

NEWS **15** SPRINT

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

Cover Design & Magazine Logo by George Love : Carsington SC
 Cover Photo: Erling Holmberg at Thorpe Bay TT by and courtesy of Nick Champion
 Cartoons by Phil Breeze of Calshot

Another summer season has come and gone. The chilly breezes and shorter days of late provide the curtain call for the up and coming winter events. I'm looking forward to it as I find the Winter TT series has so many attractions. The short, sharp format makes the best of the limited daylight but still offers the chance for a bit of competition throughout the year. It's fast becoming a favourite and is supported by many stalwart travellers from far and wide. I'm sure that the opportunities this class offers its members is the envy of many.

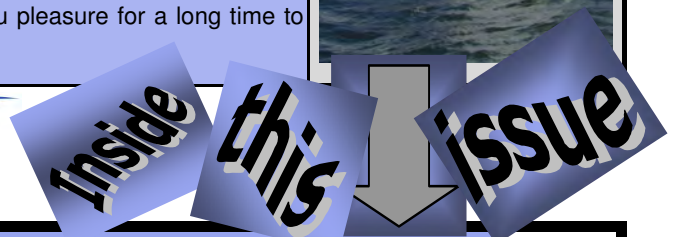
The 2010 season will be remembered for all the right reasons. Another great attendance at the Nationals at Netley. 61 boats turned out, one more than last year. Unfortunately, we've been knocked off our top spot for nationals attendances this year by the Dart 18s. I suspect this may be something to do with the fact that they had their 'Worlds' this year in the UK. Our Sport Nationals turnout was considerably down on numbers - (15 less than in 2009) - due to a small fleet from the home club. But it didn't stop it being a great event with many highlights in a tremendous sailing location. The numbers issue will no doubt be addressed in 2011 at Instow.

And the first of a new batch of boats has arrived at Windsport - there's more on that inside. This is a real confidence boost for the Class and offers the chance for all of us to go out and sell the thrills of sailing an exciting boat with a Class Association beyond the compare of most.

My thanks, as ever, goes to all those (both new and 'regular' contributors) who have put pen to paper and produced articles for this issue. This is your Magazine and it's you, the members, that make it what it is. So please keep the articles coming and I hope that a few more new authors may emerge so that future issues can be truly representative of what you, the readers, would like to see.

Howsoever you enjoy sailing your boat, may it continue to give you pleasure for a long time to come.

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



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Your Chairman writes...



Cat racing is likely to receive a higher profile on the world stage as a result of two exciting new developments – both the two top sailing events are going to feature multihulls.

First, it will be exciting to see the Americas Cup turn to multi-hulls – and not just for the last battle of billionaires but also for the long-term future with 72 foot wing-masted cats with a feeder fleet of 45 foot youth cats. They chose cats because cats makes better TV and they told me that the decisive factor was the ability to race in all wind conditions, because that meant races would start on time, to fulfil their TV slots. We know it works, because apart from the TV angle, that sounds just like what we have been doing for years.

Second, the opportunity to get a cat back into the Olympics has arisen a year earlier than expected because ISAF has brought the selection of Olympic Events forward to its Annual Conference which begins in Athens on November 5th. So Dewhirst and his mates at UKCRA have been busy warming up the case for cats as we did last time round.

There is now a serious risk that Sailing could be dropped from the Olympics in the new era of competition between sports for limited slots. That scared ISAF's Executive into bringing the decision-making process forward to this year and the Events Committee into

recommending that the Olympic Regatta includes a Mixed Multihull Event - a solution that UKCRA first suggested in our 2008 Report.

However, it also has many 5x2 submissions for one Event each for Men and one for Women in five distinct disciplines - One Person Dinghy, Two Person Dinghy, Keelboat, Multihull and Windsurfer. These maximise telegenic high-performance boats and therefore TV revenues, which may prove to be the decisive factor. They are also the most logical and comprehensible for non-sailors.

You can read our new Report on this crucial issue at www.multihull2016.com.

These two developments may not matter much to those of us who never had Olympic hopes or whose hopes died long ago, but it has all sorts of trickle down benefits that will even make themselves felt where we sail at club level. Because, once there is an Olympic Event, the national sailing authorities will build a pathway to it which starts with youth cats. Because the UK had the foresight to see this possibility here, we already have over 20 youth teams in Spitfires starting from age 13. Those who are eliminated from the process at various stages typically continue as amateur cat sailors boosting fleets to levels where we can all enjoy more competition.

That is why it would help us all if you can contact our ISAF representative to express your views. She is Sarah Treseder, the new RYA CEO who has taken over from Rod Carr and her email is racing@rya.org.uk



Nick Dewhirst

15 SPRINT

Up A Lazy River



“ I hope other people will put pen to paper and tell us about their favourite place to sail ”



Usually this magazine is full of racing reports and competitions which is all fine and good but sometimes it makes a change just to take your boat out for a sail to unwind and enjoy the surroundings. This article is about my local and favourite river, the River Deben in Suffolk which is navigable from the sea to about 7 miles inland. Whilst there are other local rivers I may cover in future articles, I hope other people will also be prepared to put pen to paper and tell us about their favourite areas for a great day's sailing.

The Deben enters the North Sea at Felixstowe Ferry, a hamlet on a sandy spit just north of Felixstowe. A good day's sail can be had by launching at Felixstowe Ferry or Bawdsey and heading up the river to Woodbridge which is near the limit of the tidal part of the river. It is best to do this trip on a warm sunny day going with the tide to Woodbridge. I would avoid a north-westerly as the wind blows straight down the river and it is an unmitigated slog. However, the prevailing south-westerlies are perfect for this trip and you can do the journey with very few tacks and gybes. All other directions, including south-easterlies, are good. Details of the tides can be found on the BBC website looking for Woodbridge Haven which is actually the mouth of the river at Felixstowe Ferry. The tide turns at Woodbridge some 40 minutes after it turns at Woodbridge Haven

You can launch your boat at either Felixstowe Ferry or at Bawdsey on the other side of the river but there is no bridge or vehicle ferry across the river here. There used to be a chain ferry across the river here in the 1930s but now there is only a foot ferry in the summer.

To get to Felixstowe Ferry from the A14, take the signs to the 'Water-ski club'. To get to Bawdsey go north on the A12 past Woodbridge and then take the A 1152 followed by the B1083 to Bawdsey Quay.

There is a free public slipway at Felixstowe Ferry and at Bawdsey there is a low grassy bank onto the beach. Next to the slipway at Felixstowe Ferry is Felixstowe Ferry Sailing Club which is also the water-ski club. <http://www.ffsc.co.uk/ffsc/> The club welcomes visiting sailors so if it is open, pop into the bar and say hello to Mary. Set your boat up in the southern end of the car park so you don't block in the club boats. To launch, you have to take your boat along about 50metres of public road to the public slipway onto the beach but this is no problem.

Beach space next to the slipway is limited at high tide but I suggest you launch about 2-3 hrs before high tide so the tide takes you up river and at this state of the tide there is plenty of beach. At Felixstowe Ferry there are two good pubs, The Victoria, The Ferryboat Inn and a cafe.

On the Bawdsey side there is plenty of beach on which to launch and set up. There is a public car park and a cafe open during the summer months.

Up river from the slipways are the moorings. Don't be fooled by the apparent space in the middle of the moorings – this is Horse Sands which dries at low tide but it is perfectly possible to sail across it at half-tide.

The tidal streams can be significant at Felixstowe Ferry and can run past the clubhouse at 8 knots at peak so, if you want to sail against the tide downriver to have a look at the Deben bar at the mouth of the river, make sure there is enough wind to get you back! There is a red can opposite the clubhouse which can be ignored and, further towards the sea, there is a green can. You can sail safely as far as here on your own to see what the conditions on the bar are like but after that an ebbing tide will commit you to crossing the bar. Conditions on the bar can be interesting at certain stages of the tide especially when conditions are wind against tide. If the bar looks rough I would not recommend attempting it if you are on your own. When it is really humping even local sailors will give it a miss and go upriver instead of out to sea.

That said, when going upriver from Felixstowe Ferry, the strongest winds always seem to be blowing through the moorings. After these there is a long stretch of open water, sometimes used by the water-ski club, where the wind is unrestricted. The river at this point is enclosed by artificial banks but after Ramsholt it assumes a more natural appearance. The edges of the river are mudflats but you can land safely just down river from the ski jetty if you want to. In the winter there are many waders on the mudflats and I have also seen avocets there.

There is a stone jetty at Ramsholt and a sandy beach just next to it in front of the Ramsholt Arms pub. There's good beer, reasonable food and plenty of tables outside. It's a great place to take a break on a summer's day.

Round the next bend from Ramsholt on the Northern shore is The Rocks, a sandy beach under a sandy cliff, which is great for picnics. The river then bends round to the left and Waldringfield comes into view. There is a large island in front of Waldringfield which is submerged on very high tides. You can either sail straight down river behind the island or visit Waldringfield.

There is a sailing club here. Check out the website at: <http://www.waldringfieldsc.com>. To stop off at Waldringfield the sandy beach just upriver from the sailing club is a good place to go ashore. On race days the sailing club bar is open and they do excellent cake and sandwiches. The Maybush pub is also worth a visit. The food and drink is good and there are lots of tables outside overlooking the river.

You may need to keep an eye on your boat as the tide changes. Perhaps take some guttering with you as has been mentioned on the chat pages to preserve your hulls but, as the ground is either sand, shingle or mud, you won't do too much damage dragging your boat off the beach.

There is also a public slipway next to the pub if you want to launch or retrieve your boat from here. Car parking is at the top of the road behind the pub which is a public facility with toilets.

Opposite and slightly upriver from Waldringfield are two sandy bluffs called The Tips and The Hams. These are great places to visit on a warm summer's day. However, watch the falling tide as it is quite shallow here and it could be a long way to haul your boat back to the water.



Up A Lazy River

Going on up-river, you pass Methersgate Quay on the right which is privately owned. Round the next bend is Kyson Point where Martlesham Creek joins the river. Martlesham Creek is about half a mile long and navigable at high tide. At the far end is a boatyard with several house boats. It is a place I visit occasionally only just because it is there but usually I would give it a miss.

You can land at Kyson Point and there are a few boats owned by a local school in a compound there. It is private land but is a good place for a picnic. You can miss out the bend at Kyson Point by going through the cut. This is a narrow cut through the marsh which was dug to make it easier for barges to get to Woodbridge, avoiding the bend at Kyson Point and 'Troublesome Reach' after it. It's referred to as 'troublesome' because the wind is often blocked by a steep tree-covered bank. The edges of the cut are marked by withies and it is navigable at least to half tide.

At Woodbridge it is possible to pull up on the marsh by the slipway next to Deben Yacht Club – for more information see: (<http://www.debenyachtclub.co.uk/>) and there are several places for refreshment, the nearest being a cafe in the park just the other side of the river wall. There is another cafe further along the river wall by the station at the head of the little dock and another cafe in the station itself. Over the road from the station is the Anchor pub. Further along the river wall there is another high-class cafe in the white building next to the tide mill.

It is possible to sail further up the river than Woodbridge for about 1 mile. There is a very difficult bend in the river just past the tide mill under Ferry cliff. In light winds, make sure you time your journey for the top of the tide so the tide takes you round this bend each way. Even in stronger winds, you can become becalmed at this point where the steep wooded bank on the eastern shore blocks out all wind from that direction and causes wind from other directions to swirl around. Sutton Hoo burial mounds are at the top of this bank.

Beyond the corner the river straightens out with boatyards on the left. At the next bend, the river becomes very narrow as it passes Melton Boatyard. The limit of the navigation is at Wilford Bridge just north of Melton. I would not go too close to the bridge as surrounding trees cut out the wind and the tide can still be quite strong. I have sailed up to here on a couple of occasions but only because it is there, but there is not much to see. I would recommend sailing up to the tide mill at Woodbridge and then heading for home.

When you come back to Felixstowe Ferry, keep to the south side of the river particularly if the winds are light and the tide is ebbing. Land as soon as you can just before or after the white painted fishing hut before the slipway. The ebbing tide is strongest at this point about two hours after high tide and exits strongly across the slipways. At this stage of the tide, I beach next to the fishing hut, take down the sails, put the launching trolley underneath and then float the boat across the private concrete slipway onto the public slipway so I can then take it straight out of the river.

I hope this article whets your appetite and encourages you to take your boat somewhere different. On a summer's day with the wind in the right direction and using the tide, this is a great day out on a beautiful river with two good pubs and other great places to stop off. Hope to see you there some time!



The Maybush, Waldringfield slipway on the right



Woodbridge & Deben Yacht Club

My Favourite Place to Sail

by Ed.

My Favourite Place to Sail, certainly during the late nineties and early noughties, was La Trinite sur Mer which is something of a French sailing Mecca on the Brittany coast. For several years our family holiday was an idyllic campsite right on the beach looking out over Carnac Bay with both Sprint 15 (1517) and a Topper to get us out on the water. The boats were parked up on the beach ready for action. On less windy days, the cat was a superb swimming platform and dive boat for the snorkelers. On windy days, it was a short 7 mile hop across the bay to Quiberon for an ice-cream which often gave the chance to try and mix it with the big trimarans testing in the bay. I must confess I never tried calling starboard on them! The famous and nearby Cote Sauvage on the Atlantic side of the Quiberon peninsula is also a good place for a spot of surfing in the ocean breakers followed by a few beers with a barbeque to watch the sun go down. Perfect for all the family!

The beach was also superb for those who can't resist a spot of construction!

.....
If you have a favourite place to sail, why not tell me about it. I'd be pleased to publish it and develop this as a thread of short articles : Ed.



Undercover Report



by our Undercover Investigator

There have been rumours for a number of years that not all things are as they appear at a certain quiet sailing pond in the remote recesses of deepest Derbyshire . A small but well formed group of "model" sailors have for many years, it seems, used a keen interest in **CAT** sailing, as a cover for activities normally reserved for the **CAT**walk. Our man was sent to investigate the shocking truth.



This group of 'model' sailors have secretly operated under the code name of GRRR and have had some success in the world of male modelling.

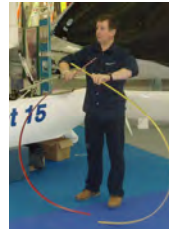


For years it appears that GRRR have been hiding a secret best kept in the wardrobe or under the boat cover from the Sprint 15 cat fleet! It apparently started harmlessly enough in the 80's when cat suits and tank tops were considered high fashion.

Our wannabe group of male models used their extensive knowledge of the clothing industry to develop the first fully knitted wet suit (including matching dinghy boots) which proved popular with GRRR sailors of restricted height who had previously suffered the indignity of buying shorty wet suits as turn ups on full length suits were not considered fashionable.

(See picture below courtesy of "HELLO" (sailor) Magazine)

The world of modelling is cruel and in recent years it has proved hard for GRRR to find modelling work so they turned their extensive knowledge of the rag trade to other creative outlets, hoopla and sail diving being amongst a number of other failed ventures



Undeterred, GRRR have turned their attentions to yet more vain and esoteric activities caught on our spy camera below.



GRRR have moved into the world of sail design . Their first sail was developed during the long winter nights by the GRRR quilting circle which proved to be more colourful than sailable. Undeterred and unable to spell 'Dexterity', GRRR came up with the name 'DX' for their latest project - sail DX pictured above on home waters. Have they no shame!?!

(Published under extreme duress at the point of a six-shooter) [Pics. by Holly]

So the next time you are out on the water and you are worried about the boat in front of you sailing faster than you , don't worry ! Think like the GRRR boys , they may be faster but "boy friend " do I look good !

If you have any information to add to this dossier.....we suggest you contact Trinny and Susannah first!
Some say that he has a keen interest in crochet and that he crafts his own rash vests from chainmail
.....all we know is - he's called our ***Undercover InveSTIGator!!***

Windsport Training at Stewartby

It was on Saturday 10th April

that 11 intrepid Sprint sailors gathered at Stewartby for the first of two weekends' training organised by the Class Association under the expert guidance of Brian Phipps.

Five were from Stewartby, Jon and his brother Robert [Gills] Finch, Karl Poutney, Robin Hall and me. The visiting sailors, Kevin Dowley (Marconi), Gary Burrows (Thorpe Bay), Phil Warner (Draycote), Simon Rowell (Felixstowe Ferry) and Peter Lea were welcomed aboard.

The weather forecast was dry and relatively warm for the time of year but there was not much in the way of wind forecast to start with at least.

Experience levels varied with most having sailed at least one other class. Sprint 15 experience ranged from 10 years [Robin] to about 3 hours! [Phil] with most of us, myself included, at less than a year.

Following introductions over bacon rolls, Brian began with an overview, and asked each of us to identify one weak spot [difficult to pick just the one] which we wanted to work on.

There was some anxious watching of the rather still lake before we finally set forth. Each exercise began with a triangle course to get us warmed up and to keep us together in a group. The very light breeze finally settled on one direction, with some wildly shifting thermals coming through as the temperature warmed up.

The day was fully taken up with group and individual exercises to test and improve our boat handling - stops and starts, follow my leader with us supposedly sailing in a straight line behind each other, whilst the coach boat varied its speed. Some managed to get and stay close with others bailing out of the line as the gaps reduced to collision point but there was a very noticeable improvement over the day. These exercises were all aimed at being able to hold position in a fleet on the line and the ability to duck boats on the course. Most were pleased to have decided summer wetties were the order of the day as we were all worked hard right through until tea time. Robert was so warm he decided a dip was needed, managing to capsize in next to no breeze!

A few of the protagonists left in the evening for other commitments with those remaining opened the club bar and polished off an Indian takeaway.

“It was a thoroughly enjoyable weekend and everyone learnt so much”

by Mark Norman

Day two beckoned with a 9am start and more bacon rolls for sustenance. Brian gave a 'walk through' tuning guide on one of the boats we had tipped up outside on the lawn followed by a full blown maintenance demonstration, where he showed just how badly set and worn my rudder mechanisms were! Mine weren't the only victims and I am sure we all picked up points relevant to our own boats for ongoing work.

Back onto the water, and although slightly chillier, we all soon warmed up back on the triangle course in perfect wind for the day which steadily rose to about 15-16 knots according to the club race officer. The morning comprised more work on holding position on the line, including a running start. A good few laps of the course followed with boats being set off at intervals with the aim of trying to narrow the gap to the one in front using our newly acquired mark rounding skills. There were a couple of capsizes. Pete managed it without bashing his head this time and Jon was only too pleased to point out his brother Robert upside down again as he whizzed past.

A short refuelling lunch break was followed by a briefing and a series of short two lap races in a rising breeze. This gave everyone a chance to put all they had learnt over the two days into practice with penalties and handicaps given out to the leading few. Gone was the start line devoid of boats reaching in from afar. Instead, boats were on the line with a minute to the gun, pushing others up, defending their position, and the majority crossing the line on the whistle. A real difference!

A quick pack away, debriefs, tea and cake, and it was all over, leaving just an opportunity to buy the spares needed from Brian. (Fortunately the worst mishap was a damaged connecting bar).

Many thanks, in no particular order, should go to: Brian for the most excellent tuition. Steve Ivory for his voluntary Rib handling skills, Bob Carter for organising the event, Sarah and Rosie, my wife + daughter for looking after our appetites and, not least of all, the 'students' for taking part. The class association made a generous donation to the club, some of which paid for fuel used over the weekend, with the remainder going to the sailing school to help maintain a Sprint 15 for use within the club.

It was a thoroughly enjoyable weekend with masses learnt by all of us. I am now quite envious of those on the Grafham course in May.

For me though, the highlight of the weekend was Phil's face in one of the short races (remember Phil, 3 hours on a sprint), as he had the perfect start, led up the beat, to find himself first round the windward mark –brilliant!



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Herne Bay TT



by Martin Searle

This is what I can recall from the event so the actual sailing may be a bit vague since I was at the back of the fleet for most of the weekend struggling with bits and pieces.

The weekend dawned with a windy day to get rigged up. With only one attendant local, Ben Skull, the travellers were dominant. Of the travellers, Seasalter SC was best represented by Martin Searle, Kevin Dutch and David Turnbull. They were joined by two from Queen Mary in the form of Gordon Goldstone and George Stephen, followed by Erling Holmberg from Shanklin and Ian Collyer from Holywell. Nick Dewhirst would join the gang on Sunday. Most opted for Sport rig given that the Sport Nationals were only a couple of weeks away, with Nick, Ben, Gordon and Ian opting for the Unarig. I had to borrow a spare sport rig from Kevin for the weekend (thanks!) having originally planned a Unarig outing.

The event was to be held together with both the Shearwaters and the Shadows. These two fleets were to add quite a lot to the shenanigans on the water with lots of boats meeting one another. This wasn't helped by the 15's sailing a different course!

The first race of three back to back got under way in a gusty F4-5. Kevin shot into the lead and was never to relinquish it with Gordon coming second and Ben 3rd. Many of the Sportsters were still finding their feet and yours truly had also forgotten his trapeze harness and then found that his mainsheet wouldn't jam, both of which caused a bit of struggling here and there.

After three races a pattern of results emerged with Mr. Dutch winning all three followed by various other folks taking the minor places. Erling took second in race 2 with George Stephen 3rd, whereas in race 3 it was new boy Ben Skull in 2nd and Gordon taking 3rd. At the back of the fleet Martin and Ian were fighting over last

place. David Turnbull had a jib sheet fixing give way from the trampoline track and he retired in race 2 and I retired race 3 when, quite frankly, I got a little miffed at everything including a whole line of starboard tack shearwaters whilst approaching the windward mark on port, so I called it a day! All in all the only sailors with any sort of consistency were Kevin, Ben and Gordon.

After the sailing we had a nice BBQ and settled down to the usual chatting and drinking. Nick turned up and showed us all his new acquisition - a second hand model of a "NewCat" that he felt could be 15'd easily. Looks like it will be an interesting sail and apparently Kevin has it now.

Day 2 dawned and boy what a contrast to day 1. It was sunny, then rainy with hail and then sunny but all with not a lot of wind! Race 1 of 2 got off to a SLOOOWWWW start with everyone sailing what I thought was the wrong way round the course. In time, however, it became apparent to yours truly that I was sailing the course backwards. After an age of battling wind against tide and current, I arrived at what I thought was the last mark (having rounded the others 'correctly') only to find it was actually the first mark! I was also trying to round it the wrong way apparently. So I then proceeded to go back round the course I had just sailed! Nick proved a light wind wizard and carded a first denying Mr Dutch in second of a clean sweep and Ben Skull posted another 3rd. Race 2 was cancelled when the wind died completely and most of the fleet ended up being towed back to a rather interesting landing at the Herne Bay ramp. There were lots of helpers to whack wheels under the boat and push it up before the next customer arrived but goodness only knows what its like with an on-shore wind and big sea! So, Kevin Dutch won the first TT of the season with Ben Skull 2nd and Gordon Goldstone 3rd.

S15 Class Presentation to Pentewan Sands Sailing Club



The text opposite is taken from Roger Lewsey's Commodore's Report in the recent PSSC newsletter

You will recall that last year we hosted the Sprint 15's Nationals - a great event which was very much enjoyed by the competitors, their families and all at PSSC. This event was the eleventh time that the 15's have held their Nationals at Pentewan. I'm really proud to announce that we have been officially recognised as their "Favourite Nationals Venue"! George Love, their Magazine Editor, contacted me a while ago to say that the Sprint Association wanted to make a presentation to PSSC to mark their long-standing relationship with us, and it was a pleasure to welcome him and his family to the club during Sunday sailing recently.

On behalf of the Sprint 15's Association, George presented us with a board showing a great action photo from the '09 Nationals and a caption listing the years they have been to Pentewan, together with the much appreciated statement highlighting our special friendship! The picture board now has pride of place on the wall opposite our bar, and I know that we all look forward to their next visit - hopefully in the not-too-distant future....maybe 2012?

Trolleydollydoddle



by Jason Tooth

If, like me, you sail in a place where you have to launch and recover your Sprint 15 from a steep pebble or shingle beach, you'll have either bought a trolley with oversized balloon tyres or be wishing you could afford to do so. I'm part of the latter group. The big balloon tyres are indeed fantastic. I know two Dart 18 sailors who use them to pull their boats down to the water's edge single-handed while I struggle with a helper.

Unfortunately, these big tyres aren't cheap. However, while idly browsing the net I chanced upon a trolley wheel that is over twice the width of a normal tyre but still reasonably priced. Clearly they aren't going to be as good as the full balloon tyres but given their low cost they offer a good compromise. They're probably available from a number of outlets but I found them on the Pinnell & Bax website. The part no. is TR18 and they're priced at £25 each. After a quick phone call to check the axle hole diameter I took a chance and ordered a couple.

I'll describe how I modified my trolley to take these new wider wheels – you may be able to do the same or you may need to do it slightly differently, depending on the exact construction of your trolley. The important point is that the axle hole is the same as for standard trolley wheels so there is almost certainly a way in which they can be made to fit your trolley (we tried them on a friend's Finn trolley before my Sprint one and they work very well).

The main issue to address is the increased width of the tyres and how to ensure they don't rub against the hull cups. On my trolley each of the original wheels was spaced off from the cups by a short length of grey plastic tubing. With a bit of measuring I found that I'd need to increase the length of this spacing by around 38mm to prevent the tyres from fouling the cups. I used 32mm diameter ABS waste pipe for the new spacers (around £2 for a 1.2m length at the DIY store).

The next step is to compensate for the longer spacers by shortening the axle. On my trolley there is a heavy, wider main axle into which two 500mm narrower axles fit. There is a bolt going through both at each end to hold these "inner" axles in place.

Having increased the spacer lengths by 38mm, I cut 38mm off each end of the main central axle with a hacksaw.

The amount you have to remove may differ but the important thing is that you only remove from each end the same amount by which you've increased each spacer. You should then find the bolt holes still line up and that the cups remain the correct distance apart.

Now it's just a matter of tidying up the cut ends with a file and you're ready to re-assemble.

right: wheel width comparison
below: spacers cut from 32mm ABS pipe



right: cutting main axle down to size
below: new wheel in place



bottom left: the finished job



Ed's comment : a simple cheap fix for your trolley which is bound to keep your dolly happy and is a doddle to do. That's a WIN, WIN ,WIN!



W.H.

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2010 Sport Nationals



Above: Kyle Stoneham on pole
Below: Kyle Stoneham leads the charge



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Sprint 15 TT
Sport Nationals



Below: Kyle Stoneham (1148) lines up another pole



This year the Sprint 15's

headed for Swanage Sailing Club for the first time for many years to hold their Sport Nationals over a long weekend from the 8th to 10th May hoping for sun, wind and sand.

With most competitors arriving on the Saturday morning, space on the beach was at a premium as 24 boats had to be assembled before the first race. This race started on a cold overcast day in a steady Force 4 wind. Bookies favourite, Kyle Stoneham gave everyone hope for the championship by coming fifth while at the front it was the Flying Dutchman (Kevin Dutch) who took the first gun of the contest hotly pursued by Peter Lytton with the ever present local boy, Mike Cemm in third place and Sam Heaton (of Instow) in fourth. Mike Cemm has won this event several times in the early 90s before retiring to Swanage.

The second race was sailed back-to-back with race one in much the same weather with Stoneham and Steve Sawford mixing it with Dutch for first place. At the end of the race, Stoneham made amends for his first race performance by finishing first with Sawford second and Dutch in third. This rounded off a good day for Dutch as his 1st and 3rd places gave the overnight lead.

After sailing everyone retired to the club for a well earned BBQ and talk about how they nearly could have won the race.

Day 2 and Sunday morning dawned cold under leaden skies. The winter sailing gear came out again. Due to club racing in the morning it was decided to run three races back-to-back in the afternoon. By the time the course was set, the wind had dropped and the heavy weights didn't have to trapeze (for some of us, a good thing) but at the front it was more of the same with Stoneham in first from Dutch and Cemm. Magazine editor, George Love, from Carsington had a good result coming home in fourth place just ahead of Erling Holmberg.



In race 4 the wind was back to Force 4 and although the sun had still not appeared, the fleet was in for a treat as it was joined by a group of dolphins for most of the race matching the speed of the boats to play their games. This race saw a new face in the form of Mark Aldridge harrying Stoneham. This was Aldridge's second only attempt at a Sports Nationals. At the finish it was first for Stoneham followed by Aldridge, Sawford, Love and Steve Littlejohns of the home club.

Race 5 in a Force 3 was a closely fought battle with places changing all the way through the contest, due in no small part to tiredness after four hours on the water without a break. The first two places were held by the main rivals for the championship as Stoneham won his fourth race on the trot with Dutch snapping at his transom. Littlejohns took third from Aldridge and Robert England. The fleet returned to the beach exhausted and shortly retired to the local Italian restaurant for a good meal and chat, mostly about the dolphins.

The last day of racing was greeted by the same cold conditions with a heavy onshore swell brought on by the top end of a Force 4 breeze. The sun, however, had made a much belated appearance. With two races to go, the championship was still undecided. Despite Stoneham's pole position, Dutch was still very much in contention if results went his way and Cemmm could still be runner-up. Stoneham was unfazed and nailed the championship by winning Race 6. Cemmm kept his hopes alive for runner-up by coming second with Sawford in third and Dutch fourth. It was good to see another local, Adrian Whaley take fifth and Robert Way from Instow improve to get sixth.

The last race was the final showdown for runner-up honours. With Dutch well back after the first lap, it looked like Cemmm could grab the prize but, on the second lap, Aldridge followed by Dutch tacked early and went out to sea with the result that Aldridge led round the windward mark followed by Stoneham with Dutch in third. By the finish Stoneham had, once again, passed Aldridge who held on to second with Dutch taking third to confirm his runner-up position. Thus Kyle Stoneham added the Sprint 15 Sport National Champion crown to his current title of National Champion for the regular Sprint 15 format.



Above: Kevin Dutch hunts down Steve Sawford & Kyle Stoneham



Above: Local Mike Cemmm took third in his winter woollies and cool shades



Above: 2nd place for the 'Flying Dutchman'

Right: Kyle Stoneham: 1st and untouchable



Trophies and prizes presented by Carol Smith

Final Standings: 1st Kyle Stoneham (Thorpe Bay) 5pts, 2nd Kevin Dutch (Seasalter) 11pts, 3rd Mike Cemmm (Swanage) 18pts, 4th Steve Sawford (Rutland) 19pts, 5th Mark Aldridge (Grafham) 25pts, 6th George Love (Carsington) 32pts, 7th Steve Littlejohns (Swanage) 34pts, 8th Erling Holmberg (Shanklin) 36pts, 9th Sam Heaton (Instow) 37pts, 10th Adrian Whaley (Swanage) 38pts.

Pro-Am Results: 1st Robert Way (NDYC) + Mark Aldridge (Grafham) - 68 Pts (tie-break)
2nd George Love (Carsington) + Erling Holmberg (Shanklin) - 68 pts.
3rd Adrian Whaley (Swanage) + Robert England (Carsington) - 79 points

Make Your Mast Last

Older split masts will, over time, have been subject to considerable stress near to the joiner and this can lead to “stress corrosion cracking”. The mast illustrated here suffers from this a short distance above the position where the end of the plug is fixed into the mast-top section. At first it was thought to be suffering from some electrolytic decay due to salt water inside the section but this was later proved unlikely because drilling revealed clean, dry polystyrene inside. The crack was on the port side which is in keeping with repeated anti-clockwise racing ‘round the cans’ where the mast has rotated and curved due to mainsheet tension.

A difficult decision arose since a repair would indicate an already damaged spar and this could be difficult to replace under insurance should it later actually fail completely. However, a repaired section would be less likely to fail if the work were kept under supervision and remedial action was taken in the case of further deterioration occurring.

This article describes how a simple, cheap and effective job might be undertaken in order to avoid catastrophe on the water. With suitable inspection thereafter it could give good service. It uses an epoxied and riveted patch and has shown no signs of deterioration so far this season, including some rough treatment at the Sport Nationals in May.

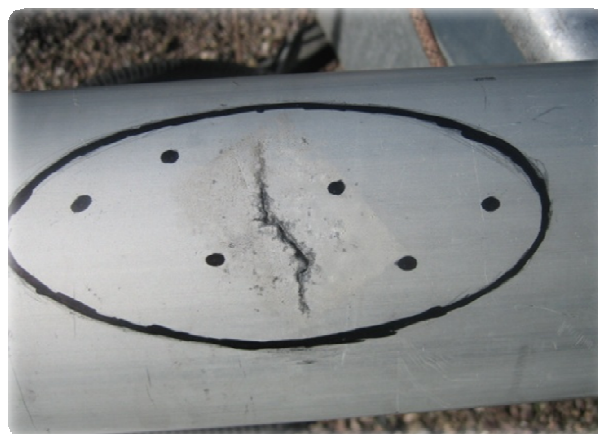
The necessary materials are:

- A short section of scrapped mast;
- Some rivets preferably supplied by your friendly boat repairer (along with the scrap mast section);
- Suitable epoxy, such as “Super Steel” by “Plastic Padding”, available from Halfords (“Chemical Metal”) would do but might be less flexible than the above. The adhesive should be designed to bond aluminium).

Useful tools are:

- An ordinary rivet gun;
- An electric jig saw with a narrow blade capable of cutting aluminium in a gentle curve;
- G-clamp, drill etc.;
- Baking or tracing paper;
- A file and abrasives to clean metal surfaces before bonding;
- Fibre marker pen, sharp knife (and several cups of tea).

Proceed as follows: Look at the damage and if it doesn't look too bad, as perhaps in the picture below, think about how much double thickness of mast might hold the crack together. Bear in mind that it is not just rivets but also epoxy over the whole area of the patch that will be doing the work. Then sketch out on your mast the outline of a nice patch that you think would do the job – not too big; not too small. You can mark in where the rivets could be placed but you may also re-site these later on. Some edge-locating marks can also be useful later (not shown in



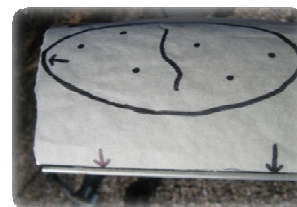
this picture as they were added when needed – see further pictures).

Tape a piece of kitchen paper or similar over your sketch and trace it through, having first folded one edge of the paper into the mast groove and marked along the fold.



This is very important as it will allow you to locate your sketch over the exact same curve of the piece of scrap mast so that the underside of the patch will fit closely onto your damaged piece of mast.

Tape your tracing carefully onto the *scrap* section with the luff groove fold exactly in position and the edge of the patch at the end of the section (see arrows).



It is a good idea to place the edge of the tracing on the edge of the scrap piece of mast so that you can make an easy start when you begin to cut the patch out. An oval patch was used in this case but if you cannot cut in a curve, a rectangular shape would do just as well, especially if the corners were rounded neatly with a file.

Then use a sharp awl or knife to *scratch through* the picture onto the donor section of mast. You will have to make a final decision about where you want your rivets to go and drill the holes for these *before* you cut out the patch. Allow as much distance as possible between each rivet hole, the crack and edges of the patch so that they are all pretty evenly spaced.





by Robert England

A trailer mast support handle provides a suitable anchor to hold the work for cutting out with a jig saw. (Don't forget to drill those rivet holes before you start cutting out otherwise you will have to clamp the curved section of mast patch whilst you do this and that isn't so easy.) Trailers are very useful pieces of kit and it can only be a matter of time before some bright 'spark' designs an adaptation to convert one into a simple trailer tent for TT events.



The next picture shows the freshly cut patch with some locator marks retrospectively added and traced from the very first sketch to ensure the patch sits the right way round and is properly in position when fixed. A really organised DIY fixer would have sketched these onto the outline of the patch on the mast in the first place but better late than never. They just provide extra security that the symmetrical patch is fitted the right way round after the adhesive is applied.



Make sure you clean up the patch thoroughly, as well as the mast section, so that the all-important bonding will work properly. Locate the patch and clamp it to the mast with the help of your markings. Then drill through the mast section to take the rivets, using the holes already drilled in the patch.



Check that the rivets all fit at the same time and then it is time to mix the epoxy. Read the instructions carefully because in normal temperatures the compound sets pretty quickly. It is as easy to use as gel-coat and there is a period when it goes rubbery and unwanted excess can be removed with a sharp knife.



Mix enough of the adhesive compound to do the job and apply it evenly to the patch, reinsert the rivets and pull them up equally right away. Finish off with one final pull on each rivet and there should be a satisfying bead of goo (and possibly some extra mess) all around the patch. Put some spare mixture into the top of each rivet to seal the pins you have just popped.

Clean up excess epoxy with a knife before it hardens completely and the task is complete. It is best to leave the repair for 24 hours before using the mast. The patch in this article measures approximately 5"x 2½" (roughly 130 x 60mm). Smaller repairs could probably be undertaken just with adhesive, and without resorting to riveting if the damage is less severe.



This mast had suffered in its lower, less waterproof section through rivets being used alone to fill small holes some time back. Because (probably salt) water had been swilling around them some galvanic corrosion had occurred, enlarging the damage. These holes will likely be repaired at a later date in a similar way to that described above but just with some careful clamping of the smaller patches whilst the adhesive cures.

Did you know?

All tips featured in previous 'Newsprints' can also be found on the website.

And if you have a golden nugget of information which you'd like to share with members, I'd be delighted to hear from you. Ed.

Sailing in Bavaria



by Brandon Stuart-Barker

During 2009 I was getting the urge to sail again after selling my last O.K. when still in the UK in 2006. Where we live (& work) is only 6km from the highest lake in Bavaria –the *Walchensee* which is at 2,630 ft (802 metres) above sea-level, and is 630 ft (193 metres) deep.

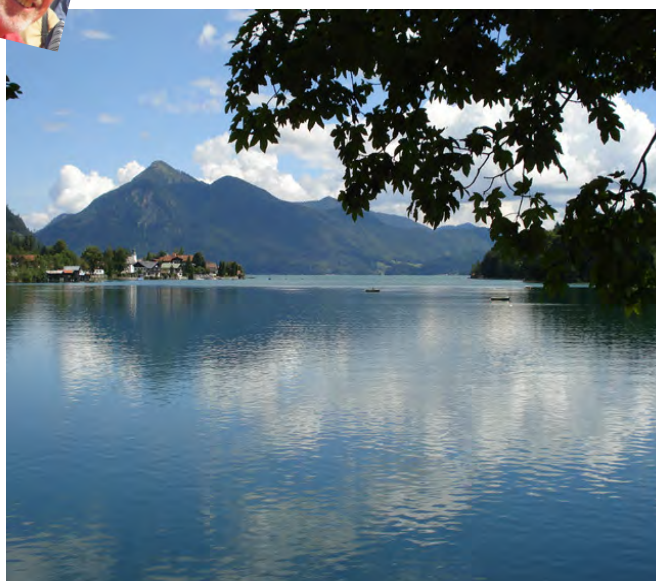
It is rumoured that there is still treasure in the lake from the German Reich, but there are certainly two planes which were ditched in the Second World War.

On making enquiries of the clubs there, it was emphasised that membership would be with only a catamaran.

So I commenced research and initially was in touch with Keith Bartlett who was most helpful. Keith arranged that I could meet Nick Dewhirst on my next business visit to the UK in February of this year. Well, those of you who know the Chairman will realise that I had no alternative but to go down the route of purchasing a Dart 15.

Through the good offices of Nick, I purchased one in Whitstable and returned to the UK in early April to collect No. 1459.

I transported the boat on the roof of my car for a journey of some 1200 kilometres (is this a record?) but kept to a sensible speed especially on the autobahns. Everything went very well and the hulls, etc. were put in storage in the garage until early June. In the winter the level of the lake here is reduced by some 8metres in order to provide water for hydro-electricity. Once the snow melts, the water level increases for sailing to commence. It may be a relatively short season but with very sunny days and such clear water the sailing is wonderful and I am hooked.



We were extremely fortunate to be recommended to a small club (19 boats, mainly 18's and Hobies) with a small clubhouse on private land with a superb beach. It is a clever utilisation of a facility. In the winter it is the clubhouse for the local curling club and adjacent land is used for the rink. The distance to move the boat in and out of the water is just 4 metres. The Walchensee is some 7km long and 5km wide and as well as catamaran sailing it is also popular with windsurfers and kite sailors. Due to the surrounding mountains there is a special micro-climate which also produces good winds and on a sunny day the winds increase at about 12 noon and diminish again around 5.00p.m. This is due to the surface of the mountains on the southern side warming up in the sun and producing strong thermals. This is in contrast to the 'Foehn' which comes from Italy, producing a Katabatic wind from south to north. This causes many winds changes.

One rather odd situation is that there are no chandlery businesses in the area – one either has to travel 60km to the Starnbergersee, south of Munich or make use of an excellent mail-order business – perhaps there is an opening there?

On reading Brian Phipps's column in the Autumn 2009 edition of 'Newsprint, he has an article on single-handed sailing with mention of launching and beaching. Here they use a rubber tyre in the water to rest the boat on after taking it off the launching trolley and on beaching we just sail onto the tyre again so no damage to the hulls occurs. When not in use the tyres are neatly concealed on the shore.

The Walchensee, (pictured), is often called a smaller version of the Gardasee in Italy.

Once again, I wish to thank the Officers of the Association for all their guidance and assistance. May the Association go from strength to strength!



Calling all ex-
pat Sprint 15
sailors
around the
world!
We'd love to
hear from
you on where
you sail and
your
experiences:
Ed.

Fun with Phil



E-Bay has recently featured quite a few Sprint 15s but it pays to know what your looking for. What's the saying? Buyer beware?



The infestation at Grafham has caused a few frights for some sailors but the culinary options in the galley have suddenly increased!



The recent Carsington TT saw the fleet battling two days of F5+ winds. For some it was, as Phil might say, a breeze! For some of the older protagonists the conclusion was more of a snooze. There will be a full report of the event in the next issue of 'Newsprint'

2010 Nationals

The Windsport Catparts Sprint 15 National Championships were held at Netley Sailing Club on 13 -15 Aug. The entry was 61 boats from 21 clubs and Netley had a surprise 5 boats taking part (we did not know that they had such a fleet). On the Friday there was a northerly force 3 breeze but several rain squalls passed through causing much more at times! The race officer, Andy Chapman, set a rectangular course along Southampton Water with the wind coming from the preferred direction. A practice lap and 2 championship races were run back-to-back.

In the first race many got caught out at the favoured starboard pin end of the line by the deceptively strong ebbing tide between the 2 high waters and could not cross the line on starboard. Keith Newnham was first to the windward mark but was overhauled on the run by Stuart Snell. On the second beat Newnham missed his toe strap in a squall and capsized, as all could see with his luminous green rudders pointed skyward. Snell made no such error but defending National Champion, Kyle Stoneham squeezed by to take the lead. At the gun it was Stoneham from Snell followed by Robin Newbold, insurance man David Lloyd and Frank Sandells.

Mark 2 was moved downwind to prevent the first reach being a fetch and then the second race got quickly underway. It followed a similar pattern to the first. Snell led the way only to be overtaken by Stoneham. As the squall came through the beats became highly tactical with many places changing hands. This was particularly apparent on the last beat from the leeward mark to the finish. Once again Stoneham took the gun but Lloyd snatched second place from Snell who retained 3rd place ahead of Sandells and David Ball while Paul Roberts opted for a swim.

Saturday started misty and windless so the fleet sat around waiting for something to happen. After a 40 minute delay a slight breeze had settled a little East of

North and a similar rectangular course was set with the windward mark close to the eastern shore.

In race 3 it was the boats that tacked to port early and stayed to the eastern side of Southampton Water who prospered. Newnham was again first to the windward mark closely followed by Snell, Stuart Pierce, Robin Newbold, Steve Sawford and Paul Roberts. Snell took the lead on the run and was never seriously challenged to the (inaudible) gun at the end of the second lap. Newnham hung on to take second from Steve Sawford, Ball and Stoneham, who was playing catch up from a bad start.

The wind dropped further for the fourth race which was so light it was only just sailable. It was the 2-up boat of Simon & Lily Giles, which showed the way to the windward mark by sailing free and using the jib as a wind indicator. They led from Chris Black, John Manning and Gordon Goldstone. This order prevailed until the second beat when Goldstone used all of his innate cunning to take the lead. Behind him places were changing wholesale as each breath of wind came from a different direction. At the whistle it was Goldstone from Giles, Sawford, Ball and Snell. Tellingly, Stoneham had sailed into a hole mid-fleet and retired without holding on for a finish exposing his Achilles heel in light winds. With no discards after 4 races this left Snell in the lead at the end of the second day.

Sponsors of
the 2010
Sprint 15
Nationals



by Bob Carter

On the last day the wind took a little while to stabilize but then filled in as a force 2-3 from the east. A trapezoidal course was set for race 5 with a short beat towards the Clubhouse on the eastern shore. Stoneham realizing he had it all to do, took pole and was first to the windward mark a short distance ahead of Snell. This order prevailed until the finish with Stoneham building up a huge lead from Snell. Behind these two the minor places were taken by Newbold, Martyn Ellis, Ball and Manning.

Thus with just one race to go and only one discard in play both Snell and Stoneham were tied on 8 points so it was all to play for. Race 6 followed a similar pattern with Stoneham taking the whistle by "a country mile" from Snell, Jeremy White, Newbold, local sailor Keith Pollitt and Erling Holmberg respectively. It turned out that there was a protest against Stoneham which was upheld and Stoneham was disqualified in the last race, leaving Snell to take the Championship for the first time since he crewed for Linda Moss when they won the Championship 2-up in 1989.

The Sprint 15 fleet would like to thank the Netley Sailing Club for running an excellent National Championships in an efficient and friendly manner.



Overall Result: 1st S Snell (Grafham), 2nd D Ball (Marconi), 3rd Robin Newbold (Carsington)

Two-up: 1st S & L Giles (Shanklin), 2nd A & S Whaley (Swanage), 3rd C & E Watson (Halifax)

Ladies Trophy: F Miller (Marconi)

Youth Trophy: S Rowell (Felixstowe Ferry)

Over 50s: 1st J White (Emsworth), 2nd F Sandells (Grafham), 3rd R Philpott (Grafham)

Over 60s: 1st S. Snell (Grafham), 2nd E Holmberg (Shanklin), 3rd G Howlett (Shanklin)

Heavyweights: 1st S Pierce (Shanklin), 2nd N Dewhirst (Whitstable), 3rd M Norman

(Stewartby) Most Improved: 1st D Ball (Marconi), 2nd S & L Giles (Shanklin)

Teams Standings: 1st Grafham (157pts), 2nd Shanklin (180pts), 3rd Thorpe Bay (277pts),

4th Marconi (283pts) 5th Penaenmawr (397pts), 6th Netley (426pts), 7th Stewartby (590pts).

Pro-Am Winners: P Roberts + E Brown

Paul Smith Trophy Winner: Keith Chidwick from Queen Mary Sailing Club in 57th place.

(Most Persistent Trophy awarded to the person who came last with NO DNS scores recorded)

2010
Nationals
Event
Photography
by
Peter Lea

2010 Nationals Results

OVERALL RESULTS											
Competitors			Races - 6 of 7 Sailed (No. of Discards: 1)							Event Placings	
Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Stuart Snell	1982	Grafham Water Sailing Club	2	3	1	(5)	2	1	-	9	1
David Ball	1488	Marconi Sailing Club	(8)	5	4	4	5	6	-	24	2
Robin Newbold	991	Carsington Sailing Club	3	(11)	6	10	3	3	-	25	3
Steve Sawford	1733	Rutland Water Sailing Club	7	7	3	3	(17)	8	-	28	4
David Lloyd	1800	Stokes Bay Sailing Club	4	2	(15)	9	11	9	-	35	5
Paul Roberts	1054	Penmaenmawr Sailing Club	11	(24)	8	12	8	12	-	51	6
Erling Holmberg	2007	Shanklin Sailing Club	15	12	9	11	(20)	5	-	52	7
Jeremy White	7	Emsworth Sailing Club	17	(29)	14	13	16	2	-	62	8
Geoff Howlett	1953	Shanklin Sailing Club	6	10	21	(29)	13	13	-	63	9
Keith Newnham	1150	Shanklin Sailing Club	(62)	9	2	6	21	27	-	65	10
Frank Sandells	1986	Grafham Water Sailing Club	5	4	11	(34)	23	23	-	66	11
Kyle Stoneham	1148	Thorpe Bay Yacht Club	1	1	5	62	1	(62)	-	70	12
Simon Giles & Lily Giles	1944	Shanklin Sailing Club	18	23	7	2	(32)	24	-	74	13
Keith Pollitt	1515	Netley Sailing Club	(32)	16	23	25	12	4	-	80	14
Simon Farthing	1898	Grafham Water Sailing Club	13	(27)	22	27	10	10	-	82	15
Martyn Ellis	1981	Thorpe Bay Yacht Club	14	6	28	(39)	4	33	-	85	16
Stuart Pierce	1813	Shanklin Sailing Club	(45)	13	13	21	15	28	-	90	17
John Manning	1955	Beaver Sailing Club	23	21	17	24	6	(36)	-	91	18
Robert England	1351	Carsington Sailing Club	21	22	29	17	7	(29)	-	96	19 ¹
Richard Philpott	1988	Grafham Water Sailing Club	20	8	32	(62)	18	18	-	96	20 ¹
Gordon Goldstone	2004	Queen Mary Sailing Club	24	18	(50)	1	37	21	-	101	21
Nick Dewhirst	2006	Whitstable Yacht Club	10	32	(40)	14	14	35	-	105	22
Stewart Pegum	1918	Oxford Sailing Club	31	33	16	(37)	9	19	-	108	23
Adrian Whaley & Sam Whaley	1632	Swanage Sailing Club	9	35	26	33	(62)	11	-	114	24
Samuel Rowell	1984	Felixstowe Ferry Sailing Club	12	30	38	20	(62)	16	-	116	25
Kevin Morris	1560	Grafham Water Sailing Club	27	19	43	16	(62)	14	-	119	26
Peter Richardson	1983	Marconi Sailing Club	28	38	19	(51)	28	7	-	120	27
Charles Watson & Elenya Watson	1237	Halifax Sailing Club	(38)	28	31	15	22	25	-	121	28
Howard Hawkes	1643	Thorpe Bay Yacht Club	16	26	20	38	(62)	22	-	122	29
Chris Black	2005	Grafham Water Sailing Club	35	17	18	(62)	34	20	-	124	30
Richard Whitelock	1705	Grafham Water Sailing Club	26	45	10	22	27	(62)	-	130	31
Mark Norman	1431	Stewartby Water Sports Club	30	31	41	(62)	19	15	-	136	32

2010 Nationals Results contd....

Eamonn Browne	1861	Marconi Sailing Club	(54)	41	12	7	35	44	-	139	33
Richard Harrison	2001	Netley Sailing Club	33	(43)	30	8	30	39	-	140	34
John Shenton	1956	Shanklin Sailing Club	25	40	36	23	(44)	17	-	141	35
Kevin Parvin	1615	Penmaenmawr Sailing Club	36	25	34	19	(40)	31	-	145	36
Keith Ball	1937	Grafham Water Sailing Club	22	15	42	40	29	(52)	-	148	37
Micheal Robertshaw	1758	Beaver Sailing Club	34	20	37	28	(62)	41	-	160	38 ¹
Jon Finch	1890	Stewartby Water Sports Club	37	34	39	(41)	24	26	-	160	39 ¹
Gerald Sverdlhoff	1933	Thorpe Bay Yacht Club	19	(62)	33	45	31	45	-	173	40
Steve Petts	1934	Grafham Water Sailing Club	29	36	27	26	62	(62)	-	180	41
Keith Bartlett	1962	Open Dinghy Club	39	(49)	24	48	33	38	-	182	42
Stuart Dyer	1739	Shanklin Sailing Club	(53)	48	44	36	25	30	-	183	43
George Wood	1908	Grafham Water Sailing Club	40	37	(55)	46	26	37	-	186	44
Daren Fitchew	1642	Thorpe Bay Yacht Club	41	14	(52)	47	42	47	-	191	45
Steve Roberts	1910	Penmaenmawr Sailing Club	44	(52)	25	44	45	43	-	201	46
Liam Thom	554	Shanklin Sailing Club	43	39	(58)	32	41	49	-	204	47
Rob Bowen & Hanah	1348	Netley Sailing Club	48	47	47	18	46	(48)	-	206	48
Gary Sverdlhoff	1231	Thorpe Bay Yacht Club	42	53	46	31	36	(55)	-	208	49
James Hurst	565	Grafham Water Sailing Club	50	50	(51)	42	38	32	-	212	50
Keith Persin	1551	Thorpe Bay Yacht Club	46	42	48	(50)	39	40	-	215	51
Simon Rowell	1843	Felixstowe Ferry Sailing Club	47	(55)	49	30	49	46	-	221	52
Bob Baker	1926	Shanklin Sailing Club	(55)	51	54	35	43	42	-	225	53
Fenella Miller	1579	Marconi Sailing Club	51	44	45	53	(62)	34	-	227	54
Martin Searle	1331	Seasalter Sailing Club	(52)	46	35	49	50	51	-	231	55
Philip Warner	1756	Draycote Water Sailing Club	56	56	(57)	43	48	50	-	253	56
Keith Chidwick	1840	Queen Mary Sailing Club	49	54	(60)	54	51	53	-	261	57
Mike Loxley	1683	Calshot Sailing Club	62	62	61	(62)	47	54	-	286	58
Alan Welman & Michael	1922	Open Dinghy Club	62	(62)	53	55	62	56	-	288	59
Karl Pountney	1494	Stewartby Water Sports Club	62	62	56	52	(62)	62	-	294	60
Jim Coombs	1357	Netley Sailing Club	(62)	62	59	62	62	57	-	302	61



2010 Nationals : Two-Up Take

2130hrs on 16/08/10 : "Hello, it's Erling." "Oh, hi." What does he want? "I forgot to ask you at Netley if you would mind writing a race report?" "Oh, err OK." "I thought you'd have some free time." Hmmmm... can you tell it's been a while since Erling's offspring were young & wanting summer fun attention!! Perhaps if I'd known earlier I might have taken more notice of what was going on outside our sphere of influence! So here goes with some sort of report & apologies for not being close enough to you to spot what you did right/wrong/indifferently!! I think Nick took care of that at the prize giving...

Thursday lunchtime, Elenya & I roll up at the Netley. To my surprise a few 15s on trailers were already there & plenty of club members' tents. We pitched the tent as directed. Rob Bowen started his two day meet & greet marathon as some more boats roll up, Elenya met Hanah (the other half of team "Hospitality") and they promptly disappeared for Hanah to show Elenya the best bits of Netley Country Park. Daddy then spent a pleasant hour or so messing about with his boat & chatting with friends. This set up a pattern for the weekend! I even buffed up my hulls. This definitely psyched out Rob. (Note to self: buff hulls when all other teams are there!) We cycled into Netley for a fish & chip supper returning to the club for a beer & J2O or two, until it was time for an evening foray into a quiet park and a timed assault course at dusk.

Friday started to get busy with boats arriving around breakfast, which was served up by a helpful galley team, as were all the meals throughout the event. An orange blur of veedub camper whizzed past me, driver's hair streaming in the wind, brilliant white smile framed by California perma-tan. It was the first contingent of team Shanklin. Simon & Lily Giles (team "Surfer Dudes") got out looking rather confused, as they had somehow managed to beat Erling to the club, even though they had been on the same ferry... must be a first for Erling not to be rattling the gate trying to get in at an event. Hanah, Lily & Elenya disappeared to play, with strict instructions to be back in time for the race!

At 1300 the ROD gave his briefing & we were let loose on Southampton Water. In the practice race about a third of the fleet were over the line due to confusion over the pre-race warning signals, but we all just set off to find out where the buoys were anyway. A squall hit the fleet & it looked as if we would get some stronger wind but this was relatively short lived and, as the rain stopped, so the wind dropped off a little to my dismay. Race 1 got away cleanly from a relatively short & busy line. The 2-up boats were rapidly split up which were the only boats I was concentrating on. Adrian & Sam Whaley (team "Quiet Storm") got their best result with an impressive 9th. Well done (somewhere off in the distance from us) to the top three of Kyle Stoneham, Stuart Snell & Robin Newbold.

Race 2 followed on from race 1 after a short on-water break in which Elenya shared her hot chocolate with a shivering Hanah (shorty wetsuit not to be seen again for the rest of the event!). The 2-ups did see a little more of one another in this race and crossed paths more often. At the front were Kyle, David Lloyd and Stuart. The bar opened and the barbeque started smoking as wetsuits dripped (Steve & Paul Roberts didn't have this drying problem with their **drysuits**... (if I didn't know better I'd think that team Penmaenmawr was populated by softie southerners). Oh and we had the AGM (reported elsewhere). Needless to say the crews were making more amusing use of their time building a zip-wire with one of my old mainsheets (now permanently donated to all NSC junior members).



by Charles Watson

Saturday brought early mist which cleared into a sunny day but with little wind. Race 3 got away cleanly after an onshore delay waiting for the wind to fill in. Simon & Lily showed that light winds are their forte with a 7th. Alan and Michael Welman (team "We Need More Wind") joined the 2-up fleet to make us up to five boats. The first protest I can ever remember at a Sprint15 Nationals occurred. Stuart, Keith Newnham & Steve Sawford took the top spots and had a long wait for the rest of the fleet and then for the wind. Meanwhile Elenya decided sitting on the pointy bit would be amusing. Everyone else thought it was amusing when the skipper stood on the other bow & screams emitted from said crew. Teams "Surfer Dudes" and "Hospitality" joined in the fun and then all rafted up for a good chinwag (quite impossible when doing all that tedious zig-zag stuff...). Race 4 eventually got underway with most boats going out towards the main channel in search of wind, while just a few took the no tide & possibly no wind option up Netley shore. Team "Surfer Dudes" ghosted round the windward mark in first place, no mean feat for 2-up (especially when being scrutinized by Bob C from the shore). Elenya & I gave chase & although we never had a chance of catching achieved our best position of 15th. At the leeward buoy Chris Black was unfortunate enough to be inside boat with four abeam & not enough water being given. With the buoy eye-warmeringly between the bows, it was a long sail around the commotion, but would have been a great picture for a caption competition with lots of *'s. On the second beat we passed a surprised looking Gordon Goldstone coming down the run. He had slipped past Simon & Lily. Words were exchanged to the effect "How did you get there?" "Dunno, I can't normally do this at a TT." Line honours were proudly taken by Gordon, an impressive second from Team "Surfer Dudes and Steve consolidated his position with third. Race 5 was cancelled due to lack of wind. As the smell of the annual dinner (curry) wafted over Southampton Water, Hanah demonstrated how to capsize a Topper to Elenya, a skill quickly copied. Fortunately they ghosted in to shore well before passing a fort & I pulled the boat back while they made themselves beautiful. It was also about this time that Lily let slip Simon has a **BIG** birthday due later this year... now it all makes sense, just a surfboard atop the veedub and an antidote to mid-life crisis is complete. Let's face it, 90% of the fleet has been there, done that, got the T-shirt AND been told to "Pull-yourself-together" by the Mrs.). More beer was drunk, all things sailing talked about & the evening was amusingly rounded off by what appeared to be the obligatory NSC clubroom pole climbing event. The critical success factor appeared to be all up weight of less than 5 stones wet through and a significant '**NO FEAR**' factor (excellent super-crew training!).



Sunday & more fried breakfasts were gratefully consumed. Camp was struck by many sailors thinking about their escape to the M-way, a subsequently warm bath & comfy bed. More wind, **GREAT!** Clean away for race 6 & the boat starts to sing. Unfortunately Frank Sandells sings out "Starboard" at us and we end up taking a turn. Well we had to get out of all that dirty wind somehow!! It was a fun and enjoyable race in good wind and clear skies. The top three from race 1 are in the same positions: Kyle, Stuart & Robin. A bit of a wait for race 7 and the tide is taking us up to the line, unfortunately about half the fleet haven't allowed enough. General recall, but then clean away on the final square course of the event. For Team "Sticks and Stones" this is the most enjoyable race as we swap places with Team "Surfer Dudes" time & again, covering frantically down wind & generally having a right good old ding dong without a single coming together (which others unfortunately didn't manage along with a further 3 protests !!! Unheard of in Sprint living memory I think). The final race was taken by Stuart, with Jeremy White pulling one out of the bag and Robin achieving his third 3rd place of the event.

The day ended with funny, embarrassing, touching and down right silly awards as well as the more sensible ones.

What a great event, as ever.

If you are reading this and thinking, it sounds like fun... **IT IS!** Don't be afraid, it's not like other classes' national events. We don't bite & even if you mess up a bit the only words you hear will be words of advice & encouragement.

Looking forward to returning to Pwllheli in 2011, Mrs. W has already agreed to a Welsh holiday next year (with hardly any tantrums from yours truly).

2010 AGM Report



by Keith Bartlett

It will greatly help your understanding of these minutes, if you stop reading now, go and find an Atlas of Europe, and put it next to you for further consultation in due course.

Right, now back to the matter in hand. Formal stuff first. We started at 6.45pm on Friday 13 August (an ominous date on which nothing had gone wrong so far!) at Netley Sailing Club in front of an enthralled audience. After many years of being told he is an old gas bag, Nick seems to have listened and, once again, his opening remarks were so short it took everyone by surprise, so I quote verbatim, **“a big hand for your committee”**. My next notes merely state 6.50pm, so you must have really given us a big hand!

Erling (events) was the first to get down to the serious stuff. Next year (2011) we are going to Instow for the Sports Nationals in June, and to Pwellheli, (you might need your Atlas to both find it and to check my spelling) in August. Apparently many clubs don't want to run Nationals in August, so we are going to have to be more creative in our choices of venue in the future. (Several calls detected from the enthralled masses about just always going to Pentewan, and save on all the hassle).

Yours truly, (membership) who has trouble both speaking and writing at the same time, said something like 300 ish paid up members, 32 new members, of whom about half were bringing previously unseen boats into the Sprint 15 family.

Gordon, (treasurer), did, I think, repeat exactly what he said last year **“Things are OK; fees stay the same”**

George (magazine), (in absentia down under), was praised by our Chairman for the outstanding work that he does for the magazine.

Martin (webmaster) urged us all to **“keep using the chat pages”**, and thus to keep our Association website at the top of the premier division.

Nick (chairman) then had another go at speaking, but only said what we already know - **that the Chairman does very little!**

We then had to have an election for a new Treasurer, as Gordon (the financial wizard) Goldstone, was standing down after a record 11 years. Big round of applause! Howard (of Thorpe Bay) Hawkes had somehow been persuaded to put his name forward and was summarily proposed by Charles Watson, seconded by Steve Roberts, and then unanimously elected as Treasurer.

We then had another vote on keeping the subs. at the same level - why would anyone vote against such a proposal? Anyway, it was passed unanimously.

There were another two unanimous votes (the first proposed by Gordon Goldstone and seconded by Nick Dewhurst) to adopt as class legal the “slug” modification to the mainsail, followed by a formal acceptance of Pwellheli for 2011 (proposed by Erling Holmberg, seconded by Keith Bartlett).

Erling then lead the debate about where to go for the 2012 Nationals. Possible new venues for us could be Brightlingsea (2/3rds); Felixstowe Ferry (2/3rds); Worthing (<1/2); Harwich (<1/2) and Clacton (<1/2). The figures in brackets were the approx numbers of members expressing support for each venue. (Now you can see why I advised you to get an atlas). A return to Thorpe Bay got lots of support, but we have inside information that TBYC doesn't want to run National events in August.

Erling was given more room for choice by a good majority voting to hold the Nationals outside of the traditional holiday season.

Thus ended the formal part of the meeting.

Any other business

Nick then invited Brian Phipps to address the meeting to give an update on the status of re-establishing the supply of new Sprint 15's. Brian started by saying that all old 15's were still very competitive boats and that all new boats needed to last a long time. So after an 18 month period of re-establishing formal quality standards with Collins Fibreglass, new hulls, rudder blades, battens, beams and masts were now starting to come through from South Africa. Windsport will supply the rest of the kit and will build the boats up at Brian's base at Mylor in Cornwall. One all new 15 had been sold (to a new member) at TBYC; there is one demo boat; and a further one for sale at £7500. Further new boats will be available by the end of 2010. (A similar supply line has already been established by Windsport for Dart 18's)

Can we attract a new audience for Sprint 15's in mainland Europe? This was posed by Brian Phipps, who thought that we should give serious consideration to going to Carnac in Brittany (use your atlas again!) for their annual May event for catamarans. Although this attracted lots of support from the audience, it will need an energetic catalyser to get it going. Maybe to plan such an event for 2102 is a realistic target!

Battens- fibrefoam or corrugated fibreglass- where were we on our evaluations? Despite some long running evaluations of fibrefoam battens by Sprint 15 members, no clear consensus had been established. By contrast, major manufacturing improvements in the “standard” corrugated battens has been demonstrated by Collins, (you can bend them into a loop without seeing your £18 investment delaminate in front of your eyes). Given that the considered opinion is that ibreglass corrugated battens suit our sail shape, the case of making a change to fibrefoam has effectively evaporated. (Our 18 brethren have come to a similar conclusion)

Adjustable tracking bar for rudders. Brian Phipps reported that an easily retro-fittable device for adjusting the tracking of rudders was under evaluation and extended user trials. He hoped to be able to table a formal proposal to adopt this at the 2011 AGM. Bob Carter fully endorsed this development.

The meeting ended at 7.50pm



Battens



by Brian Phipps

Battens - Keeping It Simple

During this year's Dinghy Show chatter, George Love asked if I would do an article for the 'Newsprint' about battens and how they work. That lead on to asking you, the Sprint15 sailors, on what subjects you would like the Windsport coaching team to write articles? Send George your ideas.

So, back to Battens and sail shape.

All sails are pre cut with shape seams that require the wind, or in our case battens, to maintain that shape. The sail shape is "the sails shape" and unless the sail stretches over years of use the "sail shape" can only be temporarily modified by changing the way the sail is forced to match the mast curve or the way the sail leech is made to stand rather than hook or fall away to leeward.

Battens primarily affect the way the leech stands.

Mainsail down-haul and mainsheet tension affect luff shape/ mast bend. Note - some other catamarans have adjustable mast rotation controls which can also affect both leech tension and mast bend.

The effect of bending the mast through downhaul draws the luff of the sail into that mast bend, forcing the sail panels to re-shape to the maximum bend areas by flattening those sections of the sail. By using mainsheet tension you can also bend the mast temporarily but you also potentially tension the sail leech of the sail causing a hardening or hooking of the leech area.

Batten Profile

If we use battens that are far, far too stiff, there is no way the batten can bend to match the sail panel shape and the sail is forced to match the almost straight batten. The results, as you might expect, are not good. There is little or no sail shape and a very hard leech.

If we use some very, very flexible battens that are not tapered along their length, the batten will take up the shape of the pre cut sail shape when not under load but the leech will either hook or 'S' out at the leech when under pressure i.e. the leech cannot

If we use a tapered batten of the right flexibility, it will both meet the pre-cut shape of the sail and help control the stability of the leech. When air passes across the sail and exits at the leech the batten remains stable and by use of mainsheet, downhaul and traveller position the way the leech stands can be controlled.

How much batten tension should we use?

The top of the fleet may have their own opinions on this but back to basics.

A correctly tapered batten pushed into the sail will, with a little pressure from the batten tie, take up the pre cut sail shape.

The more tension you put on the batten the more that sail shape is maintained, in particular the leech.

In light winds, we want the sail to flatten easily with little use of downhaul and mainsheet tension. Less batten tension is, therefore, preferable to allow the leech to open and the sail to flatten once the boat is moving.

In medium wind, increased batten tension makes the leech stand so the sail shape can produce maximum power.

In strong winds (where you have too much power) back off the tension allowing the leech to open and the sail to flatten.

OTHER THINGS TO CONSIDER

When adjusting a short batten the distance the batten moves in the length of the pocket is small compared with a long batten. Mark your battens when they are hard in and when they are just pushed in.

The batten tension does not have to be the same all the way up the sail. Often, in stronger winds, the power is left in the lower section of the sail and the top 2 or 3 battens are backed off to flatten and open up the top of the sail.

Long tapered battens can be cut anywhere along their length so you could create stiffer battens if you chose to.

IMPORTANT

Battens are about tuning the boat to the conditions, but they cannot make up for a bad start, poor tacking, hitting the mark and a host of other boat handling skills that you have to get right and will give you the greatest gains.

Happy sailing

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For the latest low down on
alternative battens, see Bob
Carter's report on page 30

Seasalter TT



by Steve Willis



9 travellers & 15 home boats

met for the Seasalter TT in brilliant sunshine. A delayed Saturday start allowed the NE sea breeze to overcome the prevailing SW winds providing steady F4 winds until the last lap of the second race of the day. Square / trapezoid courses were set with committee boat start for each of the four races over two days.

In race 1 local sailor Kevin Dutch (1938) took an early lead that he maintained until the finish. Eamonn Browne (1861, Marconi) kept the pressure on Dutch initially but was slowly falling behind, taking 2nd at the finish. Third place was hotly contested between five boats and, with a straight windward leg, there was little to choose between a port or starboard tack to the windward mark. Local tidal flow knowledge may have helped local boats keep in the fore but Erling Holmberg (2007, Shanklin) and Nick Dewhirst (2006, Whitstable) were on a mission to keep in the fray. At the end local John Long (1133) managed to hold off Holmberg by 6 seconds for 3rd place.

Race 2 saw Holmberg take the lead over Dutch with Mark Hollis (1206, Seasalter), Gordon Goldstone (2004, Queen Mary) and George Stephen (1594, Queen Mary) in contention at the end of the first lap. Goldstone managed to pass Dutch but was retaken later on the windward leg. A mistake by Holmberg lost him the lead which was then contested by Dutch (1st) and Goldstone (2nd) for the rest of the race. Stephen had been avidly following the front runners, only seconds behind, and

with dying wind on the last lap he managed to make up the gap and take 3rd clear of Holmberg. A sudden loss of the sea breeze as the first finishers crossed the line saw a wind change of near 180 degrees and the remainder of the fleet found the reaching finish change into a near beat – with the nearby sea wall ‘effect’ adding to the confusion..

After a warm social evening and night, Sunday began overcast with the forecast SW F3-5 in full swing, with strong gusts out of the Swale Estuary. Only 17 boats chose to race and a good start saw Holmberg (2007) get clear away of Dutch, Hollis, Goldstone and Dewhirst. Hollis capsized on lap 5 losing both rudders and tiller overboard letting Goldstone and Dewhirst through to challenge Dutch. This time Goldstone was not to be outdone and pulled ahead to take 2nd behind Holmberg, 1st, with Dutch 3rd. Dewhirst was caught by a gust pushing him onto the mark at the last turn mark and let Stephen and Seymour (1923, Seasalter) through whilst doing his penalty.

With strengthening gusts and a windshift to the west, the final start was delayed for resetting of the line. A ragged start saw Dewhirst, Stephen, Holmberg and Hollis get an early lead over the fleet. With a number of capsizes, and Sales (1868, Seasalter) retiring with his mainsail torn after capsizing in front of a close chaser, the gusty conditions proved tricky but provided exhilarating sailing on the falling tide. Dewhirst and Holmberg tussled throughout the race and the finish saw a 12 inch margin between the boats with Holmberg

bearing away for speed at the line – Holmberg 1st and Dewhirst 2nd.

Overall winner was Kevin Dutch (1938, Seasalter) with Erling Holmberg (2007, Shanklin) 2nd and Gordon Goldstone (2004, Queen Mary) 3rd. Sole Sport mode competitor was Martin Searle (1803, Seasalter)

For a number of helms this was their first event outside club racing and it was pleasing to see that they both enjoyed the friendly attitude of the more experienced competitors (both and off the water) and could improve their sailing over the course of the event. We hope that more club sailors will join in the TT events where they get the best opportunity to improve their sailing performance and pleasure of sailing their Sprint 15s. Youngest competitor was 10 year old Georgia Crowhurst crewing for Joan Willis (842, Seasalter).

Ray Gall (DX 1914, Carsington) joined the event sailing the experimental DX powerhead sails in Sport Mode to help compare their performance against current class sails. For Race 4, having won the TT event in three races, Kevin Dutch (DX 19) used a spare set of DX sails as well. Throughout the event the DX sails proved to provide a significant performance increase and the lap times recorded during the event will be used to start to develop a PY number for this type of sail in both standard and sport modes. Ray, a mid-field competitor with normal sails, was first or second over the finish line in each race, with Dutch marginally beating him on the last race in standard mode.



“For a number of helms, this was their first event outside club racing.....”

Kevin Dutch
1938



News & Other Stuff



Sprint 15 Class Association Treasurer

At the 2010 Sprint 15 AGM, our long-standing treasurer, Gordon Goldstone (pictured left) announced he was leaving the post which he has held for over ten years. Gordon will still be out and about on the circuit but will have a little more time for the odd 'Pimms on the afterdeck'. I am sure all the membership would like to extend him a great vote of thanks for all his work over the years and the safe tenure of our fiscal purse which he has so carefully managed in his own masterful style.

Stepping up to the ledger is Howard Hawkes (pictured right). Howard will be known to many already and is often to be seen at events away from his home waters at Thorpe Bay. No doubt

Howard would agree that Gordon will be a hard act to follow but we know that Howard is up to the task. We should all be most grateful to Howard for taking on this duty, so important to the good of the Class.



2010 Mainsail Raffle

Pictured left is Brian Phipps from Windsport presenting George Love with a new mainsail which he won in the 2009 season raffle. The sail was kindly donated by Brian for the Association to use as it saw fit and the raffle idea was born.

Windsport have donated another sail for the 2010 season. So how do you have a chance of winning it? All you have to do is enter the Winter Series. Every entrant at each of the five events will be given a ticket and the draw will take place at Grafham at the last event. Erling Holmberg, Events Secretary, reckons that if you enter each event, you have about a one in twenty chance of walking away with it. Not bad odds for a great prize. Thanks go to Windsport for their continued support of the Class.



Look what we found on the Lake at St. Moritz at about 6000ft altitude. I got quite excited when I thought it was a Sprint 15. It turned out to be a Dart 12. There were also about 6 Dart 18s - but sadly no Sprint 15s. They could be the highest fleet of Dart 18s?

Bob Carter



"Who's this VIP?" came the call from your chairman when he recently turned up the photo below from his archive. "I know he's important but can't remember why!" After a quick 'spray' of e-mails, it didn't take long for Brian Phipps to provide the answer. We think the photo was taken at Grafham

This man may look a bit older than his original "Spark Portrait" but, believe it or not, he is an important part of Sprint 15 history.

Jeremy Underwood - ("Underpants" to his friends) was the original pin-up of the Spark brochure and can be seen screaming across Falmouth Bay as a young 18 year old. Sadly neither Jeremy nor Windsport has an original brochure in our possession, but somewhere, someone will be digging about in their loft saying, "I have one I am sure!!"

Jeremy was an employee of Panthercraft, the original manufacturers, while I was involved in the technical support, sales and development work. Jeremy was the man that decked every

Dart and Spark that came out of the factory and was very active in the Dart18 racing at club, national and international events. He went on to work with other marine manufacturers and currently runs his own business repairing yachts here in Falmouth. Jeremy still sails a Dart 18 at the local club and is still a hard man to beat on the race course.

If the Sprint 15 class ever decide to hold TT event back at the home of Spark (Sprint15) here in Falmouth. Jeremy has promised to show his face, join in the racing and try and show us a clean pair of heels.

Windsport Training at Grafham

On the 22nd May, thirteen Sprint 15 owners of varying degrees of skill, from Thomas Sandal (2nd in last year's Nationals) to people who had only just been admitted to our elite band turned up at 10 am on a lovely sunny but suspiciously calm day at Grafham for second weekend of class training led by Brian Phipps.

Our talks were held outside and had to be moved into the shade as it was so hot! They began with Brian asking each of us about our experience and the "one" thing that we wanted to get out of the training. Most of us were fairly predictable. Mine was getting going properly again after a tack, but Phil Warner was very clear that today was a step in his build up to winning the nationals in 2015!

We then got into some theory which focused on how to tack, what to do and in what order, how to change hands etc. We then went to our boats which were lined up on the grass and practised the process without a sail but with the main sheet hooked onto the up haul. Then we did the same with gybing; in pairs one of us moving the main sheet, the other practising the process. Finally we decided that with the wind rising to a whole 3 knots, it was just worth going on the water to put it into practice.

The first exercise was just a warm up and consisted of sailing round a short (300 m long) triangular course with a reach along the top, gybing 120 degrees round the first buoy, hardening up 120 degrees round the leeward buoy and then beating up for a tack at the last. We did this a few times with Brian looking on in the company of his trusty rib driver Mark Aldridge, who had kindly given up his weekend to support the training.

We then went into a race around the same course, with the start line half way along the top reach. We started in sail number order with 15 seconds between each boat and Brian called out the time between each boat as we finished each lap. This was great fun particularly for me with the oldest boat. No-one caught me up, but after a few laps I looked back to find a raft of fifteens drifting backwards as the wind finally died and we went in for an early lunch!



In the afternoon we tried again, this time following the rib in a long snake. We had to follow Brian as Mark sped up and slowed down, and so slow the boat with the tillers and crew weight. Then we sailed on a reach and tacked in line on a whistle blow. We were well scattered after a dozen tacks when, guess what; the wind died completely, so we paddled in for a shower and a thorough hour and a half talk on servicing and maintenance.

This started with how to take the rudders apart and reassemble them whilst replacing the sheath and washers with hard plastic rather than the original aluminium if required.

NAIL VARNISH REMOVER AND HAIR DRYERS

On the following day, as the wind was even more fickle. Brian showed us how to repair a chip with gelcoat, a process which can be summarised as follows:

1. Round off all edges
2. Use the nail varnish remover (acetone) to clean up the surfaces
3. Add 2% wax and 2% catalyser to the gelcoat: if it goes rubbery you have used too much!
4. Prepare 3 bits of masking tape and put them near the chip so they are handy
5. Use a ¼ inch paint brush to apply the gel and then use the masking tape to keep a rough shape. Pinch together.
6. On a hot day the mix should have gone off in 20 minutes
7. Once it has set, use a blue marker pen to cover the chip area and about an inch around it on the original shape
8. Then use wet and dry: 400, then 800 then 1200 and finally T cut until all the blue marker has gone!
9. The hair dryer is used for finding leaks in the hull by the way! This is how to do it:
 - a. Put soapy water on all seams
 - b. Remove the cover on the inspection hole
 - c. Tape the dryer into the hole with gaffer tape
 - d. And on a low/no heat setting blow air into the hull until bubbles reveal the leak!





by James Hurst

CAPSIZE DRILL

Still no wind, so Brian went through this important manoeuvre:

1. Try to drop in below the sail
2. Always stay with the boat
3. Do nothing until you swim the bows into wind. This should stop her going turtle
4. Then get up on the hull that is in the water and walk back, to :
 - a. Let off the main
 - b. And the traveller
 - c. And push the tiller extension over the back of the boat (this prevents the sail from jamming while righting, which may tip the boat over the other way).
5. Go back to the middle and pull the righting line over the upper hull, then lean back
6. Get your head in between the hulls as she rights
7. Transfer to grip the handle under the tramp, and jump on if you can
8. If not go under the tramp to the stern where the tramp is nearer the water and get on
9. If you are sailing two up make sure that you have a knife with you to cut your crew out of tangles. And vice-versa of course!

STARTING

Brian asked us all what the split was in importance to racing between these three elements: None of us got them right but the answer is:

Boat tuning - 10%

Tactics - 10%

Boat handling skills - 80%

So practising and improving your boat handling will have the biggest impact on success, but the most important tactical area is starting.



PORKERS AND POINTERS™*

We had a good debate about the merits and dangers of charging into the committee boat end on the gun so focussed on starting just behind the line. We talked about where you would head once you had started, and to look at the boats above and below you: 14 stone plus (porkers) and they would go for speed a point off the beat, skinny people (pointers) would beat as close to wind as possible. Brian then proceeded to teach us some of the skills through exercises on the water. We started with a simple exercise to help us identify the transit line. Then we practised holding on the start line for up to 2 minutes. Then some jump starts. Finally proper starts on a windward leeward mark short course.

The wind petered away although a gust hit Keith and he was shouting with joy and hiking out for all of 7 seconds which, by the way, is how long it takes a Sprint 15 to go from a standing start to full speed on the beat. The gust ignored the rest of us and we drifted back in for a shower, debrief and away at 4.30pm. The course was very thorough and enjoyable. The learning was a good mix of theory and practice, though very much hampered by the lack of wind. I am already out there practising what I have learnt, and am beginning to improve get away times after the tack. I am sure that Phil is much closer to raising the cup in 2015 too! I would definitely recommend Brian as a teacher and look forward to a follow up course next year.

* The copyright for the phrase **PORKERS AND POINTERS™** is owned by Mark Aldridge. Many thanks again to him for supporting the course!

Alternative Battens



by Bob Carter

As a number of members know, we have been testing some alternative battens for some time. These battens were made by *Fibrefoam* and were supplied to the Association by Brian Phipps of Windsport in October 2008. The rationale for this was as follows: The quality of the original style fibreglass battens had been variable for many years. They had been of variable stiffness causing differences in performance and also of variable quality meaning they would often break very easily. These problems date from the time when the boat was sold by Performance Sailcraft (The Laser Centre) but the situation got worse when the manufacture was transferred from the UK to Collins Fibreglass in South Africa. Windsport was dependant on getting large batches of battens shipped in a shared container with new boats but if the quality of the battens was poor, replacement battens would take time to source and there would also be considerable extra expense due to the need to airfreight the replacement battens from South Africa. It was therefore reasoned that it would be better to source battens locally in Europe that were made in a more repeatable manner, provided that we could find a batten that performed similarly to good examples of the original battens. *Fibrefoam* battens are used by many other catamarans and have a good reputation for being of repeatable quality and resistant to breakage. They are available in various specifications (hardness and width) to get the required bend characteristics. We expected the type selected to be fairly similar to the original battens as it was the type favoured by the Dart 18 Class when they evaluated them a few years earlier.

Windsport got us a couple of sets to evaluate and we made provision for the possible use of them by passing the following Class rule in the Aug 2008 AGM.

The Sprint 15 Association Committee is authorized to approve a single alternative set of battens subject to the following conditions:

- 1) Sufficient trials must be conducted to satisfy the committee that the battens' performance is equivalent to the existing battens and that the use of the alternative battens are neither a performance advantage nor a performance disadvantage to the to using existing battens.
- 2) There is no (or little) cost disadvantage to using the alternative battens.
- 3) The alternative battens are at least as durable (and hopefully more durable) than the existing battens.
- 4) The battens would be interchangeable with the existing battens and so could be used in any Sprint 15 without modification to the boat/sail.
- 5) Battens can be clearly identified as approved class battens.

We therefore set about a very extensive test of the *Fibrefoam* battens. Over the space of about 18 months many class members tried them. About half of them thought that they were pretty good and a few preferred them to the original battens but the other half found that they were stiffer than good examples of the original battens. It was also pointed out that the "belly" of the sail was further aft. I am indebted to Chris Black who took the pictures, which show that the sail is flatter and the belly is further aft with the *Fibrefoam* battens. Thus we had clearly not established the situation where we could adopt them as alternative battens.

Now we could have done some bend testing and found a different *Fibrefoam* type which is a better match for the original battens, but in the meantime the overall situation changed. Performance Sailcraft gave up the marketing of the Dart 18 and Ian Fraser set about marketing and importing the Dart 18 through Windsport. An important aspect of this was to re-establish the quality controls on various aspects of the boats and the battens were an important part of the activity. Since this activity has begun, the quality of the original battens is very much improved and the preferred approach of both Windsport and Ian Fraser is to proceed with this activity and not to source an alternative supplier for battens. We have therefore agreed not to progress further with this activity at this time and hope that Windsport and Ian Fraser continue to control the batten quality to an acceptable level.

Standard Battens



New Foam Battens



Out & About in North Devon



Keith shows local reporter Mark Jenkin the ropes and the thrills of cat sailing in idyllic Instow.

North Devon Yacht Club are again hosting the Sprint 15 Sport Nationals in 2011.

Personally, I can't wait.
Ed.

ANYONE who has travelled across the Torridge Bridge will have glanced at the water below.

Looking down from Atlantic Highway, it is quite a view.

The thought of a relaxing sail across the Taw and Torridge Estuary on a pleasant summer day has always appealed to me.

So when [Keith Heason](#) from [North Devon Yacht Club](#) offered the chance to try sailing for the first time, I was happy to don a wetsuit and give it a go.

However, it soon became apparent, that this would not be the leisurely paddle I had in mind.

As I met Keith at the clubhouse in Instow he explained that "most people think of sailing as just being sat on a boat sipping a gin and tonic.

"This is more like the Formula One of sailing.

"I do it for the adrenalin. I can't just drift around in the estuary, I love to go fast."

Keith was taking me out for a lesson on the Club Cat, an 18ft catamaran.

"Don't worry, we'll just be going out for a jolly today. We won't be racing," he said, as several other sailors prepared for a club competition.

Just finding a path through the countless moored boats seemed an impossible task as we set off from shore.

But within seconds Keith was happily weaving Club Cat through the traffic.

We set out from Instow, quickly reaching the Appledore shore where the village casts a wind shadow, making the waters relatively calm.

Then it was out towards the sea and the large expanse of open water off Crow Point.

I came across this article whilst surfing the net. It appeared recently in the North Devon local press and thought you might like to read it too. Ed.

My job was to help with some of the technical stuff. By pulling on ropes attached to the sails, the boat changes direction with manoeuvres known as 'tacking' or 'gybing'.

And as I found out with one poorly-timed move, you can stall a Cat just like you can stall a car. This was Formula One sailing though and as the breeze picked up, Keith was eager to satisfy his need for speed.

"Right, let's make this girl sing," he said as we made an exhilarating dash across the water.

With me 'hiking out' (leaning out over the side to counterbalance the boat) and Keith 'out on the wire' (leaning out the same side while attached to a harness), the Club Cat was purring.

But sailors must beware. The choppy waves coming in off the Atlantic can be as brutal as a Dutch footballer. One particularly harsh billow had me hanging on for dear life.

"That was a bit of a brute," said Keith. "If we'd been out on a [Sprint 15](#) we might have gone over there."

Being slightly longer and heavier, the 18ft Cats are more stable. But capsizing is just an occupational hazard for all sailors, particularly when they are in race mode.

Just ask Dave Warren, who hit the water more than once on his way to third place in the race.

Geoff Mitchell negotiated the waves to win Saturday's event ahead of runners-up Rob Way and Penny Slee.

Back in the clubhouse afterwards, we reflected on a great afternoon on the water.

Out on the estuary looking in, you get to appreciate a beautiful part of the North Devon coastline from a different perspective.

"I don't understand how anyone can live so close to this water and not make the most of it," said Keith.

Originally from the Midlands, he was a keen rugby player and only took up sailing five years ago after moving to the area.

"Anyone from any background can get into sailing as long as they want to get wet — and scared. It's for thrill seekers," he said.

The following day's Sunday Series race was not too thrilling for Keith though. He returned to shore early, fed up with the light winds.

For those who stayed, Barry Vincent triumphed in the tranquil conditions, while Alyzon Mayho was second and Richard Hentell third.

It took the competitors two hours just to sail to Fremington and back. That is the beauty of sailing it seems. Constant changes mean no two excursions are the same.

Whether taking part in a high-pressure race or a relaxing cruise, the tide, the wind and the proximity of other boats always vary.

Photos: Mike Southon
Reporter :Mark Jenkin

Thorpe Bay TT

by Andrew Hannah

The second TT of the season was held at Thorpe Bay where a good local turnout was thought to be fairly assured. But it didn't turn out that way. Some regular club sailors had booked holidays and were unable to attend. Nevertheless, they were happy to lend their boats. And our cadets jumped at the opportunity of an open meeting, albeit sailing a Sprint 15 for the first time. As a result, Sprints are being talked about by younger sailors.

The four "guest" sailors were Danny Henderson who normally sails an MPS, David Hopper and Tally Eyre (both Foiling Moths), and Chris Boshier (Contender). They were very welcome because it brought down the average age!

The event was combined with the Hurricane 5.9 Nationals. They had a windward-leeward course, whilst the Sprints had the usual square. Happily, there were no incidents between the classes. On the Saturday, the wind was fresh with an added sea breeze. It made for exciting racing in glorious sunshine. All three races were back-to-back, and by the last of them, most of the Hurricanes had given up. Not so, the Sprints. But they were exhausted at the close.

Saturday's racing was dominated by Kyle Stoneham who had three firsts. Danny Henderson, Erling Holmberg, David Ball, Nick Dewhirst and Jenny Ball all had a mixed bag of results, but held their overnight positions for the close of business on Sunday.

Sunday was a kinder day. Just the same, there was plenty of wind as the sea breeze quickly gathered pace. But it was not as strong as on Saturday. This allowed lesser sailors to mix with the exalted elite of the first day. John Finch and Mark Rushton had a better day. Theresa Ryall surprised herself with a 3rd in the final race.

Most importantly, everyone enjoyed the weekend, especially the scintillating conditions on Saturday.

Kyle Stoneham is the new Southern Champion. His impressive sequence of results was 1,1,1,6 and 2. Runner up was Danny Henderson whose results were 2,4,3,3 and 1.

The other prizewinners were Erling Holmberg, David Ball, Nick Dewhirst and Jenny Ball. Each was presented with an engraved pewter tankard.

Erling and other visitors departed early, whilst the nation was watching international football.



Kyle Stoneham



Jenny Ball



Howard Hawkes



David Ball



Event photography by and courtesy of



18, Bennels Ave., Whitstable, Kent CT5 2HP
01227 266272



Royal Appointments, Dodgy Projects & Mayhem



A Right Royal Encounter

How about this meeting on the water between Chris Black from Grafham and the Queen (that's Queen Mary 2) on Southampton Water during the Nationals at Netley. We understand the Chris did hail a starboard call but, as he got no reply, he decided to play safe and duck behind. They were probably too busy having tiffin on the afterdeck to hear him. Well, that's powerboaters for you!



Nick's & Kevin's Dodgy Project

Chairman Nick, ably aided and abetted by Kevin Dutch have been embarking on their own 'dodgy project' in the world of radio controlled model boats. Nick was recently gifted, by an old friend from his toy store, a model catamaran which bears more than a passing resemblance to a Sprint 15. Nick replaced the missing sails, Kevin sorted out the missing radio electronics and got it sailing as can be seen in the pics. The boat is, in fact, a German built 'Robbe Topcat' made some decades ago. The model in Nick's possession is in fantastic condition and was first shown to those members attending this year's Sport Nationals. at Swanage. Presently the boat is in the hands of Steve Sawford who is looking into making new moulds to produce new examples for sale. Kevin is perfecting the electronics and sourcing suitable mast extrusions and Nick is providing much encouragement into Class development.... It is hoped that a prototype will be on the stand at next year's Dinghy Show. So, watch this space for further details on how you can get your own hands on such a superb 'toy' and enter the Sprint 15 RC TT Series!



Tom Gall's Latest Dodgy Project

Once again, Tom Gall has been spied embarking on yet another of his dodgy projects, this time in the company of sailing legend, Pete Goss. As we go to press, Tom and Pete are in St. Malo doing the final preps. on Concise 2 on which Pete is competing in the 'Route du Rhum'.

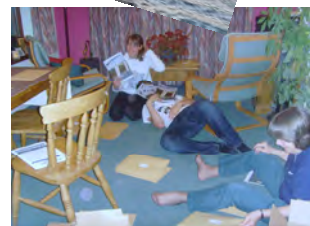
This is on the back of success in the recent Round Britain & Ireland Race where Tom, current captain of Team Concise and as part of a young crew, took the gun in the Open 40 Class and smashed the class record for the course by nearly two days!

'Newsprint' spies were out in Plymouth recently at the launch of the new campaign sponsored by DMS where the snazzy paint job on the sails by 'Banksy' was unveiled as you can see in our exclusive pics.

Goodness knows what Tom will be up to next - it must be such a worry for the parents!



MAYHEM! That's the only word to describe the atmosphere in the 'Newsprint' post room when the latest issue is being prepared for despatch! "So, how many people work in the post room?", I hear you say. By the looks of it, about half of them - I would say!



My New Sprint 15

by Colin Rigg

Around four years have gone by since the last new boat was delivered from South Africa. But this year, the first of a new batch arrived at Windsport in Falmouth with one eager new owner in Colin Rigg waiting to get to grips with his new toy. Colin takes up the story of his trip to Falmouth to take delivery.....

Up until now, most of my sailing experience has been based around yachts. That said, any form of sailing is one of the things that floats my particular boat. Perhaps then, I thought, I should try a spot of dinghy sailing. With the idea gaining momentum in my mind, I decided that a visit to this year's Dinghy Show might provide inspiration and would be the best place to start looking at what the market had to offer. So back in March I set off to Ally Pally.

After spending much of the day looking at mono hulls, I came across the Sprint 15 stand and found, in an instant, the perfect boat. I had wanted to be able to sail single handed and to have the choice to take crew. The great fun I had had sailing small cats on holidays abroad was still fresh in the memory. After chatting with the Association Reps. on the stand, I was convinced that this was the boat for me.

So, without much further ado and a few days later, I ordered a new Sprint 15 from Brian Phipps at Windsport. A new batch of boats was due in a few months time but I was prepared to wait.

In the meantime, I put the time to good use and joined Thorpe Bay Yacht Club which has a large and extremely friendly fleet of 15s led by the enthusiastic Andrew Hannah. I quickly got to know a few sprinters and managed to crew a few times.

The day finally arrived in July to collect my Sprint - sail no 2011. I arrived bright and early at Windsport in Mylor Bay, Falmouth to be greeted by Brian who introduced me to my gleaming new Sprint sitting proudly on its trailer. The hulls were attached to the beams but every thing else had to be unwrapped and fitted to the boat. As Brian and I spent the

morning putting the boat together, it became quite clear that Brian knows these boats inside out and everything was explained in great detail. Come lunch time my Sprint was complete, sitting on the grass with the sails gently flapping in wind.

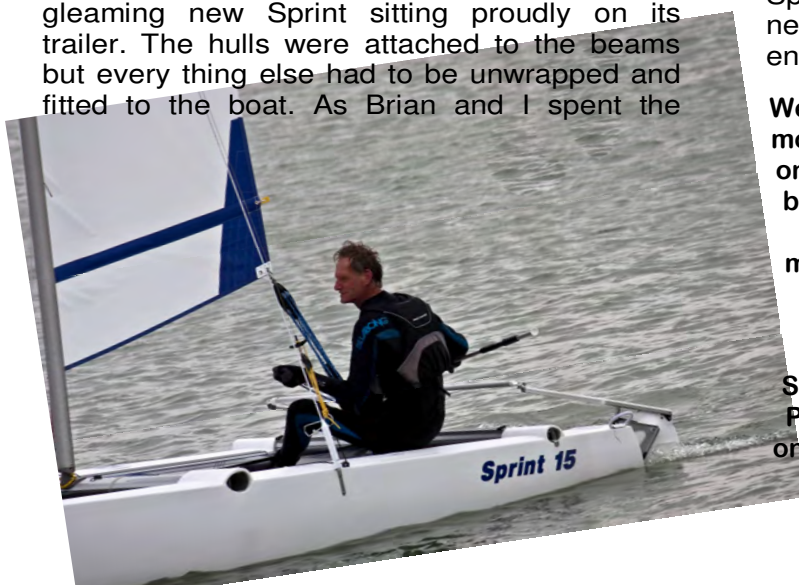
The weather had not been too bad so far but the forecast was for rain and 20mph plus winds. After a short lunch break we decided to de-rig the boat, load up trailer and car for the trip home following which Brian would give me some coaching on the water on one of his training Sprints. By the time we had rigged the training boat and run through the tacking and gybing technique in the boat park, the wind was really picking up. After a lesson in launching down on the beach, we put to sea. The wind was too strong to use the jib and the boat was rigged with a training mainsail that was reefed. Even so it fairly flew in the rising breeze. Brian wanted to run through a capsizing drill and after coaching me through some successful tacking and gybing, I managed to get the main sheet cleated during a tack and we capsized anyway! After talking me through the procedure, we righted the boat and sailed off again. A little more coaching and it was time to call it a day. The lesson may have been fairly short but the experience was invaluable.

The maiden voyage on my own on the Sprint was taken a few days later in a gentle breeze on the Thames Estuary with a windsurfing mate as crew - a perfect shakedown cruise.

So - with thanks to all those that introduced me to a fantastic boat and armed with a signed copy of Brian's cat book, all the tips from the Sprint 15 Class Association website and my new clubmates at Thorpe Bay, I shall endeavour to master sailing my new Sprint.

We hope to hear more from Colin on how his new boat performs and that we might see him soon at an event.

See also Brian Phipps article on the Sprint 15 journey opposite



The Sprint 15 Journey



by Brian Phipps

The Sprint 15 Journey from raw materials to customer boat delivery takes approximately 6 months. So the boats that are being delivered right now started life at the beginning of 2010. Economies of scale and shipping costs requires boats to be shipped to the UK by the container-load alongside the sister catamaran Dart 18.

Once the container has been shipped to Durban from Jo'burg, loaded and left South Africa, it takes approximately 6 weeks to reach Tilbury.

With all import taxes, VAT and dock fees paid, the 40ft container is released and starts its journey to Windsport on an articulated lorry. Anyone who has visited Windsport will know the last few miles are a bit narrow with some sharp bends. But that does not stop the delivery getting through and parked up at the harbour. The last few hundred meters to the Windsport storage area is done on the Windsport mega trailer that can carry 20 hulls at a time.

With the hulls, masts, beams and rudder blades all accounted for the production one-design quality checks start and the wire, rope, sail and accessories kits are added by the Windsport assembly team.

Finally and before you, the sailors, get your new boat, the paperwork has to be done, sail number issued, hull, rudder blade and mast numbers recorded, CE plate added, rigging instructions in numerous languages and most important of all - the new boat invoice raised!!



The new hulls being transferred from the shipping container to the Windsport mega trailer for the last few metres to the storage area prior to checking and assembly

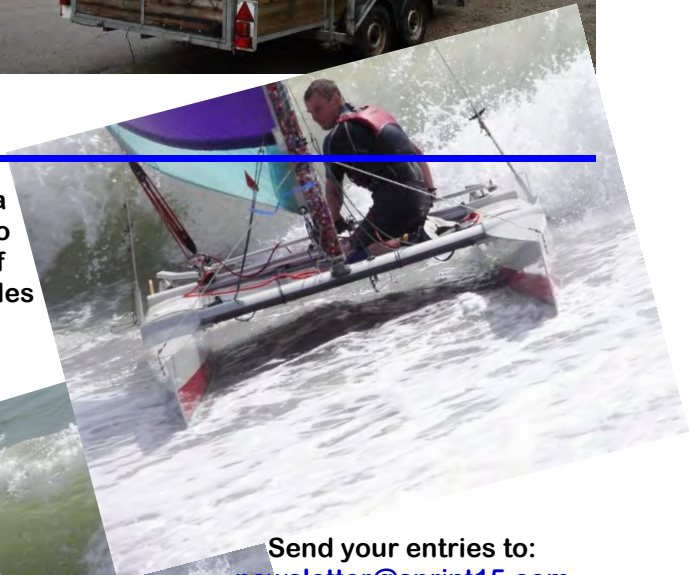


Happy sailing
Brian and the Windsport team.

Caption Competition



Can you think of a witty caption to go with this series of three shots of Charles Watson taken at Seaford?



Charles will be judging the entries and the winner will be announced in the next issue.

Send your entries to:
newsletter@sprint15.com
And the prize?
Fame forever as you see your name in lights in the Spring 2011 issue of Newsprint.
What more incentive could you wish for?

Sprint 15 Events Programme

Events Secretary: Erling Holmberg 01983 865012

Winter TT 2010/11 Events

Watch www.sprint15.com/events for details of events and updates.

Date	Venue	Contact	Phone
Sat 6 Nov	Stewartby Water Sports Club, near Bedford (A421)	Mark Norman	07867506685
Sat 4 Dec	Carsington Water Sailing Club, near Ashbourne	Ray Gall	01332 671016
Sat 8 Jan	Draycote Water Sailing Club, near Rugby	Peter Slater	01926 512129
Sat 19 Feb	Queen Mary Sailing Club, near Staines	Gordon Goldstone	01784 248634
Sun 20 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 2011 Events

Date	Event	Venue	Contact	Phone
2-3 April	Training	Stewartby Water Sports Club, Beds. - Brian Phipps training weekend Seasalter Sailing Club, N. Kent -Nick Dewhurst training weekend	Bob Carter Erling Holmberg	01438 354367 01983 865012
16-17 April	Traveller	Marconi Sailing Club, Essex	Fenella Miller	01376 329974
22-23 May	Traveller	Southern Championships Shanklin Sailing Club, I.O.W.	Erling Holmberg	01983 865012
10-12 June	Nationals	Sport Nationals, NDYC Instow, North Devon (Fri., Sat., Sun.)	Geoff Mitchell	01598 710177
16-17 July	Traveller	Seasalter, N Kent	Steve Willis	07980 416422
13-15 Aug	Nationals	National Championships. Pwllheli. - Note: Sat., Sun., Mon. (2,3,2 races/day respectively)	Erling Holmberg	01983 865012
16-18 Aug		<i>Nationals Fun Events</i>		
24-25 Sept	Traveller	Northern Championships, Carsington Water Sailing Club, Derbyshire	Ray Gall	01332 671016
22-23 Oct	Traveller	Grafham Cat Open / Inland Championships, Cambridgeshire	Bob Carter	01438 354367

National Championships at Pwllheli is for PY916 format

Sport Nationals at Instow is for PY883 format

Summer 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!