will help but, if not, one simple idea is to have a temporary or permanent buoy held by a weight just off the beach. This is ideal on reservoirs like Grafham or Rutland, a bit trickier on a tidal beach but not impossible. Having launched, tie your boat temporarily to the buoy so you have two hands to get your trolley onto the beach and above the tide line and the same for when you return.

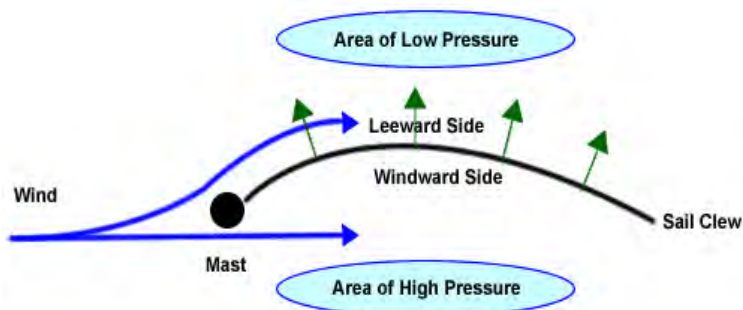
Preparing your boat on the beach before launch makes a big difference to the mechanics of sailing off in good order.

- 1) Rudder blades ready to drop
- 2) Tiller extension lying on the windward side
- 3) Mainsheet attached
- 4) Downhaul attached but not powered up.

Out on the water "systems and a consistent sequence of doing things" are the key to good single handed sailing be it tacks, gybes, mark rounding or 2 sail reaching, everything working and in the right place at the right time.

Maintaining the air flow

Without the aid of the jib slot there is nothing to force the air to flow over the lee side of the mainsail where most of the driving force for the boat is generated. Once the air flow over the leeward side has been destroyed, getting it to start flowing again over a fully battened mainsail requires generous amounts of sail twist, bearing away or both before returning to the original course and settings. With that in mind, single handed catamaran sailors need to focus on maintaining air flow over the sail, reading the various wind indicators and tell-tales plus developing a natural feel of the boat as it drives through the water. Flat sails are fast sails provided the air can stay attached and the sail does not stall. But to get there from a standing start requires the sail to have depth to generate the initial boat speed. As the boat speeds up the sail will need to be adjusted, reshaped to meet the generated airflow.



Maintaining airflow over the sail at all points of sailing is vital to maximise performance
In a capsize, make sure you stay in touch with the boat

But take care. Too quick and the sail will stall and without the support of a jib slot to instantly re-establish air flow. A semi stalled boat may point high but will be going slow.

On the wire

The transition from the hull to the trapeze wire is one simple flowing movement, where the boat continues on the same course and the mainsail is sheeted in to maintain the hull angle as you extend your body. Once out and balanced you can feel like a king but to maintain your crown you need to have your controls at your finger tips.

- 1) With the mainsheet in your front hand, hang the rest of the sheet on the thumb of the tiller hand, then down your back leg and onto the trampoline.
- 2) Adjust the height of the trapeze wire to your comfort zone. Too high and balance is limited, too low and you may struggle to keep out of the waves.
- 3) The ability to adjust the trapeze height while on the water is a great asset especially when coming in off the wire if you are less agile.
- 4) When sailing a catamaran like the Sprint 15 with mainsail and jib, check the jib sheet is laying over the edge of the deck before heading for the wire so you can make an adjustment if needed.

Tacking single handed

The art of tacking under mainsail only is one that requires full concentration to ensure air flow is attached to the new leeward side as soon as possible and the boat drives off on the new tack. To achieve that you may well have to turn the boat a little further off the wind after the tack than when sailing with two sails and ease the mainsheet to induce leach twist and prevent the mainsail driving the bow back into the wind soon after the tack before the boat can get underway and the rudders take effect.

- 1) Pick a time with good boat speed and minimum waves.
- 2) Maintain mainsheet tension until the boat enters the no go zone and then ease the mainsheet to reduce the leach tension.
- 3) As the boat slows in the tack and approaches head to wind increase rudder input slightly to maintain turning speed.
- 4) Coming out on the new tack, go that bit further off the wind than normal until such time as you have built up a good feel for your boats tacking angle.
- 5) With the leach open and the rudders straightened for the new course, sheet back in and accelerate away.
- 6) NB. If you continue to have problems tacking, ease the traveller line as well to allow the bow to turn even further off the wind, then traveller in followed by mainsheet.

Simon Rowell demonstrated a textbook capsize recovery on the Gorran Haven Cruise at the Nationals





On the reach

Without the jib, the direction of the air flow in the lower section of the main may be slightly different from what you are used to. Depending on wind strength and sail shape, the amount of leach twist will reduce as the boat speeds up and the apparent wind direction becomes the same across all of the entry luff area.

- 1) On the wire keep the traveller line in a position where you can make an adjustment.
- 2) Too much sail twist in stronger winds will make it difficult to maintain a constant hull angle, resulting in big mainsheet adjustment. Try dropping the traveller down and sheeting in more to flatten the mainsail.
- 3) Trapezing on the reach is great but only if you have the rudder and boat control to go with it. If in doubt, sit in and concentrate on keeping the boat in the groove.
- 4) When coming into a mark on the wire to bear away, there is more to be gained by coming off the wire early and preparing the boat early so the turn is smooth and the apparent wind maintained.
- 5) In light winds additional twist in the leach often produces more power due to the wind direction close to the water surface at a different angle to that at mast head height.

Down-wind sailing

Like up wind sailing, it is easy to stall the mainsail by sailing too low. At the same time, luffing up for speed can take you away from your goal. Make use of all the skills you applied for up-wind and reaching and apply them to down-wind sailing. The Sprint 15 down-wind sailing angles are critical and dictated by wind strength.

- 1) Look to maintain some degree of air flow over the mainsail in all but the lightest of winds.
- 2) Remember that if the mainsail stalls, you will need to come up closer to a reach to re-establish air flow than when carrying a jib
- 3) In strong winds, sailing in a semi stalled down wind direction may be the best way to survive, but the gybe will be powerful and violent so maintain rig control.

Gybing

Similar to tacking, the skill is to re-establish the air flow over the mainsail immediately after the gybe with out the aid of the jib.

- 1) After the gybe head up until air flow is established and then bear away on the new apparent wind.
- 2) To maintain boat speed, the key is to creating air flow on the new tack so, focus on the speed of the turn verses braking effect.

Capsize / man overboard

In the event of capsize, staying with the boat is even more important as a single hander. If you get washed or knocked off the hull, maintain a grip on the mainsheet rather than anything else. In most situations the result will be the boat either capsizing or stalling down wind.

Single handed catamaran sailing generates a great feeling of personal control but, to get there, you need to get to grips with using a sail that needs constant attention for maximum performance.

For further information on single handed catamaran sailing and catamaran advice contact Brian Phipps and the Windsport coaching team.

Brian Phipps



The superb shots of Martin Scott from Gurnard on a windy day in the Solent, show just how exhilarating single handed cat sailing can be. They also demonstrate just how much weather our little boat can take when sailed by an experienced helm
Pictures courtesy of Paul Wyeth Photography

Roland Goes Sailing

by Anon.

A long time ago

Roland wondered if he would like to sail a catamaran so he went to the Dinghy Exhibition to find out more. Some nice people there sent him to Grafham Water Sailing Club for a trial sail on a Dart Cat. When the big day arrived the early season wind was blowing quite briskly and Roland was paired up with a weighty looking fellow. Together they were offered the chance of sailing on a Dart 15 as opposed to a Dart 18, which might have been a little too risky in the conditions. Roland hadn't sailed a cat before so he was asked to be the crew and play with the trapeze. Interestingly enough, as well as not having previously sailed a catamaran, neither did Roland have any trapezing experience. Disappointed because he wasn't going to helm the little boat he accepted the prospect of a new, 'flying' experience as a suitable consolation. Out on the water, conditions were lively with even Wayfarers screaming along on what appeared to be very wet broad reaches. Well, they were throwing up quite a lot of water anyway.

The two intrepid punters didn't do any downwind sailing to speak of, but once Roland had been able to get his bulk out onto the end of the wire, they did have some fun balancing high up on one hull. Whilst he wasn't fully impressed by the fact that they weren't making anywhere near the amount of splashing wake as the monohulls Roland could see that this was quite an attractively entertaining activity. The chap helming (a complete stranger to Roland) was keen that his new crew should take up a stance right behind him, effectively with his back foot almost on the rudder. Perhaps this slowed them down a bit but they made ground over a couple of tacks or so and a modicum of excitement began coursing through their veins. However there came an instant when our protégé experienced a momentary falling sensation followed by an impression of looking up at the water surface from below it. He was very surprised and somewhat shocked – how could such a thing have happened?

After regaining his wits and some air to breathe he discovered that there was no great catastrophe as the boat was still there beside him and the stranger was still on the trampoline, but now looking down at him with an impish grin on his face, "Are you alright?" he said. Roland spluttered something unintelligible in reply whilst untangling in his mind the reasons for his current predicament. The explanation for his ungainly departure from the world of confident optimism to one of incredulous confusion slowly became apparent. Gradually it dawned that there was no mainsail on the boat. Furthermore there

was nothing there to hold up the mainsail either...

Bits of wire, rope and sailcloth were all in the wrong places and everything was quiet. There were no straining stays, no billowing sails or flying hull or grunting bodies trying to keep steady on a precariously flying hull and there was no wake or movement through the water whatever. All was at peace as his companion hauled upon Roland's apparel and he clambered onto the vessel in a rather ungainly manner. Roland was not to realise that in due course he may have plenty of practice refining his technique of re-boarding a catamaran. As a rescue boat arrived they managed to gather together sufficient of the tangle of wires, metal and sailcloth in order to be towed ashore where they were set loose to glide downwind the last few metres to solid ground. Our hero was grateful for the sedate ending to what might have been a much more dramatic return to dry land had the sail still been raised. To his relief a willing volunteer took over the mess of tangled equipment that had once resembled a state of the art racing machine. He sloped dejectedly back towards the changing rooms and recalled his earlier disdain, upon arrival in the boat park and was passing one of the vessels which was not quite as ship-shape as the rest. There was a resonating memory of a forestay secured to its bride by a single length of string which was looking very grey and not a little chafed. It seems that this *might* have belonged to the boat from which he had been earlier cast into the water. Unfortunately his enthusiasm had been somewhat dampened by the cold and wet nature of his recent aerobatics.

Some years later, our intrepid hero trundled off some 40-odd miles to Rutland Water, where Laser International had some kind of outlet/demo facility. He just wanted another look at a Dart 15 and was hoping to gather enough information to decide how much he might be willing to pay for one – maybe even bought from Laser International. As luck would have it the representative at Rutland wasn't a very energetic fellow but after a while he did offer to raise the mainsail on one of the nice shiny 15's sitting outside the shop. After travelling this far to have a look Roland considered this was something at least, but it didn't look like he was going to get to sail one at short notice. The excursion turned to more disappointment and Roland eventually returned home disillusioned. This was because the job of raising the sail was greater than the hapless Laser representative could manage with any ease as the bolt rope refused to slide smoothly up the mast.

Eventually (and too many years later) our good friend returned to the Dinghy Exhibition and took another stab at looking

for a boat to sail. This time he was not going to be put off, and within a matter of weeks he had learned enough vital information to find and own a Fifteen with a view to sailing it competitively. He has since received much help and encouragement from fellow "Fifteeners" and the Sprint 15 Association, but then we all know how friendly and helpful cat sailors are. As time passed he gained the confidence to sail "Sport Mode" out of preference whenever possible. At first he thought there would be a significant handicap disadvantage in so doing but he then concluded that this only applies if one needs, or expects, to win every time in a fleet of mixed Una and Sport rigged boats. He decided that if one doesn't have too high an expectation of receiving top chocolates at the end of the day then there can be a lot going for the Sport Rig option. Not catching *all* the Una Rig boats at the front of the fleet could be slightly embarrassing but sometimes he found that he could surprise top sailors who knew what they were doing and would otherwise be miles ahead.

Sailing with a jib, Roland found he could chase faster sailors and overtake them one by one, especially on the reaches. When the wind was strong he enjoyed flying along in his harness upwind and having a breather on the way to the top mark before then screaming off downwind. Other competitors of the hiking variety would have to tense their leg muscles and hike out as hard as possible and only find some respite when right off the wind on a sedate run. With a jib Roland became less likely to get into irons when tacking, despite having to fiddle with an extra sheet to get going under full power. He also began to tack downwind as well as upwind. This made it easier to stick to the tails of the experts and added the satisfaction of seeing more of the fleet trailing in his wake. In turn this provided a better opportunity to get into clear air whilst not having to fight past so many competitors to do so. In light winds of less than five knots, then getting ahead of the next boat was not always so easy and consequently he now sometimes considers using just one sail when the wind is *very* light.

All these things and more,

Roland has discovered by listening to whatever advice he can and by experimenting patiently whenever he can get onto the water. He just wishes that he had tried a little bit harder and persevered more all those years ago when the call of the cat-sailing bug first began to whisper sweet invitations into his ear.

So, Roland -
What's in a name, eh?
Ed.

The Tracks of a Tramp

by George Love



Here's a neat solution to a problem which has been encountered by some who have replaced their tramp tracks as *Mike Cooper from Carsington SC* discovered when he recently treated his boat to a set of new tracks. The latest tracks have a 10mm slot to take the boltrope on the side of the tramp. The problem comes because the existing boltrope is normally only 5mm, meaning that there is a strong tendency for the tramp to pull out sideways from the track when it is tensioned and/or weighted up. Once on the water there is a good chance that one will quickly experience that sinking feeling as the tramp starts to pull out and part company with the track. Not good!

The usual solution is to take the tramp to the local sail-maker and ask him to replace the original 5mm boltrope with a new 8mm one.

Mike, however, has come up with a novel idea to the problem which he developed with his daughter who is presently undertaking a technology degree.

The solution involves capping the original 5mm boltrope with a 9mm diameter length of thin wall plastic tubing, (which can be purchased at minimal cost from your local DIY), to effectively 'trap' the original bolt rope inside the new track. The tubing which Mike used is sold as 1/4" tube and has a 9mm external and 6mm internal diameter respectively.

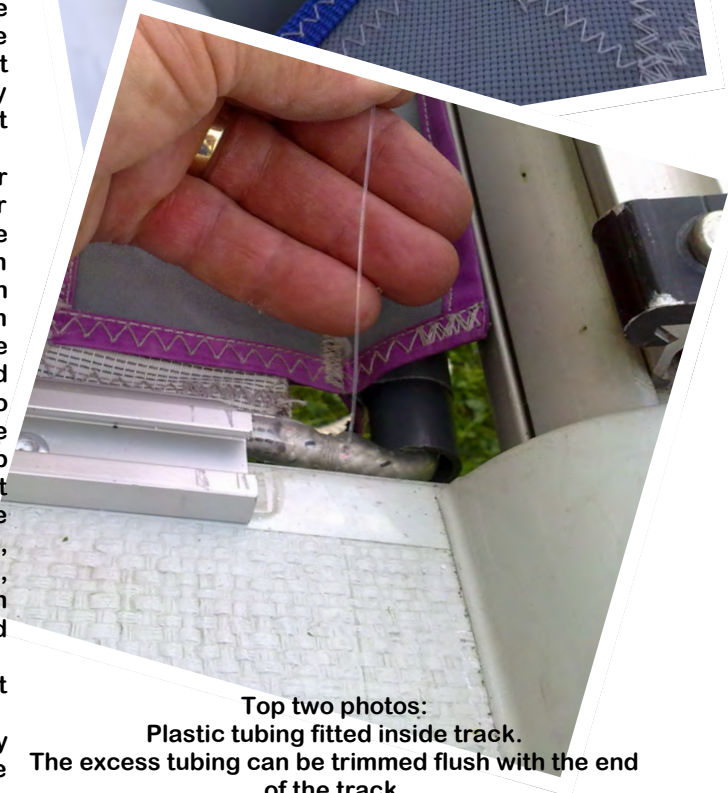
The tubing first needs to be split along its length to cap the boltrope. Mike reckons this is best done by inserting the tube in the empty track and running a sharp blade down the slot. It is important that only just enough of the blade is exposed to ensure that only one 'side' of the tube is cut and, by cutting the tube in the track, this allows the cut to be on the same radius line of the tube along its length. This is vital to ensure no 'warping' of the tube when it is fitted over the boltrope.

Once the tubing has been split it can be inserted on to the tramp and the whole slid into the new track. Sounds simple but there are still a few technicalities to be overcome, not least of which is to keep tubing and boltrope together as they are drawn down the new tracks. It's also a fairly tight fit but Mike has a couple tricks to accomplish the job.

First is to provide a bit of lubrication with soapy water or water with a dash of baby oil. The thickness of the tubing over the boltrope makes a pretty tight fit in the track (which is the whole idea in the first place). Second is to sew a length of high breaking strain fishing line (60lb. Breaking strain or thin 'Dacron' line) to the leading edge of the tubing/boltrope on each side so these two components stay together as the tramp is fitted. A long tail of the line can be left and wrapped around a short piece of dowel which allows the whole thing to be pulled along the track. This line can be cut off when the tramp is back in place or tucked in to the rear tramp tensioning pole with the boltrope for future use. As ever, it helps to have a bit of help from someone to feed and pull the tramp into and along the track. During refitting of the tramp, the tubing tends to stretch as it is pulled along the track so, when the tramp is back in place, the tubing is longer than before. The excess can be trimmed off to leave a neat finished job or left protruding to assist later removal.

Since adopting this solution, Mike has had no problems but testing is still ongoing, so further reports may follow.

The downside of the method could be for those who regularly take their boats to bits for transportation to events, etc. as the fitting of the tramp is a slightly tricky operation and not done in too much of a hurry. The upside is that it's a really a cheap solution (total cost £2.70!) for those who rarely have cause to remove the trampoline.



Top two photos:
Plastic tubing fitted inside track.
The excess tubing can be trimmed flush with the end of the track.
Bottom photo:
High breaking strain line to hold tubing and tramp bolt rope together during fitting

Sprint 15 Events Programme for 2009/10

Events Secretary: Erling Holmberg 01983 865012

Winter 2009/10 Events

Date	Venue	Contact	Phone
Sat 7 Nov	Stewartby Water Sports Club, near Bedford (A421)	Karl Pountney	01582 478074
Sat 5 Dec	Carsington Water Sailing Club, near Ashbourne	Ray Gall	01332 671016
Sat 9 Jan	Draycote Water Sailing Club, near Rugby	Peter Slater	01926 512129
Sat 20 Feb	Queen Mary Sailing Club, near Staines	Gordon Goldstone	01784 248634
Sun 21 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 2010 Events

Watch www.sprint15.com/events for details of events not yet finalized.

Date	Event	Venue	Contact	Phone
24-25 April	Traveller	Herne Bay, N Kent	Bruce Vigar	01580 761294
8-10 May	Nationals	Sport National Championship, Swanage Sailing Club - Sat, Sun, Mon	Erling Holmberg or Mike Cemm	01983 865012 01929 481586
22-23 May	Training	Grafham Water Sailing Club - Brian Phipps training weekend	Bob Carter	01438 354367
26-27 June	Traveller	Southern Championships, Thorpe Bay Yacht Club, Essex	Andrew Hannah	07855 289795
10 -11 July	Traveller	Seasalter, N Kent	Steve Willis	07980 416422
13-15 Aug	Nationals	National Championships. Netley S.C. - Note: Fri, Sat, Sun (2,3,2 races/day respectively)	Erling Holmberg	01983 865012
	<i>Fun Events</i>	<i>Note: No Fun events this year</i>		
Sept (TBD)	Traveller	Northern Championships,		
16-17 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.



The U.K.'s Most Successful Single-handed Catamaran!