

NEW 15 SPRINT

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CHAIRMAN NICK
-the tributes

COMMENTS



from the ED

Much if this edition is rightly devoted to memories of Nick Dewhirst, our chairman for the past 25 years. Nick had so many admirable qualities, most of which you will be reminded as you read through the tributes contained herein. But if you were to ask me to name three that stand out I would say -One: Inclusivity-(Nick always wanted to ensure everyone was part of the 'family'),-Two: Fair Play (sportsmanship was high on his agenda) and -Three: Often Late! (regularly turning up to an event at the last minute but we were all the better for his presence when he did arrive). Hold those thoughts for a while if you will. Life gives us many poignant moments. No doubt you've all had a few in your lives. For me, one of those was the interval between the penultimate and last race of this year's Nationals. The black flag was hoisted, competitors hove to and took up a standing position on the front beam of their boats, took off their hats, bowed their heads and observed a minute's silence in memory of Nick. There was hardly a breath of wind. The sea was a mirror. The only sounds were loosed mainsheet blocks flapping against hulls gently bobbing in the light swell. And then, we were under orders for the final race. The RO did his best to get us away in almost no wind at all. What wind there was was all over the place, as were the boats, as they struggled across the line towards the first mark whilst trying to find that little bit of pressure to give them an edge. This was looking like it would be a turgid affair. A lottery as to who would out on top. But wait! - what's this? The breeze is building as if by magic. It continues to build to a strength that might be described as "inclusive". Not so much to over challenge the lighter helms but enough to keep the heavier helms competitive. A breeze to favour and delight the whole fleet. It's time to rock and roll! How cool is this? Champagne sailing is here. OK, so it arriving a bit later than we might have liked but - Hey, who cares - we're all the better for it now! Hulls are starting to fly, the reaches are a blast and there's some real nip and tuck as boats dive in to the marks from all directions. There are a few rules transgressions in the heat of battle - all part of action - but turns are taken as required to exonerate misdemeanours and fair play is seen to be done. All just as it should be to ensure serious fun. This is Sprint 15 racing at its best. A poignant moment indeed.

Thanks Nick, for for so many years as our guiding light, the great times we shared, the memories to treasure and the legacy which we are now living. May your god be with you.

Thanks, as always, to those who have contributed to this latest edition. I and the readers are indebted. It's you that makes it what it is.

See you on the water soon, I hope.

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

Cover Photo :

Thomas Sandal leads the start line charge at Pentewan closely followed by Kevin Dutch sailing '2006' in memory of Nick
by Pauline Love : CSC

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YOUR CHAIRMAN WRITES.....



For almost every one of us, for the entire time that we've been sailing either a Spark, a Dart 15 or now a Sprint 15, (and for myself, that amounts to nearly 20 years) we've had only one chairman, Nick Dewhirst. Nick, our chairman of over 25 years, champion of all respects and a dear friend, very sadly and suddenly passed away this year at the far too early age of 64. Of course our sincere thoughts go out to his wife Sissy and two sons, Oli and Benny.

Nick was a completely unique character, highly intelligent, witty and with a tremendous sense of fair play. He was often described as a true gentleman and we loved him for it. I know George has rightly dedicated a lot of this magazine to celebrating Nick's life and achievements, and so we should. We've had a lot to be grateful for over the years. Other classes typically have a chairman that may come and go every year or so, but not us. We've been blessed with having the same man to lead us for the last 25 years. From the transition from the Spark to the end of the Dart 15 with the Laser Centre, the re-birth as the Sprint 15 under Brian Phipps, the introduction of cheapo plastic boats and umpteen new wizz-bang sailing dinghies and cats, yet still we keep going, as strong as ever. A fine legacy to be proud of and a very great deal of this is entirely due to Nick's efforts. His enthusiasm carried us through it all.

And I know Nick was also very proud of us, "his sailing family", and proud that we've managed to weather all the ups and downs of the last 25 years, not at all easy with the pace of change in the modern world. How many other classes have come and gone in this time? Plenty.

After the shock and almost disbelief, the question I heard most asked was- "What will we do without Nick"? When you've had the same man at the front for so long, that's not a surprising question.

So where do we go from here?

At the Pentewan Nationals this year, the committee asked me if I would step in to take over as chairman. I don't mind admitting my first reaction was complete shock and surprise at the prospect, not to say massively daunting. Let's face it, nobody can replace Nick. Anyone who's ever had the privilege of seeing him put on his one man show at the National's prize-giving will know exactly what I mean! A unique event in the sailing world if ever there was one. We'll all certainly miss that.

But as much as possible, I'll do my best to carry on with his good work, at least in the running of the Association.

As for the prize-giving, I'm going to need some help with that!

One thing I'm absolutely certain of is that we shouldn't waste all the good work that Nick put in over the years. The work that's made our fleet so popular and into one of the 2 largest Cat Fleets in the country.

When I started sailing my first Dart 15, one of the main attractions to joining in was how friendly and helpful everyone was. It didn't matter that you were a beginner

or had the ability to become an Olympic champion, we all have to start. Everyone was prepared to spare you some time and give a bit of help. I know Nick was very keen to always promote this spirit of friendship and camaraderie. I very much want us to continue in the same manner. For sure, the sailing in our events has become more and more competitive over the years and that's somewhat a tribute to our popularity. But we must never lose sight of those core values that have kept us strong.

Looking ahead we've some exciting things coming up including the prospect of our first ever event abroad at the Eurocat event in Carnac, France. Something that's often been talked about before, but this time thanks to a lot of work by Paul Craft and his wife, Cheryl, who has put together a package to enable us to take part, it

looks like it really will happen this time.

Next year our National's is being held at Thorpe Bay, a great place to sail and the prospect of a really big entry with the large local fleet and the other clubs in the area. Plus we have the Dinghy Show and the usual full programme of events to keep us occupied through the winter and next summer. There's lots to look forward to. On a final note, I can't believe anyone, sailing enthusiast or not, who's managed to see any of the 2013 America's Cup racing wouldn't agree that they've seen the most exciting high speed catamarans ever built.

72 foot catamarans almost flying across the water at over 40 knots! What a fantastic show, of stunning speed and racing. The America's Cup will never be the same after that spectacle!

What an advert for Catamaran sailing.



*Regards,
Gordon*

The Hairy Bikers go to Holland



Auld Jock and I are Dart 15 sailors at heart and although we've both sailed all sorts of boats, we agree that our best and most competitive sailing was done in Dart 15's at Morecambe and Heysham Yacht Club. Every Sunday during the season we'd be down there on the bay looking for that extra ounce of boat speed to beat each other. And the tricks we got up to. I once bought a new main halyard for my Dart. As soon as I fitted it I realised it was a disaster. Had it been made from knicker elastic, it could hardly have been more stretchy. No matter how hard it was pulled or the mast twisted it was impossible to make the ring sit on the hook or indeed get it off. So in absence of anything else I tipped the boat on its side pulled the sail up, hooked it on and tipped it back upright. Seconds later Auld Jock rolled up curious as to why I was so early as I had a reputation for being somewhat tardy in my appearances at the dinghy park. Now Jock had a particularly difficult sail to pull up. It needed a new boltrope but Jock, being archetypal Scotsman that he is, persevered with the old one. He instantly noted my bright new halyard and wanted to know why I'd changed mine. I told him I'd read that a new halyard makes the job of hoisting so much easier. I could see he was intrigued. "Does it work?" he asked. "Definitely. Got the sail hoisted and hooked on the mast first time", I told him, which was an almost honest answer. "Do you want me to get you one? - I'm at the chandlers next week", I said. "Aye, that would grand", he replied. After sailing I offered him my halyard. "You take this one and fit it, I'll get a new one", I offered. He was delighted. I had trouble keeping a straight face. His auld purse came out, money changed hands. I even helped

Jock install the new halyard. The following Sunday dawned bright and sunny. The usual bunch of promenaders stopped to watch the intrepid sailors preparing their boats. I'd been down during the week and replaced my halyard and was soon on water. I pretended to take no notice of the large crowd gathered around Jock as he attempted to hoist that sail and hook it on. I understand advice from the onlookers was proffered and rejected and I believe even a few swear words may have been uttered. After sailing it was the custom to gather in clubhouse and debrief each other over a beer. Old Jock was waiting when we arrived, he hadn't been able to get his sail up and so hadn't sailed. "Just a knack", I mumbled when asked how I managed to get on the water so quickly. The following week I was going to take pity but by some fluke Jock's sail went up straight way. After racing we all retired to the bar and had usual one for the road. But there was no Jock. We were all about to leave when Jock rolled up - he hadn't been able get the sail down. I had to leave as my face would have given the game away. The next Sunday we all gathered on the promenade getting our boats ready for the days racing. Auld Jock, not surprisingly, was having a struggle. Readers will probably have realized that Auld Jock is a Scot but perhaps what isn't quite so obvious he's afflicted with a stutter, tourettes and chronic flatulence. Quite a crowd had gathered around him as he stuttered, swore and farted simultaneously whilst trying to hoist his mainsail. The air was blue, green and rancid. Even now as I remember that day, I start chuckling but I stood there trying to look concerned and helpful but I think my face must have given me away because Auld Jock leapt for my throat. But he was

too late. I was rolling on the ground, tears of laughter running down my face. We're good mates but the crack is fierce. We'd both read about a legendary catamaran event that took place in Holland every year called the Rond Texel. We couldn't afford to go as we both had too many commitments and our boats weren't fast enough. We'd have had to buy another boat and we were having too much fun sailing Darts. The event consisted of up to 700 catamarans starting at a point on the west coast of the Island of Texel which lies off the north coast of Holland and racing right around the island. The parties the night before racing were legendary, dancing and drinking on the beach the draw was irresistible and it was inevitable that we would have to go. Well, we sold our boats some years ago and became born again bikers and we try to have a trip away every year and this year I suggested Texel. This year was the 36th Edition of the race and due to take place on Saturday 15th of June or if the weather forbade it Sunday June 16th. We set off on the Thursday 13th. The forecast for the trip to Hull to catch the overnight ferry to Rotterdam wasn't great. Rain at some point was almost a certainty. We were lucky and didn't run into it until about 20 miles from Hull. It was soon bouncing from the roads and I discovered quite a major fault on my very expensive BMW helmet. Modern visors are double-glazed. This is to prevent them steaming up whilst riding in the rain and the rain was getting between inner and outer visor which meant my visibility was reduced severely. I pulled in at petrol station and performed delicate surgery on my helmet and managed to remove the inner visor. By now the rain was torrential and it's a very busy road with lots of heavy lorries dashing for the ferry. Incidentally I was riding a Moto Guzzi built in sunny Italy. Many have poured scorn on the bike and doubted its reliability but I have to say it never missed a beat on the whole trip even in that cloudburst. The rain eased a little and we set off and, of course, my helmet steamed up before I'd gone 100yards so I ended up riding the last 20 miles into Hull with my visor pushed up and the rain driving into my face. We reached the ferry - the Pride of Rotterdam - and checked in and although it was several hours before departure time they let us go aboard straight away. So we were able to find our cabin get into some dry clothes and wet our insides.





We disembarked next morning after smooth crossing around 0730 and were soon on the road heading for Calantstoog, a small seaside town in north Holland near Den Helder where you catch the Texel ferry. It should take around 3 hours but at 1030 we were on the Den Haag ring road looking at the map and wondering why this obviously large and prosperous town wasn't on the map. It was some days later that I discovered that Den Haag is what the Dutch call The Hague. Still, by 1100, I'd spotted a sign pointing toward Amsterdam. This wasn't exactly where we wanted to go but roughly in the right direction. Around 1500 we arrived in Calantstoog. The journey had left us a little stressed so we had a quiet evening and got up early to catch the 0830 ferry to Texel.

No drama today. We arrived in Den Helder around 0805 and boarded the ferry around 0825. The crossing takes around 20 minutes and we were soon riding off the ferry onto Texel. The island is around 15 miles long and 6 miles wide so the race distance is about 36 miles. All the road junctions are numbered with number 1 being nearest the ferry. We soon discovered we needed to find number 13 and turn left down to the beach. As we arrived at the beach car park we were met by a marshal who told us racing that day had been cancelled because of the weather forecast which predicted a heavy rain storm followed by high winds. We parked up and took a walk down on the soft sandy beach. The scene was competitors busily anchoring their boats down with sand bags and any thing else they could find. A section of beach about a mile long was full of catamarans – 288 in total, we found out later.

As we got back to bikes the rain started to fall. It seemed to me it was the same storm we'd seen in Hull so, knowing how bad that had been, we retired to a local

hostelry and drank coffee and ate yummy Dutch apple pie. Within an hour the rain had gone but the wind was blowing hard - at least a force 7 - so the race committee had taken the correct decision.

We rode back to the ferry, appropriately named for an island that relies on its connection with the mainland and tourism as Doktor Wagemaker. We crossed back to Den Helder which means Hells Door, the name of the fearsome current that has taken many lives and runs between Texel and the mainland and forms part of the course of the Rond Texel race. Den Helder is an important Dutch naval base with an impressive maritime museum so we spent an interesting afternoon exploring the museum and the town.

Next morning, Sunday at 0800, we were paying our 11 euros for the return crossing to Texel. We arrived at the car park at junction 13. The place was buzzing and the race was on. At 0930 the official race briefing started. The competitors, whilst mainly Dutch, are international, so race officer Jeroen Romkeema gave his briefing in English. The wind was a force 5 gusting to force 6 blowing from the south but moderating later. The race was on, he told competitors but conditions would be challenging but exciting and only those sailors who felt able to cope with the conditions should attempt to race that day. The race would sail clockwise around the island to take advantage of the currents and timing was crucial as some parts are very shallow. He explained that there would be three safety gates at various locations on the course that would close at the race committee's discretion. Any competitor not through the gate when it is closed would be disqualified. This is done for safety reasons to keep the racing fleet together. So any boat that is disqualified should either turn back or beach their boat for later recovery. Many of the bays on Texel are nature reserves and are off

limits. Also competitors should not interfere with operation of the ferry and always pass behind the ferry or risk disqualification. The race was scheduled to start 1200 noon prompt and the countdown sequence would start at 1129. At 1159 any boat sailing in a triangle formed by the marks at either end of the course - a fishing boat at seaward end, a shack on stilts at the landward end and the first mark of the course a light house at northern end of the island, would have 20% added to its time around the course. This is a major disincentive. The boats would be starting with the wind and tide behind them and the leading boats would need to cross the line flat out flying gennikers but woe betide any that crossed the line early.

At 1145 the first boats started to launch. This is no easy matter. There are 3 to 4 foot high breakers rolling in onto a shallow sandy beach so the technique is to get the boat ready, get it down to the waters edge and push it bow first into the surf and sheet in giving the boat enough power to make it through the breakers. This is somewhat complicated by 3000 or so spectators who want stand at the waters edge on what is a public beach to get the best photo shots with their mobile phones and cameras. Until the boats reach the deep water that is around 100 yards offshore, they can't get their rudders or foils down so the boats are also going sideways. This is fine for those launching up wind of the start line but those who choose to launch down wind it means sailing back against wind and current to get behind the start line. At 1155 a helicopter starts to patrol the start line that is approximately 1km long. At 1159 it trails red smoke and any boat sailing in the aforementioned triangle is going to incur a 20% time penalty.



The Hairy Bikers go to Holland

The beach at Texel at start time minus 5 minutes. They got away cleanly. No penalties were incurred but many of the boats were a long way from the start line. Many were still on the beach trying to launch at 1230. Boats were still crossing the start line and whilst many would probably be turned back at the first gate, they had to try.

First over the line were 2010 winners Heemskerck and Bastiaan in a Cirrus R but before they had reached the lighthouse at the north of the course Vink and Van Leeuwen in the brand new Carbon Fibre Nacra 20 had taken the lead and were never challenged again.

We decided to ride to the south of the island to a spot we'd seen from the ferry and watch the boats come off a long beat down the eastern side of the island. We arrived and there was no one about so we stretched out and took a nap in the summer sunshine. When we woke 20 minutes later it seemed most of the islands population had the same idea. We looked north and could see the first boat of Vink and Van Leeuwen racing towards us hugging the coast as they passed us followed by Pols and Dubbledam also in a Nacra 20. Third boat past was Brit Will Sunnucks crewed by Andrew Sinclair and Stephan Dekker in a Vampire M20 followed by Vries in another Nacra 20. There were no other boats close so we rode back to the start finish line to watch the end of the race.

We arrived about 5 minutes before Vink and Van Leeuwen took line honours in 2hours 34 minutes followed in quick succession by Pols and Dubbledam 2hours 38minutes, Vries and Pauli in 2hours 39 minutes and Sunnucks, Sinclair and Dekker 2hours 42 minutes having lost a place possibly due to gear failure on the last leg. The last boat around the island was a Hobie Pacific taking 4hours 41 minutes. After the handicaps had been applied the overall winner was Oskar

Zeecant and Karel Bergman in a Formula 18. The only other Brits Richard Golden and Charles Howting in a Spitfire made a respectable 41st position overall. 288 boats entered the race. 194 eventually made the start line and 72 managed to finish.

Battling the surf. We thought the ferry back to Den Helder might have had long queues but the Dutch had found Doktor Wagemaker an assistant and everybody got away on the next ferry to arrive. In Holland they give cyclists a very special status. The only thing comparable in the UK would be the Great Crested Newt which of course must live in its own highly specialised habitat and on no account be disturbed by anything so mundane as a human being. Well, its the same in Holland with cyclists who have their own routes, and woe betide any one who strays onto a cycle route if only for a minute. They will be, at best, roundly abused, possibly struck and quite probably arrested. So the next day when we rode to Vlisigen (Flushing) only to discover that the ferry to Breskens is now only for cyclists and pedestrians leaving us with a 60 km detour including a trip through a tunnel stretching 5 kilometers to get to the Belgian border, we decided it was time to

head home and catch the Hull ferry, Pride of York, from Zeebrugge. The trip back was uneventful and although the Pride of York is, in ship terms, an old lady she is still very comfortable. We disembarked next morning around 0930 and were home back in Morecambe in time for lunch after a memorable trip.

The bikes. Both performed faultlessly on the 900 mile trip. I was riding a Moto Guzzi Brevia 1100 and Auld Jock was on a Kawasaki GPZ500.

Ferries. We used P&O to and from Hull because the price of the over night crossing includes a cabin which in turn meant we could set off refreshed next morning.

Accommodation in Holland. We chose the Zvaante Hotel in Calantstoog because it was reasonably priced. It also turned out to be spotlessly clean and very comfortable. It was a convenient location being about a 15 minute ride away from the Texel ferry.



Ed. gets it wrong - sorry Iain



In the last issue of 'Newsprint', I published the story entitled "50 years of Sailing & Boating" by Iain Black.

For some reason, (I'll blame my ineptness), the pictures of Iain's Sprint 15s which should have appeared on pages 6&7 were duplicates of other craft Iain had owned - a Tutor and a Piccalo - also featured in the article.

So here are the proper pictures that should have been included of Iain's Sparks nos. 117 & 129. Sorry, Iain! Ed.



Windsport Marconi TT

by Jenny Ball



A total of 25 Sprint 15s

took part in the Traveller event at Marconi SC – with a particularly noteworthy turnout of travellers given the dreadful weather conditions leading up to the event.

Fortunately, whilst the air temperature was still fresh, the sun came out both days with reasonable winds on the Saturday and lighter airs on the Sunday.

Race Officer, Lee Harrison, set three races back to back on the Saturday afternoon in a Force 3 easterly breeze and a strong outgoing tide. Following a General Recall, the fleet had a clean second start to Race 1 with approximately half the fleet going for a port hand start. By the time the fleet had criss-crossed up the first beat – David Ball, Thomas Sandal and Paul Grattage led round the first mark. The downwind leg presented some interesting tidal tactics with sailors taking different decisions when to make a break for the leeward mark without getting having to run for too long against the strongest part of the tidal stream. David Ball maintained his lead to win the race with Thomas Sandal close behind, followed by Jenny Ball and Paul Grattage. For Race 2, the majority of the fleet favoured a starboard start as the wind had shifted slightly. After a close first beat where again the tide played a key role, Jenny Ball, Paul Craft and Liam Thom led

the fleet round the first mark. Again, the downwind leg proved to be tactically critical with different groups opting for different approaches – this time slightly less favourable for those who took the extra detour to get out of the tide. The fleet started to spread out slightly over the second beat but with close racing between each group of competitors. Jenny just about managed to hold off Liam and Paul to come in first, second and third respectively.

Race 3 had a (pre-arranged) different windward mark so again the majority of the fleet set off on a starboard start. Those who opted to put in more tacks but stay within the main channel managed to gain enough tidal advantage to get to the windward mark first. With the tide slackening slightly and a slightly stronger wind, the fleet now opted for a wide variety of approaches to reaching the leeward mark. Some stayed on the far shore as before, others made the break early and went up the main channel and a third group crossed to the other side of the river and then gybed back out again. After three laps, Jenny Ball took first place followed by David Ball, Thomas Sandal and Paul Grattage.

Race 4 was scheduled to be the now famous “Round the Islands Race” but due to the very light airs on Sunday morning, the Race Officer wisely decided to confine

the race to one island, rather than two. A slightly smaller fleet set off in light and fairly fluky winds, scattered along the full length of the start line and in very different pockets of wind! By the time the fleet got to Osea Island, the front runners included Paul Grattage, Steve Healy, Jenny Ball, Pete Richardson, Paul Craft and David Ball. By the time the fleet got to the far end of the Island, it had bunched together in virtually no wind. Paul Grattage pulled away into a clear lead whilst the rest of the fleet adopted a range of different approaches. Those who opted to follow Gordon Goldstone and fetch off (albeit slightly in the wrong direction) gained a very positive advantage and the fleet soon spread out right across the river chasing puffs of wind. Paul Grattage went on to extend an amazing lead but it was anyone’s race behind him as the fleet headed back to the finish line. In the end, George Stephen took second, with Jon Finch and Gordon Goldstone in third and fourth respectively.

A great weekends sailing was had by all and the sunshine was an added bonus!

Overall results:

1st – Jenny Ball, Marconi SC; 2nd – David Ball, Marconi SC; 3rd – Paul Grattage, Shanklin



Windsport Seasalter TT

by Steve Willis



on lap 5. Stephen Roberts (1910) held steady midfield only to pull his back at the end of lap 5 and retired ashore. Dutch took 1st from Grattage by 6 seconds with Thom, Dewhirst and Jon Finch following nearly 5 minutes later. The remainder of the fleet struggled to maintain steady speed and dropped

With 12 boats left in the fleet, Grattage and Dutch again pulled steadily away from the rest with seconds between them and changing the lead several times. However, on the 4th lap Grattage managed to pull ahead to clear water and led the way home by 30 seconds to a shortened finish.

As a squall set in, a break ashore was called for 45 minutes to review the weather and get everyone a hot drink. With skies lightening it was decided to change to a triangular course with the same start as the previous race. The winds had apparently eased and the fleet, now of 14 boats, made afloat. In relatively steady winds Mills, on port, made a flyer from the line to be clear ahead of Dewhirst and Rob Finch at the first mark. Grattage and Dutch had tried a starboard start from offshore but Grattage had started too far inshore to make it pay. Dutch led Grattage on Rob Finch's stern. Mills held the lead through the leeward legs and onto the first long beat but Dutch and Grattage overhauled Dewhirst and Rob Finch and tactical sailing on the beat saw all four overtake Mills to finish the first lap in close pairs. With winds and seas worsening again it was decided to shorten the race to two laps. Seven boats retired during the second lap after several capsizes. Dutch maintained his lead over Grattage through the second lap with both pulling ahead of the fleet to take 1st and 2nd. From the first beat, the battle for 3rd and 4th in the race was between Dewhirst and Rob Finch who remained within boat lengths apart until Finch capsized and retired. Jon Finch made steady progress to overhaul Mills with Holmes completing the finish.

All in all it was a challenging weekend but it was proof that the Sprint 15 is a very versatile boat that can be both fun and challenging in a range of conditions. Overall, Kevin Dutch (SSC) took the Southern National Championship Cup and SSC TT 1st Trophy with Paul Grattage (Shanklin) and Nick Dewhirst (Whitstable) taking the 2nd and 3rd place SSC TT Trophies.

In recognition of their sterling efforts in the Saturday race all entrants were presented with a SSC Force 8 Certificate of completion or competition - most of the happy band are in the group photo.

Strong winds had been forecast for the weekend of 22nd/23rd June and it was not surprising to see a reduced fleet arriving on Friday evening and Saturday morning. Saturday morning saw 13 visitors and 6 home helms looking over the sea wall at flat water but with WSW winds of 25mph gusting SW into the low 30s. No question of Sport mode and not a jib was to be seen so no PY discussion.

A trapezoid clockwise course was set for Races 1 & 2 with an extended start line. The fleet kept to the shoreline end of the line for a port start.

With most of the fleet shy of the line, Kevin Dutch (1938) was only followed by Paul Grattage (458) both of whom were within inches of the line at the gun. They were hotly pursued by local helms Ian Mills (1634) and Robin Wilkinson (424) but these two were too far offshore to match the speed of following boats closer inshore. The windward mark saw Grattage just ahead of Dutch with Liam Thom (1957), Robert Finch (1838), Nick Dewhirst (2006) and Stewart Pegum (1918) in hot pursuit. The offshore gybe mark led into an area of cross chop to the leeward mark and with helms already on the rear beam the waves created a substantial seesaw effect with bows constantly dipping.

There was little change in the race order until the end of lap 4 but there was a close tussle between the Finch brothers and Thom for the next three places - by now Dutch and Grattage were steadily lapping the tail enders.

Squall conditions were building and ashore windspeeds reached 41mph and the wave height on the broad reach and downwind legs was becoming a significant problem to keeping a steady speed. Rob Finch dropped back with Dewhirst and Erling Holmberg (2007) passing him. Mills in 12th at the end of the first lap made steady progress through the fleet but got caught out at the leeward end of the course and a capsize dropped him from 8th place to 14th

behind. John Bainbridge (1742) capsized on the second to last leg (and his mainsail dropped off its hook) and retired leaving John Holmes (1978) and Mills to lead Tony Alexander (1406), new to the class and on his first event, to be the last three to complete the course.

A challenging race for both helms and boats. With gusts and wave chop still building the race team decided to give everyone the rest of the day off and to aim for 3 races on the Sunday - when gusts were expected to be 8-10 mph less. With the Manston air show only 30 minutes away a number of the fleet made the trip there - but found it difficult to stand looking upwards at the aircraft without being blown over by the gusts!

Sunday morning dawned with promising conditions. Mark Bunyan (1343) and Martin Searle (1331) decided to join in.

As the start took place the winds again rose, gusting 32mph at the club and clearly more offshore. With most boats close inshore for the start Dutch and Grattage were having trouble with rudders grounding just shy of the line but made it away clean with Rob Finch, Stephen and Holmberg in pursuit. Holmes had decided on a lone starboard start from the offshore end of the line but with the gusts veering SW was left in irons, crossing the line well behind. Searle made the first mark but after suffering his main drop off its hook and battens come loose retired ashore. Dewhirst pulled ahead to join the first group finishing the first lap neck and neck with Rob Finch and ahead of Holmberg. On the reach to the shore Wilkinson nosedived and went overboard, to be reunited with his boat by the patrol boats and retire. Both Bainbridge and Stephen also retired.



Every Porker has his Day!

by James Hurst



You may be wondering

why someone who came 51st in the 2013 Nationals has the

temerity to write anything in this hallowed publication. Through a series of lucky typing errors, the results of the 2013 Colne Point Race (CPR) show that I came second in my beloved 33 year old Sprint 15 number 565 with a time of 4 hours 10 minutes and 56 seconds, just 2 adjusted minutes behind the winner, our own Robin Leather who was sailing a Shadow.

If you know all about this race, skip to the next paragraph. If you don't the CPR is the baby brother of the East Coast Piers Race (ECPR). The ECPR attracts grown up catamarans like Nacra Infusions and Tornados. The race starts with the ebb tide at 9am, at Marconi Sailing Club. It goes through the Bradwell gate, some 10 miles downstream, past Colne Point, and through Clacton gate, turning round at Walton Pier, and then sailing back again. A distance of 48 miles as the crow flies. The CPR turns round at Colne Point oddly enough, and is a mere 27 miles, but a bit more with the beats added on, of course.

I think that this is one race that has in the past favoured the Sprint 15 handicap. I have always enjoyed this long race and was in the right frame of mind that day. There are few turns, which suits my lack of skill, but also it really feels like proper sailing. Where else would you get the chance of a 4 mile beat?!

This year I approached the race with the view that the racing didn't matter, I just wanted to enjoy the event, the sunshine the scenery and the whole experience. In this frame of mind I ensured that the boat was properly prepared and equipped (you need flares, rope, compass or phone and a paddle). I stocked the drinks cabinets with lashings of ginger beer, snicker chocolate bars and a large water bottle with a hint of Pernod in it. Enid Blyton would have approved!

I took to the water just after the big boys had started the ECPR, and beat up to the start line in a Westerly force 1. It occurred to me during this slow progression that I had better keep well to the West of the start as the ebb tide was about 2 knots, and the risk of drifting over the line early was very high. At 9.20 a.m. precisely the cannon fired and we were off! I crossed the line a minute late, but noted with satisfaction a Dart 18 that had to come back and restart after crossing the line early. At the back of the fleet I could see most people tacking downwind, mainly to the North. My simple mind decided to stay in the channel and use the 2 knots of tidal stream, which meant that I effectively sailed dead downwind for 14 miles! There



were yachts stationed at each mile mark ready to assist if needed, a comforting thought. I gybed twice partly on wind shifts, but mostly for something to do! About a mile from the gybe mark Neil Klabe, a good Dart 18 sailor from Grafham, passed me commenting that he had been chasing me all the way down. Smugness came on and lasted for some considerable time.

I had indeed out sailed the other Sprint 15's and had kept up with the 18's. I knew that I had done well but had to work out how to capitalise on it. I reached the gybe mark at 11.20, when there was still 30 minutes of ebb before the tide turned. So to avoid sailing against the very thing that



had been such a help, I beat out to sea in a SW direction, for about 2 miles. The wind had risen to force 3 and the waves were a bit bumpy, but I got her set and swigged the Pernod flavoured water. 20 minutes later I judged that I was so far out that the tide would have minimal effect, so I tacked and started the 4 mile beat back towards West Mersea. The waves were more comfortable in this direction and I just enjoyed watching the scenery, at which I was pointing, getting steadily closer. After half an hour I glanced over my shoulder to see the big power station, dead to port, had I gone too far? I nearly had so I unwound my stiff old body and put in a tack sharpish. I knew that the tide had now turned and would be pushing me home, but of course the wind had picked up and I was bashing through the waves towards the guard boat at the Bradwell Gate.

As I approached land, I passed a rescue rib who shouted that I was the first of the fleet. This gratifying but imprecise remark encouraged and slightly confused me. I didn't feel like returning to chat with him about it however, as the wind had risen to force 6 and I was clinging on for dear life! The imminent arrival of the shore persuaded my quaking body to put in a

tack. It had to be clean and by golly it was! The words of Kevin Dutch, whose coaching I benefited from in 2008, were ringing in my ears, - "Whack the tiller over

and get your arse round under the sail!" I shot through the gate behind a Dart 16, which felt nice. In the lee of the land the wind fell to a more manageable force 5 and the waves were gentler. I could start to think again!

The tide was pushing me home but if I sailed too far to the North it might push me up the Salcott channel. This would mean that I might have to sail across the tide to get back to the Blackwater channel. So I tacked again to keep to the Southern side and I was safely back in the river with the tide doing nothing but positive stuff pushing me home. I sailed across the estuary feeling positive and confident. This is when I missed my first

tack, wasting at least a minute while reverse tacking and setting off again! However I was heading towards the sunlit uplands of South Essex with Friesians grazing in the green sward on the hills beyond. I was on the final lap! I seemed to be keeping pace with the Dart 16 in front and I crossed the line just behind them. My final beat was on a line that took me directly to the committee boat. I was hoping that the tide would just do enough to push me over but it didn't quite, so I performed a perfectly smooth tack in front of the boat closely followed by the hooter and a loud cheer with lots of thumbs up from the smiley people on board. I

couldn't but think that this was a good sign, and fetched to the North of the channel to get my breath back. As I performed the final tack to go ashore, my progress was halted by the procession of a massive gin palace flanked by acolytes on jet skis. I ducked down behind them thinking how much more I had enjoyed the last 4 hours than they must have with their gin and their luxury!

As I got to shore, two local club members were there to greet me with my launching wheels and it was up the ramp for a hose down. The whole event is beautifully run and the facilities and setting are superb. If you like the idea of going well out to sea whilst racing in safe conditions, it is a must do for you. I plan to go again next year to see if I can improve on this years result. After all, if I had started on time and hadn't messed up that tack, I would have done it in 4 hours 8 minutes. That would have been a winning score! Some of you may know that 565 was Nick Dewhurst's first Sprint 15 (nee Spark 15). It would have been great to share the experience with him over a pint, but that cannot be. So all I can do is dedicate this small accomplishment to Nick's memory and thank him for handing on such a high class vessel!

2013 Windsport Sport Nationals

by Keith Newnham



The 2013 Sprint 15 Sports National Championships,

sponsored by Wightlink Ferries and Windsport International were held at the Yaverland Sailing and Boating Club on the Isle of Wight from 17th -19th May. With a total of 28 boats taking part, racing took place in the English Channel just south of the Isle of Wight (well actually at the eastern end of Sandown Bay but technically in the channel), and featured winds of various strengths and likewise an assortment of directions which did manage to drain the colour from the race officers' cheeks.



Friday's first race got away on time and featured a course ripped off by the events' organiser from Carsinton Sailing Club. It consisted of a beat to the first mark, a run halfway down the course and then a triangle finishing with a beat back to the committee boat. Robert England managed to get a good start closely followed by Paul Grattage and Stuart Pierce but with the wind fluctuating, the second lap saw a complete change of position and finished with Sean McKenna first, Simon Giles second and Kevin Dutch third. Friday's second race saw Brian Phipps get away with Paul Grattage and Stuart Snell

following but on the second lap, Phipps and Snell sailed the wrong side of the finish line on the downwind leg leaving Grattage first with Robin Leather second, McKenna third and Paul Craft fourth. Saturday started with the wind coming from just about every direction of the compass and there was just over an hour's delay whilst the race officers managed to come up with a course over which the wind didn't vary too much. When the first race got under way, it was a square course with Dutch first around the windward mark closely followed by McKenna and Snell. These positions didn't change over the first lap. However on the second beat McKenna managed to overtake Dutch to take the lead and held this until the finish. McKenna first, Dutch second, Snell third, Erling Holmberg fourth and Liam Thom fifth. Saturday's second race followed back to back with the first race. Once again the fleet got away first time and divided on the first beat. With positions changing on the next two offwind legs, it was Grattage who managed to lead up the second windward leg closely followed by Leather and Phipps. However Leather overtook Grattage before the windward mark to lead for the rest of the race. Leather first, Grattage second and Phipps third. The fleet then went ashore for a well earned break and lunch but on resuming racing in the afternoon the wind had once again dropped leaving the race officers with a problem as to how to set up sensible beat to windward. When the race finally managed to get away Grattage made a perfect port tack start clearing the entire fleet and headed inshore to escape the incoming tide. Several others followed only to find that they eventually ran out of wind. McKenna and Stuart Pierce elected to take the outside route against the tide but managed to keep the wind all the way to the windward mark, McKenna rounding first with Pierce second. The rest of the

fleet were making their way slowly to the windward mark whilst the first two picked up the very light breeze and managed to open up a lead heading out to sea. On the next round of the course McKenna held on to his lead but Pierce was eventually overtaken by Snell with Leather fourth and Sam Heaton fifth.

Sundays racing was held using the old Olympic triangle/sausage configuration with an equal split going up the first windward leg and no obvious advantage as to a favoured side. Phipps was first up the second beat followed by Dutch and Grattage with Holmberg and England not too far behind. However, on the third lap Leather had worked his way to the front of the fleet with Phipps just behind him. Snell was third and Dutch fourth.

The results of final race were now crucial. If Leather was to win with McKenna fourth, Leather would win the series and so Sean McKenna went into attack mode right from the start sailing Robin Leather out to the side of the course preventing him from tacking and then gybing. Leading at the end of the first lap was Stuart Snell with Paul Grattage close behind and Paul Craft in third position. McKenna was seventh and Leather eleventh. McKenna then attacked again sailing both himself and Leather (who has already won this event before and is known to be very fast in sprint mode) into the last positions in the race. Both Leather and then McKenna retired on the next downwind leg, as did Holmberg who was observing the dual so intensely that he also ended at the back of the fleet. Final results for the last race were Snell first, Grattage second and Craft third.

It had been a difficult event for all concerned and lucky to be able to complete all of the races. Final positions being first Sean McKenna, second Stuart Snell, third Paul Grattage, fourth Robin Leather, fifth Kevin Dutch and the "event organiser" Erling Holmberg sixth - I've included him to make him feel better. Yaverland Sailing and Boating Club put on a really good weekend and many thanks go to all concerned especially Kran (Commodore), Steve, Tony and Tom for their excellent work out on the water and the kitchen staff who looked after everybody ashore.



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My New Boat

by Stuart Snell



I was asked by George to relate my thoughts on my new boat. So prepare to be bored!

I previously had 1982 "Grumps" from new, some 10 years before so it was nice to have something new again. The overall finish of the hulls of Grumposaur (2016) is very good and a pleasure to look at. The waterline has been cut short at the bow which makes it look crisper. It also means if you nibble a bit out you only have to repair white gel coat rather than black & white which is not for the amateur. The main beam has increased in size, it now being the same section as the Dart

18. I have not noticed any visual difference and a number of other people have commented that it looks the same as before.

The cocktail cabinets have gone, being replaced by material bags that hang from the hatch openings. These seem to stay dry whereas the cabinets collected water. I have to keep the praddle in the tramp bag as it is too big for the hatch bags.

The rear toe loop has been moved to the rear corner of the boat. I am not sure why as it seems to have no effect on anything. The rudder blades on the new boats are solid so there are no drain holes and no

water to spill down you in your dry clothes or create a puddle in the trailer box. In use they seem identical to the old type.

An adjustable cross bar allows you to play with the tracking of the rudders. I set mine up with the trolley under the transoms and the blades down just using my eyesight. Brian says they can be set by measuring the front and the back of the blades to get them perfect.

The best change is not really a change at all but a return to how it was on the early Sparks. The entry slot in the mast has been raised approx 8". It makes it easier to feed and hoist the sail. More importantly if the downhaul becomes loose whilst racing, the sail does not jump out of the mast groove which is near impossible to get back in.

In conclusion, everything is tight and operates well as with most new things and is great to sail.

If I cannot sleep at night I read this report but never get to the third paragraph !!!!

So, I guess it's a case of:

"Meet the new boat - Same as the old boat - only better!"

Talking of which - see pages 20 & 21

Trapezing with a Grumposaur

by Holly Farthing



When one is learning to trapeze, a Grumposaur can come in handy. Yes they do grumble, and yes they do grunt but nevertheless they are useful. The other thing that will come in handy is a trapeze harness. This was not a problem for me but unfortunately mum's old red and yellow one wasn't really my colour.

The next essential is the boat. If it's the Dart 18 versus the Sprint 15, the Sprint 15 will win my vote every time. The 3rd and final thing you'll need is a Grumposaur! If you don't have one close by then go to:

www.grumposaursrus.co.uk/getagrump - where you shall find everything you need!

OK, now for a try on land. The boat's all set up and Grumposaur is all set to show me how it's done. Hooking on was easy enough but swinging out proved more difficult. My first try wasn't bad, now for my second go. Ouch! You might have reminded me to hook on! So not a brilliant start but after a few goes I was well away.

"Grumps", as I've now decided to call him, said that he thought that I was ready to try for real! As we pushed off the land I took a last deep breath and woosh! We were off. We got onto our first reach which meant it was time for me to get out onto the wire. With a little help from Grumps, I was out. It felt great! A little wobble here and there but after a while I got the hang of it. Grumps was very supportive and with that, the two of us sailed in harmony. My conclusion from all this is if you stick at something you can achieve.

For your information, no Grumposaur was hurt in the making of this!

2013 Go-Kart Grand Prix

by Bob Carter



“.....a couple of drivers were handed out penalty points for dirty or over-aggressive driving.....”
(see opposite!)

We held our (almost) annual go-kart Grand Prix on Wednesday 28 August at the Liskeard Kart World straight after the sailing championships. We got excellent conditions and a new record attendance of 24 keen karters took part. Both clubs and families were well represented. Leading families included the Berisfords (4), the Bunyans (3) the Whaleys (3) The Galls (2 + Tom's girlfriend), the Aldridges (2) and the Smiths (2). Club representation was as follows Carsington 4, Brightlingsea 4 (all Berisfords), Grafham 3, Swanage 3 (all Whaleys) Stewartby 3 (all Bunyans), Beaver 2, Draycote 2, Shanklin 2 and Worthing 1. As usual the competition was hot and as fiercely contested as the sailing.

All contestants got a 5 lap warm-up session and the grid positions for the first heat were decided by fastest laps from the warm up period. There then followed three 10 lap heats and the finishing positions from each heat determined the grid positions for the next heat. Thus it was track position that mattered (not fastest laps like last time). This made it much easier for the spectators to follow but mistakes were punished more heavily as recovery from a spin or a crash was difficult.

The grid for heat 1 was: pole Matt Smith, 2nd Mark Aldridge, 3rd Paul Craft 4th Ray

Gall 5th George Love – so no big surprises so far. After the 10 laps in heat 1 the results were as follows: 1st Mark Bunyan, 2nd Matt Smith 3rd George Love, 4th Ray Gall and 5th Paul Craft and so far so good. After a short break heat 2 took place. After a further 10 laps the finishing places were 1st Matt Smith, 2nd Mark Bunyan, 3rd Tom Gall 4th Adrian Whaley and 5th George Love. The drivers were debriefed after a bruising heat and a couple of drivers were handed out penalty points for dirty and over aggressive driving. Annabell (Tom's girlfriend) was given a massive 8 penalty points and Ben Whaley was also given a few. In between heats the talk was of what might have been if Annabell had not 'T' boned driver A or if she had not spun off driver J, etc. - what has Tom done to make her so mean? The final heat was run a short time later and the results had a similar look with the places going to 1st Matt Smith, 2nd Mark Bunyan, 3rd George Love, 4th Ray Gall and 5th Tom Gall. There followed a long delay while (a) the operatives worked out who should take part in the final (b) they cleared an errant dog off the track and (c) they cleared the backlog of other punters from the queue that had developed.

The final eventually took place with 8 drivers and it was Matt Smith who took the crown from Mark Bunyan, Adrian Whaley,

Tom Gall and George Love. No one could deny that Matt and Mark were the outstanding drivers from the proceedings. There followed a second final for 9th to 16th places. This was done as we had pointed out that our big group deserved more races and prizes and it was the easiest thing the track could do. So a mid-place final too place and Ben Whaley won 9th place from Liam Thom and Andy Bunyan. Anyway, a good time was had by all and the trophy was presented to Matt Smith and wine prizes to the others who were in the top 3. Amusingly Ben Whaley also got a bottle of bubbly for being 9th but he pointed out that he REALLY deserved it as he clocked up the fastest lap on the day.

Final places: 1st Matt Smith, 2nd Mark Bunyan, 3rd Adrian Whaley, 4th Tom Gall, 5th George Love, 6th Mark Aldridge, 7th Ray Gall, 8th Steve Petts, 9th Ben Whaley, 10th Liam Thom, 11th Andy Bunyan, 12th Jack Berisford, 13th Sam Whaley, 14th Paul Craft, 15th Annabell, 16th Phil Warner, 17th Jacob Aldridge, 18th (Joint) Andrew Berisford & Joe Farmer, 20th John Shenton, 21st Ellie Berisford, 22nd Catherine Berisford, 23rd (joint) Matt White & David Bunyan.



Podium places (left)-
Matt Smith (2013 Champion)
Mark Bunyan (2nd)
Adrian Whaley (3rd)

Group B podium (right)-
Ben Whaley (9th)
Liam Thom (10th)
Andy Bunyan (11th)



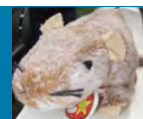


Competitors at the recent Grafham TT were joined by Sissy Dewhurst and son, Benny who came to say "Hello" and watch the racing. Following Nick's death, Sissy asked if there were any copies of Phil's superb cartoons featuring Nick. It is a well known fact that Nick did indeed feature in many, both as a starring role and many cameo appearances, much to his great delight. So that got us thinking. How many were there and where were they? The archives were trawled, back copies of old magazines were dug out (many of which were supplied by George Wood), and they were all scanned and collated. The final tally was over a hundred produced over almost two decades - what an achievement! They have been reprinted in a special 'Newsprint' limited edition book entitled

"Catch You on the Water - The Cartoon Years by Phil Breeze"

The original watercolour of Nick assembling his boat as the 10 minute warning signal sounds was also found and mounted in a frame. It was with great pleasure that Sissy and Oli were presented with both the book and the picture during their visit. Phil's cartoons have become something of an institution in The Class. Indeed, many members don't feel they've fully arrived until they've been caught in one. They seem to quintessentially capture the spirit of Sprint 15 membership which Nick would have summed up thus - "Take the racing seriously but don't take yourself seriously!" "Amen to that!", we say. "And, please keep doing what you do so well, Phil!" Ed.





For those of you who do not remember from last year, I am the bow mascot for a particular Sprint 15. I am in fact a mouse and I would stress that the following thoughts are my own and not necessarily those of my Lord and Master if, of course, he actually is such a thing as he thinks he is.

Annual holiday for 2103, this time in the depths of West Country. The land of different weather on different coasts, pasties, cider and holidaymakers. Left civilization very early and succeeded in keeping ahead of the queues and the rabble coming from the IOW. On the way down port hull took out a pheasant that flew from a Devon hedgerow at just the wrong time. Nasty noise and splatter on the hull but we did not stop to investigate gruesome remains further like I wanted to. Arrived very early having negotiated narrow lanes with stone walls in final run to the Club and the narrow bridge in the village to find club gates unlocked and galley slaves not only present but able to dish out breakfast. New clubhouse looks remarkably like the old one, either a nasty case of the conservation mafia at play or construction not yet taken place.

Washed most of nasty mess off the boat and decided first sail would efficiently and hygienically remove the remainder. Boats started to arrive with the entire process orchestrated by Erling who was everywhere at the same time doing numerous tasks all at once including welcoming arrivals, helping unload trailers and rig boats, liaising with the Club and OOD, chatting, providing tourism advice and persuading people to follow his example by putting boats onto the beach. This great effort continued over the next few days and I suspect accounts for the, by his normal standards, poor results on Days One and Two.

Given last years on the water Nationals' shenanigans, you will understand my nervousness on Day One at being strapped to the starboard bow (directly above some Klingons for some reason) especially as it was windier than at Brightlingsea and there were many boats. My fears were groundless and it appears to me that the fleet has done its homework over the winter in terms of both seamanship and rule observance - so well done all.

Having said that, it was very interesting in Race Two starting on port with 10 plus other competitors as compared to the 60 odd careering along the line on starboard. Luckily for us the boat ahead and to leeward on port rammed a starboard tacker who then got tangled up with others. This provided us with an almost biblical parting of the waves and a clear view to the windward mark. Later on in that race another Sprint tried to mount ours vigorously from the rear halfway down a fast reach which, for

reasons that were beyond me, were considered to be all our fault - a point the other helm tried to prove by the volume rather than the content of his comments. Never mind, no damage, so we mentioned turns and otherwise ignored him and carried on.

Spied Mrs. Love in a Rib so I tidied up my fur and whiskers, smiled for the camera, strengthened my legs and back and tried to look both competent and determined.

Day Two was interesting for four reasons.

One: Many of the fleet were banging into the windward mark on port with the vast majority doing so sensibly and in full accordance with the rules. However it went sadly wrong for a few and the manners and seamanship of the fleet were, at times, stretched to the limit!

Two: My helm c****d up a tack and was left head to wind with 50 plus Sprints coming up on Starboard. They all took avoiding action with good grace especially "Freddie" so thanks to them all. Still lost about 15 places by the time the necessary penalty was completed.

Three: A Sprint pointing virtually head to wind on the beat almost collided with us, or the other way round *I suppose*, sailing upwind at much more the right angle. I know we were in the wrong as we were to windward etc. but some form of shout before we were two inches apart would perhaps have helped. The subsequent comments from the other boat regarding

learning to sail upwind properly were unnecessary and incorrect - a point I hope we made clear when having tacked we crossed about 50 metres clear ahead of him smiling pointedly and broadly in his direction.

Four: A two up Sprint reminding us all we had no water on him when he left enough room around the mark at the end of the run for an AC45 if not an AC72 and seemed surprised when we took advantage of this.

Day Three was horrible with someone pointing out to my helm the undue hull movement when the starboard bow was lifted on the beach. This resorted in a complete physiological meltdown with my helm leading to hammering broken batten pieces into the beam slots to "solve the problem". This was before he started sulking on the way out to the start given that the promised wind had not arrived and that it was shifty as hell out there. Not surprisingly we did very badly all day especially as sulks led to not looking around and therefore missing out on wind shifts and working out which end of the start line to use etc. Matters only got worse when one trampoline track pulled half off (too many pasties or too much tramp tension??) making him have to sit on either hull and tack via the front beam all of which was very inelegant to say the least.

His comments when the wind picked up on the way in were very nautical and probably appropriate and justified. Maybe one of those lovely looking shiny new boats from Brian and some training would assist in improving his mood!

On shore the benefits of big wheel trolleys were evident throughout the event and over the three days more and more of the boats without such sensibly stayed on the beach. Launching and recovery was assisted by willing volunteers from the Club but our own trolley person was noticeably absent at the end of each days racing having apparently been for long walks, garden visits, chatting, book reading, texting or asleep.

On the way home we raced various Sprints to Exeter and took the rare chance to overtake a Flying Dutchman as well as assorted other Sprints, various half boats, horse boxes, camper vans and numerous caravans that, as normal, were travelling in little convoys and made sure they slowed down as much as possible before the ups!!

All in all very little to complain about apart from it was such fun and time flew by all too quickly. I am looking forward to seeing what problems a 100 plus fleet cause next year even though it is rumored that next year I might find myself strapped to a go-kart.

My name is Mouse **Andrew, Norman, Oliver, Nicholas, Yvette** (could not think of a gents name here) **MOUSE**.





This Rogues' Gallery is the Class Association committee appointed at the 2013 AGM - see page 34.

These are the boys to complain to (see page 2) and they are (left to right):

Gordon (Chairman) Goldstone, Erling (Events) Holmberg, David (Mem. Sec.) Groom, Bob (Technical) Carter, Paul (Suvern Boy) Craft, George (Magman) Love, Gary (The Bank) Burrows, Ed (Northern Lad) Tuite-Dalton & Martin (Webman) Searle.

So now you know Who's (Currently) Who and who's working hard for you, you know!

Carnac, here we come! - by Paul Craft

Eurocat is the major European catamaran event that attracts Europe's best sailors and is held in Carnac, France. Next year's event is from the 1st to 4 May 2014.

The Sprint 15 fleet has never held an overseas event and we are attending as a class association as Eurocat is forming part of the summer TT series. This is a fantastic opportunity to demonstrate to the rest of Europe how good the Sprint 15 is and how well supported the class is in the UK whilst having a holiday.

Boats are split into separate class of C1, C3 Dart 18 etc, C4 Sprint 15 etc and Formula 18's. Yacht Club Carnac has been contacted and they are keen for us to attend. They will be sending the entry forms direct to us which will then be published on our web site.

We have made travel and accommodation arrangements for those that wish to make life easy or you can make your own arrangements and meet there. Details of accommodation can be found on the web site front page under Eurocat 2014.

There is more information about the town of Carnac and the sailing etc. via the links on the web site in the Chat pages.

We are looking for nominations for the naming of the event and suggestions for a trophy "Sprint 15 Intergalactic Championship" has it so far! Do let me have any more suggestions. If you are interested along with the 15 sailors already signed up and would like more information please give me a call or email - see page 2 for contact details.

Windsport plan to be there to support and take part, too.

Come and join the party - you'll be making class history!



We were very sorry to have to say 'good-bye' to our treasurer, Howard Hawkes who has served us so well over the past few years. Howard has literally gone to pastures new - to run a farm in Norfolk. At the Thorpe Bay TT, Howard was presented with a gift of a maritime clock and barometer as a token of our appreciation of all his hard work. Nick asked Rosy Snell to present the gift - how brave was that given her recent track record with fragile objects?! Good work, Rosy! Howard is retaining his membership and will carry on the his role of the past few years in helping to organise the S15 stand at the annual Dinghy Show. Thanks, Howard - and good luck down on the farm - ei-ei-oh!! Welcome, Gary, in your new role of Hon. Treasurer.

Caption Competition

Can you come up with a witty caption to go with this photo of Steve Hanby caught on camera at Pentewan. It looks like Steve is undertaking a spot of 'housekeeping' with dustpan and brush. How fastidious is that?! Send your entries to- newsletter@sprint15.com



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MEMBERSHIP SUBSCRIPTIONS

Just a quick reminder to all members.

If you're reading this copy of your favourite magazine but you've not updated your annual membership subscription to the latest amount of £20 by Standing Order, there is a great danger you may not receive the next edition (and may be denied entry to S15 events). So don't delay-make sure you check you're up to date. If in doubt contact David Groom:Membership Secretary. I'd hate you to miss out.

Ed.



Our **Undercover InveSTIGator** is away on a mission! The shocking and unaludterated details will appear in the next issue.



Crikey it's a long way to Pentewan, but great when you get there! We rose at 5 a.m. to catch a ferry off the Isle of Wight and arrived in the afternoon. Fortunately I had set up the in-car DVD player, so School of Rock and the Simpsons Movie kept everybody happy on the journey. This was the second Nationals I've done with Dad. The first one I did to keep him happy and even though he bribed me with a new Xbox game, somehow this year it felt different and I was really looking forward to it. Last year at Brightlingsea it was pretty boring at times. The light winds meant we seemed to sail for hours to get to the start line and then when the races finally started everyone was over the line, so we had to do it all again, about five times. So this year we were praying for a bit more wind – oops – I think we prayed

too much, it was crazy! On the first day we broke a batten before the start, split a rudder, someone hit us, we hit someone else, we did two 360's, and finally a pitchpole. I flew off the trampoline and Dad had to drag me out from under the boat. After that we prayed for a bit less wind – unfortunately, that's what we got. It wasn't too bad but one minute we seemed to be doing OK and the next minute everybody was in front of us. On the second race on day 2 we had just started and Dad said to me - "Don't wet yourself but I think we might get to the windward mark first!" – We did and Dad just kept saying "Don't look back, don't look back", so I did. OMG!! Have you ever seen 70 boats chasing you. It was awesome! Stuart Snell overtook us on the last lap but we held on for second!!! YAY!!!

The last day's racing was pretty uneventful for us and after all that I think we were quite relieved. Our final position was 19th out of 70 which I think wasn't bad. When we weren't sailing I really enjoyed being at Pentewan. The beach was nice with loads of skimming stones, a really cool river to skim them on and paddle board up. The sailing trip to Polkerris was quite an adventure for us. I don't think I've ever sailed that far before especially with my sister. I think I might take a friend next time instead! It was great fun though and we went back in the evening to have some food and made our own chocolates. All in all I had a great holiday, I enjoyed sailing with my Dad and spending time with family and friends.

National Trophies renamed in honour of Nick

In honour of Nick, Class trophies have been renamed. The National's trophy (left) is now the Nick Dewhirst Shield. The Winter TT trophy (right) is now the Nick Dewhirst Cup



2013 Nationals Cruising

by Marcus Finch



Whilst the forecast for the day ahead was not looking good with light winds of around 5mph, the sun was still shining making the beautiful views of the coast of Cornwall that little bit more special. Everyone gathered on the beach at Pentewan Sands on the Thursday morning for a day of cruising. The fleet consisted of an RS Feva, a Dart 18 from the home club and 18 sprint 15's, one of which had metamorphosed into a DX on which Phil Warner was later seen posing and leaving us in his wake later in the day. Rigging boats commenced and everyone was getting ready for a nice gentle sail around the corner to a local seaside village called Polkerris, known for its lovely ice cream and breathtaking views. It took a while but eventually everyone was ready to get going. With the light winds and a few extra people who wanted to come along, some boats had one or two extra's on board. My mum even decided to come along with my dad. This came as a huge surprise as she had vowed to never get back on a boat with him ever since he threw her overboard when they were a LOT younger. (Apparently not his fault) All the boats set sail, slowly making their way around the beautiful Cornish coast, some great views meant plenty of photos were to be taken - most of them by the

rescue crew who came along with us. We also had a few special guests come along in the form of dolphins, something only a few got to see. As we all sailed around the coast it gave a chance for everyone to get some practice and for the newbie's to have a go. Kaylan, my girlfriend, and mum who both had never tried sailing before and were rather scared about it took turns on the helm. Polkerris eventually came into sight and it seemed as if everyone was gasping for a drink and craving something to eat. The seaside village is a very small location set in the coast with a small beach and a small harbour wall which wraps itself around the bay covering it from the winds out at sea. Sailing lessons were in full swing as we arrived with plenty of young, enthusiastic children learning to sail for the first time. Eventually everyone arrived and it didn't take long for us all to find the closest café and grab a bite to eat and a drink. People were even out on the beach sun bathing - something of a rarity in the UK as the summer weather had FINALLY ARRIVED! This gave the chance to take some photos and even check out some of the beachside shops. The ice cream definitely lived up to its expectations and before we knew it everyone was ready to set sail again and head back to Pentewan. The forecast for the day indicated the wind would build as the day wore on, so I was hopeful for a speedy return. Unfortunately this didn't happen and as we were against the wind it took some time to make any headway. Some of the fleet kept in land and a few of us including George & Pauline Love went out to sea looking for the mystical sea breeze but failed to materialise. We had a close encounter with the local Border Patrol boat who had his eyes on us as we sailed by. About 3 HOURS LATER, I and Andy Bunyan had finally set eyes on the beach of Pentewan after a painful slow leg all

the way back. Our troubles though were not over as we just couldn't get ourselves back in to the beach. The wind had simply died and it was a long and tiring paddle back to shore. We finally got to the beach and pulled the boat up on dry land. Mark Bunyan had been wearing his GPS tracker and he had clocked up 13 miles for the days sailing - some distance as Polkerris was only 4 miles away as the crow flies. It sounded like Gemma & Kaylan had some good fun as Robert had managed to find some huge waves and to give them a good soaking - (nothing to do with him rocking the boat like a mad man possessed). Looking back upon the day it was a great sail to Polkerris which everyone seemed to enjoy. But one person was missing - the man himself Nick Dewhurst who had always found a way of making those slow legs and boring sails that little bit more exciting. I remember the first time I met Nick, it was at Thorpe Bay Sailing Club where, yet again, he had arrived 'fashionably late'. He pushed his boat across the road to the beach and was running down to launch when he realised he still had his car keys in his hand. Not knowing who we were or anything about us, he came over to my mum and I and gave us his car keys. He said - "You look like some nice people that aren't going to take my car!" He handed over the car keys, launched and set sail onto the water. Nick was a truly wonderful man, who everyone loved and who will be remembered through the years of Sprint 15 sailing and sailing in general.



2013 Windsport Nationals



The Sprint 15 Nationals took place at Pentewan Sands Sailing Club over the bank holiday weekend 25th to the 27th August. In total 70 plus boats took part, all visitors, almost rivaling the number of competitors in the Dart 18 fleet at their recent Nationals held at Netley Sailing Club. Many of the Sprint 15 fleet stayed for the remainder of the week for the fun events including the hotly contested go-karting competition which was won by Matt Smith making good use of his insider knowledge.

Pentewan Sands is a superb venue for a championship with easy launching, ample room for boat and trailer storage, easy access to hot pasties and an excellent stretch of water on which to race. It is almost a second home for the Sprint 15's having hosted many Nationals in the past. In fact, it is so popular amongst the competitors and their supporters of all ages that it is intended to return again in the near future to inspect and take full advantage of the replacement clubhouse soon to be constructed.

The weather was kind giving mostly sunshine and, a must for all fair competitions, a mixture of conditions from 20 knot plus winds and waves on the Sunday to very light shifty winds on a virtual millpond on much of the Tuesday. These conditions overall provided both fast and exciting sailing making the most of the fleets wave jumping ability upwind and submersive capabilities downwind and more physical if not mental relaxation with the need to be able to drift fast and read all the shifts and tidal streams in the light stuff. Naturally the Cornish weather gods ensured that the much anticipated forecast medium strength winds on the Tuesday came in precisely when the racing was over providing an enjoyable and fast sail back to the shore rather than champagne sailing to complete the racing events.

In total seven races were held in addition to the practice race using courses expertly set and managed by Race Officer Michael Ward and his efficient on the water team. The Team was kept busy on the first day dealing with breakages, a photographer and the odd shunt but otherwise, having laid the customary square courses, they took advantage of the conditions to sunbathe and hold a mackerel fishing competition. Their efficiency was matched by those assisting on shore on the beach and in particular in the galley who provided full catering for the event 12 hours a day including a three course meal for 150 people on the Monday night.

On the Sunday the practice race was useful for competitors and the Race Team but somewhat non eventful and was followed by a return to shore (pastie time) before the serious racing began. Race one was keenly contested with the faster boats having to work very hard upwind constantly adjusting the traveler to keep speed up and the boat on its feet before surfing downwind trying to keep the bows out of the wave ahead. Race two was interesting due to a last minute wind shift making the line somewhat port biased. This led to around a dozen boats undertaking a high speed port end flyer and the resulting shouting, anarchy and occasional bump. The fleet's high standards of common sense and good manners were stretched to the limit. On the beat huge gains were made by those who tacked off before hitting a persistent wind shift half way to



Action from all ends of the fleet.

Kevin Dutch, left, sailing Nick's boat, no. 2006

Photos by Pauline Love





Monday and Tuesday were much more leisurely events with different competitors coming to the fore in the lighter winds. Speed off the line and a good first beat were all important as was the ability, and the nerve, to crash into the windward mark on port tack. Thereafter identifying the shifts and gusts allowed places to be gained. On the final race another wind shift allowed those starting on port at the far end of the line to almost make the windward mark in one hit, stealing a huge advantage over those who had started on starboard.

In terms of the overall prize, the event was won for the second year running by Stuart Snell who, notwithstanding the fact that his lead was invincible at the end of day two, went out on day three and increased it just because he loves his racing especially in his brand new UK manufactured boat. Steve Sawford was second, Paul Grattage third, Mark Aldridge fourth and Paul Craft fifth. In terms of the other prizes Sean and Daisy McKenna won the two up competition, Peter Slater was most improved, Grafham Water Sailing Club won the team prize, Simon Farthing was first heavyweight, the 50 plus cup went to Kevin Kirby, the sixty plus to Stewart Snell, first junior was Sam Whaley, first lady was Jenny Ball and the persistent award went to Martin Searle. The full results including the individual race winners are available at:

<http://www.sprint15.com/events/EMS/nationalsresults.php?id=106>

The Association and the Sailing Club together with the wider sailing fraternity are of course still mourning the untimely passing of Nick Dewhirst who was, amongst other things, former Sprint 15 Association Chairman. Tributes to him from The Class and Club came forward at the briefing and AGM, through the use of a special flag incorporating his boat number in the place of the class flag throughout the event, the renaming of a trophy in his honour, his boat being sailed by Kevin Dutch at the Nationals at the special request of Sissy Dewhirst and a one minute silence on the water before the last race during which many competitors adopted Nick's famous stand on the forward beam stance when sailing directly downwind. The fleet and Committee all pledged to keep the Association going as a lasting tribute.

All in all, it was a fantastic event both on and off the water which, in keeping with the inclusive traditions of the Sprint 15 fleet, continued all week though the fun events all designed to include the families that attend. Next year the event moves to Thorpe Bay in July and the firm intent is that, when the number of likely travelers are added to the number of the home fleet, there will be at least 100 boats taking part. Roll on Thorpe Bay and the fun to come. Anyone who wants to sail in a competitive but very friendly fleet in a particularly versatile and value for money boat had better buy one quick.

Finally, as ever, many thanks to Brian Phipps of Windsport whose sponsorship of and attendance at these events with his advice, spares and repairs services is always welcome.



National's Top Guns : (clockwise):
 Simon Farthing
 Paul Grattage chasing Mark Aldridge
 Steve Sawford
 Jenny Ball
 Martin Searle
 Pete Slater
 Stuart Snell
 Kevin Kirby
 Sean & Daisy McKenna
 Paul Craft



SPARK



We try Panthercraft's new singlehanded cat

WHEN Panthercraft first introduced the Rodney March-designed Dart catamaran back in 1976 they were treading some very new ground. Would the Great British Public (and more importantly perhaps the public of the rest of the world) take to a strictly one-design cat and to one which had dispensed with any form of dagger- or centreboard? The answer is now history. The Dart has taken off in a way which no other multi-hull has been able to match and sail numbers are presently running in the region of 1,200. The Dart has now been recognised as an official International class and is so well established that her future seems secure.

Although this test is to concern itself more with the Spark it is perhaps worth looking briefly at the Dart's appeal, for Son-of-Dart must be heavily influenced by its successful parent.

In an age when cats had but barely escaped the stick-and-string image that characterised some of the earlier boats much of the initial appeal for many potential purchasers stemmed from the very well-thought-out and engineered details of the Dart. She has always impressed as a cohesive whole, a complete concept rather than an untidy aggregate.

The Dart was always planned as a one- or two-man boat, the ability to sail singlehanded without the headsail being part of the original design brief, and a part so successfully incorporated that singlehanded boats without jibs race on level terms with those using headsails and sailing two-up. The distinctive wedge-shape hulls enable the Dart to dispense with daggerboards or centreboards, making her easier to build and sail and removing a potential source of trouble in later life.

With the Dart so successful, but also

rather large when assembled and costing a very reasonable but still hefty £1,500-plus, a smaller offspring was very much on the cards.

The Spark was conceived from scratch as an essentially singlehanded cat but with the ability to carry extra crew — although as she is una rigged the crew may sometimes feel like passengers. Looking at the Spark the family likeness with the Dart is marked, indeed when seen alone and without a big brother to give scale it is hard to tell them apart at first glance — a fact which enabled Panthercraft to sail prototypes for some considerable while without news of their new baby leaking to the outside world. In concept the Spark seems to be about right. She is perhaps a little more light-hearted than the racing-orientated Dart

and yet with her slim bows and simple yet sophisticated gear she is perhaps more of a serious sailor's boat than some other more beach-orientated cats. At exactly 15ft overall and 229lb she can easily be managed by one man (or woman) afloat and ashore; and at some £500 less than the Dart her price is in keeping with her diminished size.

We had an opportunity to sail the Spark alongside the Dart in the late Autumn, and the weather being unusually co-operative were able to try her in a steadily freshening breeze which began as a mere breath and rounded things off the following day with a pleasant Force 4.

Ashore the family likeness has already been remarked on. Rodney March has followed his now well-proven ideas and drawn very fine bowed hulls which fill out into the wedge-shape keel line before running out into rounded and slightly raked transoms. The crossbeams, their locking systems and the trampoline all follow the layout of the Dart.

Rigging and launching presented few problems. The Spark sits on her trailer astride the usual storage box and provides a stable platform from which to raise the mast. A socket in the heel sits on a ball on the forward crossbeam and with the rigging slotted into its socket on the untapered alloy mast it is a simple matter to pull on the forestay and raise the stick. A nylon trapeze handle at the lower end of the forestay eases the task of holding the rig erect while the bridle is snapped in place. The fully battened but boomless main is easily hoisted (well relatively, the

Ashore the resemblance to the same designer and builder's Dart is marked. The hulls and general concept are similar but Spark carries a una rig and is intended as a singlehander.



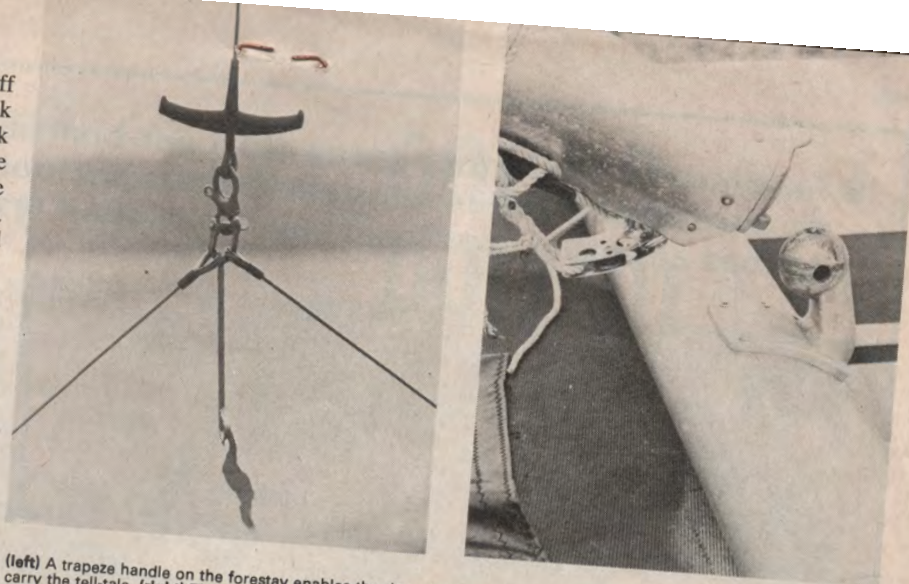
...meet the old boat!

December 8 1978

battens can be a little stiff in the luff groove) until the simple halyard lock engages. A tug on the downhaul, hook the seven-part mainsheet tackle into the clew and the rig is ready. The rudders we have mentioned before in these pages. They are light, strong and efficient and the blades can be raised or lowered positively by lifting the tiller and moving it forward or aft. The IYE roller-and-slot system provides a positive lock down, yet contact with an obstruction enables the spring-loaded roller to slide out of its slot and free the blade.

Having launched with the aid of her dumb-bell-like launching trolley we took the Spark out into a very placid Fal estuary where we were able to use a Dart to pace her. In the very light going we hardly expected either cat to shine but their performance even in these conditions was rewarding — sliding along and barely marking the surface of the water. The Dart was understandably considerably quicker in the lightest airs, her headsail helping her to pick up way more quickly after a tack than her una rigged sister and her extra sail and greater length were also advantageous. The Spark handled predictably enough in the light going, tacking with ease despite the lack of jib and, once we had acclimatised to the fully-battened una rig after our own soft-sail rigs, gave a lively enough performance. As the breeze began to find a little confidence the two cats began to step-out. The Dart just seemed to travel faster, but the Spark began to come alive seeming to need a little breeze to bring out the best in her. Tacking grew more positive and there is no doubt that she does handle extraordinarily well for a multihull. The dinghy sailor finds the sudden slowing and the constant helm pressure when tacking a little disconcerting at first but there is never any doubt that she will go where her helmsman wishes. Should a tack fail — and we did manage to muff one in our introductory stages — she steers very well astern and can easily be directed onto the desired tack. Straight line stability is excellent, the cat seeming to run on rails, yet she responds quickly to the fairly firm pressure needed on the helm when at speed.

When the breeze finally filled-in to give a sparkling Force 4 the magic was there. Stability was no problem and even the lighter sailors among us felt no need for a trapeze. Panthercraft do not intend to offer a trapeze on the Spark although, undoubtedly some owners will fit them, unnecessarily in our view. To windward she sliced along in fine style throwing up a measure of spray from her very fine-lined bows but showing no sign of burying them. Fore-and-aft trim was easily controlled by the helmsman's position but a natural position at the helm seemed to give best results. A stronger than usual puff saw us put a hull higher than intended but by the time remedial action



(left) A trapeze handle on the forestay enables the rig to be erected with ease. Note too the simple extension to carry the tell-tale. (right) The ball and socket mast step on the forward crossbeam also helps.

had been instigated the lee hull had skidded out from under a little and, aided by a small luff, the weather hull returned to the water firmly, but not unduly so. Panthercraft say that Spark is easily recovered from a capsize by her unaided helmsman.

Easing the helm up brought her easily off on to a close reach and here again she travelled fast and cleanly. A little care was needed for a slightly abrupt bearing away combined with a puff could lead to the lee bow dipping briefly. It looks very spectacular but feels safe enough — after a while. We all managed it at some time or another and found that a slight luff quickly restored equanimity. Off the wind as with all cats without spinnakers it pays to tack downwind and once the correct angle has been found — aided by the tell-tale suspended under the forestay bridle — she moves along quickly enough. The speed differential between being in the groove and a few degrees too far off is quite dramatic. We did sail her on a run, more as an academic exercise than anything else. She does run safely and quite quickly but it is a point of sailing that will rarely be used.

We sailed the Spark single-handed as nature, and Panthercraft, intended with single-handed crews weighing between 7

stone and 13 stone and also two-up with a maximum crew weight of approximately 20 stone. She obviously felt the extra weight when two-up but only in the loss of the edge of the performance and not in any worrying way.

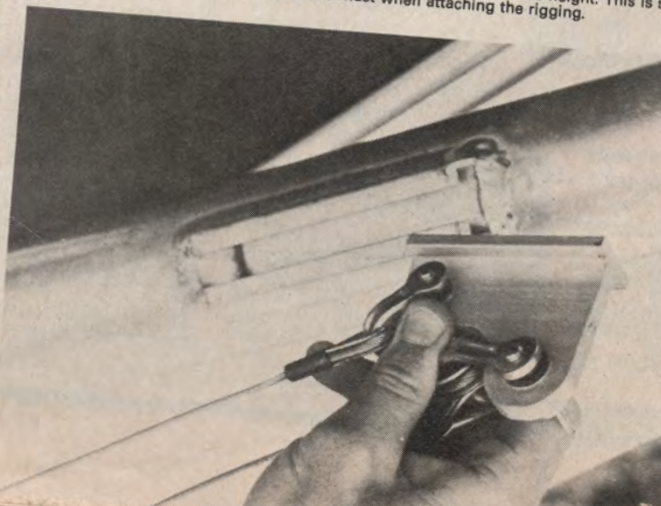
Does the Spark have a future? Almost certainly; she falls into the quite large void between the racer-only and the fun boat but to our way of thinking is further towards the racer end. She is a sailor's boat with ease of handling married to excellent performance and with Panthercraft's demonstrated ability to build and market cats successfully there should soon be more than a few Son-of-Darts on the water.

Principal Dimensions

loa 15ft 0in (4.57m)
 beam 7ft 0in (2.13m)
 weight 229lb (104kg)
 sail area 115sq ft (10.68sq m)
 price £1,080

builder Panthercraft, Parkengue,
 Kernick Industrial Estate, Penryn,
 Cornwall.

Shrouds and forestay are all attached to one simple slider at hounds height. This is a track welded to the forward side of the mast when attaching the rigging.



Andy McLeish from Carsington Sailing Club inherited this original Y&Y test report of the first Spark when he bought an old boat. He kindly passed it on to 'Newsprint' - we thought you'd like to read it. Whilst it doesn't have the brevity of Stuart's new boat test report on page 11, it's still an interesting read!! Ed.



Nick - the tributes

from George Wood



The tributes to Nick, since he so sadly left us, have been many and varied. He had such an active life at home, at work, in his community and at play. Some of those reprinted here were first heard at his funeral. They were all very moving - so much so that, personally, I didn't take them all in on the day. I have, therefore, decided to publish them verbatim so that those who were present

to say a final "good-bye", as well as those who couldn't attend can fully appreciate them. The tributes from son Oli, Trish Dixon, Will Sunnucks and Richard Yarlott were the eulogies. The others appeared in press and notices. George's tribute below has not previously been published. They will make you smile, perhaps shed the odd tear but most of all, I think you'll be uplifted. ED.

When the committee first asked that I write this article it occurred to me that many people in the Dart15 fleet both past and present would be able to write something similar. Such was Nick's impact and influence that we all have our own tales to tell about him. These are some of my thoughts and memories.

Back in 1993 Nick wrote a very moving tribute to his friend Peter Mayne who had died very unexpectedly at the age of 40. Peter was at the time our newsletter editor and with his bright red double decker London bus, was one of the major contributors to the best Nationals I have ever attended - Pentewan 1992. Little did I realise whilst I read Nick's tribute to Peter that I would be asked to write something similar about Nick far too soon.

It seems like yesterday that I first met Nick at Paghams Sailing club where I was racing Dart18's with Mike Cemm.

Nick was in the bar that evening and started to explain the in's and out's of the stock market to me, I was getting bored, until the disco (that's what we called a rave in those days!) started to play "Star Trekkin" with the memorable line of "there's klingons off the starboard bow" repeated over and over. Nick immediately abandoned his lecture to me, and had everyone up on the fragile floor dancing so energetically that we were asked to stop as the club house was actually tipping over! It was and still is I believe, a **very** small club.

Nick had a knack of making some simple things difficult. We all know about his skill at turning up late for events, leading the fleet (in the early days at least) around the wrong course on more than one occasion, the AGM's that seemed to go on for ever and the old bangers that he used drive. But for Nick this was all fun and pushing at the boundaries so you would follow him with enthusiasm and a smile on your face. Sometimes though smiling was difficult.

Like the time Nick took a group of us to Ronde on Texel (the biggest cat race in the world - 60+ mile race around the largest of the Freisian islands - top of Holland). There were around 5 or 6 cars towing 15's and on the way back to the Hook of Holland ferry he decided that a tour of Delft would be great "fun" - so he leads us into the centre of Delft where the roads are only about 2 inches wider than our trailers. I still have no idea how we managed to escape. If he could have heard what we were calling him

On another occasion I was close to having him arrested. I came ashore after a race at the Seasalter Nationals, only to find my trolley wheels missing. I spent nearly an hour looking for them and wandered about asking everyone if they had seen them. In the end I went into the bar and had a pleasant drink and a chat with Nick and during the conversation I told him I had lost my wheels. Sorry to hear that said Nick. The bar staff said I should report them stolen! But before I did that I wandered one more time along the shoreline looking for them - and there they were under another boat - and there was Nick, chatting up two new lady sailors! "Those are my wheels!" I shouted. "Oh, are they?" said Nick, "please say hello to 2 new members from Whitstable" and that was it, end of story. But as ever, I could not stay angry with him for long when I realised that his intentions were good. Here were 2 new lady Dart15 sailors who he was welcoming into the fleet.

Nick was also one of the most gregarious people I knew. He would talk to anyone and loved a "social". His pub crawls were many, but one around Netley and The Hamble stands out in my memory. On the way we visited 4 or 5 pubs and in every one left the locals laughing. Sometimes I used to think he does it to ME on purpose. Such as the time "many" years ago when he turned up late to an

event. I was almost ready to go on the water when Nick called for some help. I ran over and we quickly got him on the water. He made the start - I did not. In my haste to get on to the water I forgot my downhaul! He was very apologetic - but, I ended up buying him a drink - how did that happen?? But, he redeemed himself a few years later by covering me with an umbrella for almost an hour in torrential rain whilst I fixed a problem with my rudders.

These and many others are my memories of Nick that I will treasure and if my memory serves me badly and some of the facts are distorted I will again remember Nick with one of his favourite quotes : "**Why ruin a good story with facts**".

He had a loving family and lived life to the full, what more could any of us want.

Alfred Lord Tennyson :

Sunset and evening star
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.
Twilight and evening bell,
And after that the dark!

And may there be no sadness of farewell,
When I embark;
For though from out our bourne of Time
and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.

Goodbye Nick - thank you for the memories. God Bless!

(George is an active sailor and a Class Association member for 25 years.)



Nick - the tributes

from son Oli

I would like to thank you all on behalf of my mother and brother for coming today. You have just heard some amazing tributes to my Father - thank you to Trish, Richard and Will for your lovely words.

You may have known my father as a successful businessman, campaigner and passionate sailor but he had another side to him which you may not have known.

He was the best father anyone could wish for.

Always supportive, generous, gentle and caring but also hilariously funny and completely wacky.

He showed us the Rights and Wrongs of life, instilled in us the highest set of morals and taught us how to treat people with respect.

He would support us in our decisions whatever we chose to do in life.

He would always be enthusiastic about something we had a passion for, even if it may not have been sailing.

As so many people have already said, he was a true gentleman and that is something you don't hear very often so we are incredibly proud that this is how so many of you remember him.

Whenever there was a problem, he would be the first person I would ring. And whilst most of the time I already knew what his advice was going to be, I just needed to hear his calm and reassuring voice.

All of us being dyslexic meant that we sometimes struggled with school, university and work and when we felt like giving up, he would always say, as Trish has already mentioned, - In the Dewhirst family Giving Up Is Not an Option - failing is an option - but only if you tried.

One of his favourite past times was that he took great delight in embarrassing us when we were young.....and older.

Being picked up from school in our car with Dart 15 hulls strapped to the roof, playing the fool whilst out shopping or introducing himself to half my street before we had even moved in.

He would chat up anybody.

Looking back however, these are some of the things that made me most proud of him.

The fact that he was so fearless that nothing embarrassed him and he could walk up to anyone without a care in the world and start a conversation.

He was a master speaker and could command a crowd in any situation. He enjoyed public speaking and would grab every opportunity he could.

At my wedding he wasn't due to give a speech as the father of the Groom. This didn't stop him, however, as he took the opportunity to do so during the first toast.

He went on to proclaim what a proud stepfather he would be to a chorus of laughter only to realise what he had said and correct himself to Father-in-Law.

This did occasionally happen but he would always play it off as if he had actually meant it, making it all the more funny.

Some of our fondest memories are of the Dart 15 Nationals he would take us to year after year.

He would always make sure that this wasn't just a sailing holiday but one for the whole family.

His prize-givings were always the highlight of the championship.

They were funny, witty and often embarrassing for some of the recipients. He made sure that it wasn't only the "winners" who received prizes but also the sailors who might not have performed so well or had encountered problems during the week.

A fallen mast, a smashed hull or a disorganised toolbox would all warrant a prize. He always wanted to make these events as inclusive as possible for all involved and especially the families.

When we got older we did ask him whether we could occasionally go on a REAL holiday and he looked really surprised, as to him these were REAL holidays.

He loved them. He was not one for staying in smart hotels; he felt completely out of place - his Bongo was all he needed to travel around to go to

his sailing meetings, a static caravan in Pentewan was the height of luxury! He always had a project on the go, and often many on the go at the same time - You will already have heard of his many "projects" be it the beach campaign, his own Investment business or sailing but he also had a passion for many other things.

He was very proud of his family history and dedicated endless hours to researching it. He recently took a trip to Yorkshire with some members of the Dewhirst family from America which he really enjoyed and was very proud of. When we sit down and look through all the research he had done on all of these subjects its a wonder to think where he got the time to do it all.

Although he was incredibly organised in many aspects he would also sometimes overlook some of the more mundane things in life.

I would often get a phone call from him asking if he could stay over if he had business meetings or a sailing show in London the next day.

I knew that it was actually my mum who reminded him to call to make sure he announced himself and didn't just turn up on my doorstep with his sleeping bag.

I am sure some of you may have experienced this as well. He had planned where he was going to stay, he just forgot to mention it.

Whatever he put his mind to - he did it with so much enthusiasm and gusto that as soon as he stopped he would often fall straight asleep.

You gave everything to so many people and so many good causes and especially to us.

You will be an inspiration to us and the next generation for the rest of our lives. Benny and I feel that we are the luckiest sons in the world for having had such an amazing father and we are immensely proud of everything you have done.

Dad, we will all miss you so much and in so many ways. We will never forget you. Good bye. Love you.



Nick - the tributes *from friend & fellow beach campaigner Trish Dixon*

The music we have just heard is from one of Nick's favourite films, Schindlers List. A film with which Nick connected personally, not least because of his own Jewish ancestry. It tells the story of one mans fight against an atrocity so huge that no one else dared.

A story of true courage.

Nick was brave, not in a gung-ho reckless way, but as one who faced challenges for which he was thoroughly prepared. As a youth the challenges were physical, excelling in the technical precision of slalom skiing to compete in the Junior British ski Championships and gaining an Oxford Blue for representing his University in the same event. But Nick's bravery became more evident in the mental challenges he would undertake through life.

He was undaunted by what he took on, he embraced challenges from which many would have shied away, meeting head on issues that he saw as unjust and leaving no stone unturned, taking on authorities, corporate or government, local, national and international. He became a vigorously active and effective campaigner, caring passionately and seemingly tireless in the roles he took on. His Whitstable life saw him as Director of the Whitstable Improvement Trust, Chair of the West Beach PACT, an active member of the Whitstable Society and Founder of the Whitstable Beach Campaign. His passion for sailing found him on the committee of Seasalter Sailing Club, Beach Master and Class captain at Whitstable Yacht Club and inaugurator of the long distance Forts Race for catamarans. But Nick's numerous roles were never passive; he was there to make a difference. In campaigning Nick always lead from the front with exhaustive research, inspiring those around to get involved and, though not always successful, to get up and fight harder next time.

The strength of feeling that the Beach Campaign created brought about a huge shift in attitude by the Local council who upgraded the level of protection for the beach by granting it Protected Public Open Space status. Yet it had not been achieved solely through strength in numbers. Nick's strength as a communicator was unique. His sons smiled sheepishly as they recalled how Dad would just talk to anyone, ANYONE

and his patience was a strength that meant Nick could convey many of his truly intellectual arguments to those of us who couldn't quite get the gist of it first time! As a campaigner he built relationships with those on the opposing side and enhanced the environment in which they would listen and respond, often positively, to his reasoning.

Eight years ago Nick lead the Campaign in submitting a footpath application to try and ensure future rights for the public to enjoy the beach without restriction. The application was the longest, and certainly most comprehensive, ever received by the council. When local Public Rights of Way campaigner Ann Wilkes died, Nick quietly took on her own huge collection of material, maps, statements, historical research and previous enquiries, reading it all and gleaning more evidence to add to the current application. As ever, Nick was the master of assimilating and interpreting information. He preferred this role to that of front man, and so much of his efforts were unseen.

On occasions where his convictions seemed less in tune with those around him, Nick was always able to take on board if he had been wrong and admit his fault with humility. After all, that was all part of playing fair and that was what Nick was about. In his sailing he was a stickler for the rules, pointing out to others any breaches. He was first to abide by the rules himself but equally first to admit if he had been in the wrong. Competitive sailing always has incidents, and sailing with Nick was often described as "interesting" but his fellow sailors recognised Nick as a true sportsman for whom issues were resolved with a productive discussion of the rules on the beach afterwards and from which those involved could learn to the benefit of their future sailing. He was a champion of improving the standards of sailing across the fleet, eager to get more cadets into catamarans, establishing high profile events such as the Forts Race and fighting for the reinstatement of the multihull class in the Olympics. Where Nick saw room for improvement he stepped up to meet whatever was needed. Even more remarkable than the sheer breadth of work and intellectual argument that Nick engaged in, was the fact that it was only in his 40s that Nick was diagnosed as dyslexic, meaning that his

ability to read and process information was only half the pace of a normal reader. Yet his extraordinary challenging mind may have been a direct product of his condition. His ability to think laterally as a result of his own less conventionally-wired thought processes made him uniquely competent to bring original thought to both arguments and problems.

When the health of his mother, Christine, deteriorated due to Alzheimers, Nick fell under increasing pressure from the local authorities to have her taken into a care home. He was incensed and determined that his mother would stay in her own home only a few doors away from his own. To this end Nicks lateral thinking developed two solutions. Firstly an alarm system in his mothers house, with pressure sensors on specific flights of the stairs. If the first was triggered by Christine getting up in the night, a recording of Nick's voice would gently remind her that it was not yet time to get up and that she should go back to bed. If a second sensor near the front door was activated, a recording of Nick's voice was heard to say " Mummy, it is dark and dangerous outside. Don't go out, but if you want to, wait for me and I will come". Simultaneously an automated call would come to Nick's home to alert him so that he or Sissy could get to the house as soon as possible. With this system in place Christine was intercepted on all but one occasion, thanks to Nicks dedication and Sissy's unwavering support.

Nick also developed an early GPS tracking system for his mother to wear. The transmitter was discretely hidden in a real mussel shell he had found and had dipped in silver and made into a pendant for Christine to wear. The receiver however had somewhat less finesse. Described by his son, Benny, as rather like going on an elephant hunt, the receiver required a huge aerial to be held aloft from the sunroof of a slowly moving car and wafted purposefully in different directions to pick up the strongest signal. For the boys recruited on testing or rare real life recovery missions, the experience was acutely embarrassing, yet for Nick the solution had been as effective as it was unconventional. Nicks mother passed away having lived in her own home to the end.



Nick - the tributes *from friend & fellow beach campaigner Trish Dixon*



There were times when Nick's lateral thinking and refusal to follow the pack might not always lead to the best outcome, particularly in his sailing. I've heard many a tale of Nick sailing off on a completely different tack to the boats ahead, often losing significant places in a race as he would try a wholly different tactic much to the bemusement of his crew and those around him. But as ever the logic was sound, to find the advantage that others may have missed and seize it. Win or loose Nick loved his sailing and equally the fleet he supported with such enthusiasm. In return, he was loved and respected by many on the water, and his family and many at Whitstable Yacht Club were very moved to see that on the Sunday after Nick passed away, that a fleet of catamarans from Seasalter Sailing Club had spontaneously broken off from their race to sail down to Whitstable and pay their respects as a fleet in Nick's honour.

Nick's love of sailing ran deep, his determination to help others and stand up to injustice was a passion, but such commitment was only possible through the solid and loving relationship with his wife Sissy and the strong bonds that united the family. Sissy is a bit of a hero in my eyes. Nick cannot have been the easiest person to live with at times but her understanding of him over their forty years

of marriage ran deeper than is imaginable. Sissy said, on reading this, that it is not the first time she has been told she should have a medal for living with Nick, but for her it never felt like that. Their mutual respect for each other's paths, quite divergent in interests but wholly supported and respected by the other, created a truly interlocking bond where Sissy stands proud to have supported her husband, understanding wholly his needs, and Nick loved her unreservedly in return.

In the hallway outside Nick's office at home hangs a large photograph of a young Nick on a sandy beach bearing huge lettering proclaiming "I love my Sissy". Thirty years later Nick updated the photograph with a sticker saying "Still". Now the photograph read "I still love my Sissy",

As a father Nick was gentle. Always fair, the boys don't recall him being strict but he was principled. Instilling right and wrong was more important than dictating do's and don'ts. The boys grew up to understand that it was always OK to try and fail but it was NEVER OK to just give up.

Nick was a gentleman, of huge heart and true integrity, of courage and conviction and immense social conscience. His presence in our lives was widespread. His legacy is amongst the communities and classes who have been inspired to

achieve greater things and take on bigger challenges than before, to fight for our convictions win or lose, but always to try again.

I am indebted to Nick's close friend and campaigner, Ashley Clark, for finding the words of Theodore Roosevelt so appropriate at this time.

"It is not the critic who counts, not the man who points out how the strong man stumbled, or where the doer of deeds could have done better, the credit belongs to the man who is actually in the arena; whose face is marred by the dust and sweat and blood; who strives valiantly; who errs and comes short again and again; who knows the great enthusiasms, the great devotions and spends himself in a worthy cause; who at the best, knows in the end the triumph of high achievement, and who, at worst, if he fails, at least fails while daring greatly; so that his place shall never be with those cold and timid souls who know neither victory or defeat". Nick, in a life already full you made time for others, and that makes a difference.

Thank you

The next piece of music, "All Things Bright and Beautiful" was one of Nick's favourites that he shared with his family. The boys found it as the most played song on Nick's computer.

I knew Nick very well. Along with Hywel George, I was his business partner for three years, and his fellow Director for a decade prior to that. We spent many, many hours either together or online, we gave countless presentations and we travelled, which is always a good way to get to know someone properly. For those of you who haven't heard much about this side of Nick, let me reassure you that he ran a business like he sailed a catamaran – with low investment, rather antiquated hardware, against the prevailing wind, and always on the very point of capsizing. As with sailing and physical courage, Nick had mental bravery too. He was unafraid of new ideas; if he didn't understand something he bought a book and mastered the subject from first principles. I was amazed by the amount of information he could process and the hard work he would put in. Nothing was beyond him; he hunted down statistics – thousands of them - from obscure sources, he invented his own indices to measure markets, and he put them into charts to overcome any disadvantage caused by his dyslexia. He also had the strength of character to think in his own way. I cannot remember him ever borrowing someone else's opinion in order to appear clever, or using a long word where a short one would do. And of course he reliably spoke his mind, often rather surprisingly. I remember him getting on a client's yacht in Asia. He inspected the enormous vessel from stem to stern before announcing to the astonished owner that he preferred his own boat

because it had two hulls rather than one. On the morning before he died, Nick saw the first copy of his book on investment. Sissy told me he was delighted by it. As I read it again, what stands out for me – among all the words, and charts and tables - is his humanity. Some risk takers are lonely, isolated characters. Not Nick. He always allowed for people and psychology in his work. He hated dishonesty and cant. His mind was always learning, exploring, and searching for patterns. He wanted to find honest, defensible conclusions – what he called 'the weight of the evidence'. Because he was so brave, hard-working, unpretentious and humane, Nick could – and would - fight his corner in debate with anyone and he put his money where his mouth was. I'm sure this is why he had one of the finest investment track records anywhere. What that record doesn't reveal, however, is how often Nick was steadfast when he was taking losses and when everyone was feeling the pressure. During the financial crash, I often saw him sit with downhearted clients and revive their spirits. He was the man they called for who could inspire them to fight another day.

Nick, whatever his faults, had a nobility you seldom come across in life. I said at the beginning that I knew him well but in the last two weeks I've learned a good deal more about him. To me, he was a great man who followed his own path. However much we miss him, and we surely will, his life was full, well-lived in so many different ways, and touched with genius.

Press Announcement

Integral AM's Dewhirst passes away

26 Jul 2013 | 14:03

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Industry veteran and chief executive officer of Integral Asset Management (IAM), Nick Dewhirst, has died.

In a distinguished career spanning over 40 years across UK, European and US markets, Dewhirst worked at Rowe & Pitman, Dean Witter Reynolds, Oppenheimer, Citicorp, Dresdner and Kleinwort Benson.

Fourteen years ago, he founded research company Investors RouteMap, which is the basis for the asset allocation system used by boutique wealth manager Integral AM.

He died suddenly at his home in Whitstable on Friday, 19 July at the age of 64.

IAM co-founder Hywel George said: "Among his many attributes, Nick's originality, analytical insight and long experience marked him out as one of the most talented and successful investors of his generation. He will be sorely missed.

"Our thoughts and prayers are with his wife Sissy and their two sons at this very difficult time for the family."

Integral has recently published a book by Dewhirst entitled *Maximise Your Odds of Investment Success*, which was due to be formally launched on 30 July. The launch has been postponed in the circumstances.

Dewhirst was a regular contributor to *Investment Week* and its sister publications over the last 18 years.

Investment Week's editorial director Lawrence Gosling said:

"Nick was one of those rare people in the markets who always had an intelligent and insightful view of the world that made you think and view things differently.

"I always looked forward to reading his columns. He will be sorely missed, and our thoughts are with his family and colleagues."



Nick - the tributes

from sailing colleague Will Sunnucks

I am **proud** to have been asked to speak here today. Speaking at a funeral can be difficult: you may have to tiptoe round delicate issues and smooth over some blemishes. But with Nick I can say exactly what I feel in a very straightforward way. This, as you will see from what follows, is a compliment.

I first got to know Nick well thirteen years ago when a small group of us got together to form UKCRA – the UK Catamaran Racing Association. He has chaired UKCRA since the start. He made it clear that its mandate was very limited, and that anyone who suggested something was likely to be asked to do it: perhaps “gob gets job” is its founding principle. We also worked together on trying to improve consensus around **catamaran handicapping**, and in due course Nick took over as Chairman of the internationally recognized Small Catamaran Handicap Rating System, which uses a complex algorithm to predict the performance of catamarans. I ran the numbers as head of its technical committee and Nick dealt with the politics. This system worked well: whenever I ran into a dispute which is inevitable from time to time, Nick would dispatch a huge e-mail ranging over his experience as a stockbroker through to his wider philosophy of life. What did these things have to do with catamaran handicapping? Would non-native English speakers understand? Maybe the e-mails just pummeled people into submission. But I believe they also helped people think on a higher level and take a new perspective. Whatever they did led to peaceful outcomes. They bring to mind an e-mail I saw from John Alani last week. He said “Although no one could deny that Nick was a ‘talker’, he was a talker that also got things done.” UKCRA also became the base for one of his most effective campaigns – to get a **catamaran back into the Olympics**. He was quick to see that equal numbers of men and women competitors was an important principle to the Olympic movement, and to suggest to ISAF a way to achieve it by having a mixed multihull. This was all backed up by research, facts and figures. A lot of time was spent uniting all parts of the cat world behind the principles of the campaign. The ISAF committees ground back and forth and eventually we got the mixed multihull into the 2016 Olympics. Nick was undoubtedly a formidable campaigner, and I would hate to have him on the other side. Woe betide anyone who wants to build an airport in the Thames Estuary off Whitstable, or even a restaurant on the beach. Pity the poor official wanting a quiet life.

Nick also became an occasional **Thames Raider**, joining our small informal club for a sail from Whitstable to St. Katherine's dock in London in Tornado catamarans. He brought publicity to the event by loading a dozen Whitstable oysters into the hull of each boat – did they stink – then claiming the record. 4hrs 37minutes for a 57 mile trip which in the old days would take the oystermen two tides. I think he liked the unorthodox nature of the endeavor – well prepared, well researched: but always flexible and subservient to wind and tide – just like his investment principles which I've come to respect.

There are other people here who are better placed to tell you about his many other sailing activities. But it would be wrong not to mention the **Sprint 15 Association** where he was chairman for longer than anyone can remember. His tenure saw this small single handed catamaran class through a change of manufacturer and a change of name: and it still has 70 plus boats at its national championships, making it one of the biggest UK cat fleets. Another voluntary organization thriving under his style of leadership.

Since Nick died I have seen many tributes. The word that keeps on coming up is “**gentleman**” and I think this sums him up. He was someone you can trust. Someone who doesn't put his own interests before the common good. Someone who might be very clever with many insights, but completely lacks guile or malice. This is Nick.

Almost every tribute says that he will be **solely missed**. Nick we are all going to miss you.

- I'm going to miss our long phone conversations which would range from catamaran handicapping through to economics and politics. I particularly came to like your contrarian views on investment. Not for you ‘middle of the road index tracking’, ‘half a percent here and half a percent there’: you had strong clear views based upon thorough research and a deep knowledge of the markets. You knew that you would sometimes be wrong, but more often you were right – much more often.
- Your clients will certainly miss you, as will your other sailing friends.
- None of us will come close to missing you as much as your family who must be traumatised by the shock. Sissy, Oliver, Benedict. As outsiders we will be thinking of you and supporting you in any way we can.

But just talking about who is going to miss Nick is negative and he wouldn't like that. Instead we should talk about what we remember and think about what we have learned. We should try **to take his legacy forward**, giving him a form of immortality. He might not be with us, but some of his ideas and principles can survive.

So can I suggest three special things to remember:

First we should remember Nick's leadership: his ability to bring people together and make things happen. We should learn that in voluntary organisations it is essential to be positive, supportive and polite. Nick was friends with everyone, avoiding cliquiness and self seeking politics. And it worked. This is truly worth remembering.

Second we should remember Nick's sometimes contrarian nature: not just in investment but in his whole approach to authority. We should learn to value original thinking and we should sometimes be brave about not following the crowd. But at the end of the day Nick **did** work well with authority – despite occasional tensions he formed a good working relationship with the RYA staff: and long after many would have retired he took and passed a series of demanding exams to satisfy the financial regulators – I remember being worried that they would fail him for saying something unorthodox but he didn't – and they didn't. Thirdly we should remember his energy, enthusiasm and love of life. He retired from the City many years ago but you can't keep a good man down, and he was soon writing his own research and building a following. I believe that his successful post retirement career is an example to us all.

When I think about these three things – Nick's leadership style, his original and sometimes contrarian instincts, and his huge energy – I realize that he has in fact left a great legacy to us all. I hope that we will all remember this and value it as long as we live. Thank you to all of you for listening.



Nick Dewhirst 1949 -2013

Nick was born in *Beckenham*, 1949, educated at Malvern College and subsequently at Lincoln College, Oxford, where he read PPE and Sociology.

He showed early commitment to sport, which continued to be significant throughout his life. During his time at university he achieved a coveted 'Oxford Blue' for skiing (given to students chosen to represent Oxford in competition against Cambridge). His sporting life also included becoming British Junior Ski Champion. During his later working life he went on to represent the British, German and US Stock Exchange Skiing Teams.

After leaving Oxford Nick entered into a career in the City as a successful stockbroker and later as a highly respected financial analyst. He had numerous articles published and regularly appeared on television for Bloomberg and CNBC as their financial advisor.

During one broadcast when Nick was typically challenging the current financial thinking on the state of Europe and the Euro he was vociferously challenged by a German presenter that Nick did not understand Germans and feelings in Germany, Nick responded by giving her short shrift in fluent German much to her shock and viewers enjoyment (especially those that understood German as the comments were rather colourful). His huge abilities and analytical skills are even more remarkable as he was only diagnosed as dyslexic in his 40s. In Nick's case his ability to process written information was far slower than other people, everything he achieved took twice as long. Yet he was renowned in all he did for being incredibly thorough in his research. A true credit to his unique determination, especially when the difficulties he experienced due to his dyslexia, meant the odds were unknowingly stacked against him. It is a quality that made his contribution to his community work all the more effective.

Nick and his son Benny have spent the *last year* working together on a book that



collates Nick's life work of published papers. It was a project of which he was understandably very proud, the first edition arrived from the publishers on the Friday morning that he passed away. It was the realisation of a dream and his family and friends are so pleased he saw the first copy. The book is titled 'Maximise Your Odds of Financial Success' published by Integral Asset Management.

Nick and Sissy married in 1973 (their ruby wedding would have been this year), They have two sons *Oliver and Benedict*. Nick and Sissy first started regularly coming to Whitstable in 1981 and then moved here permanently in 2000.

Sailing was integral to Nicks Whitstable life, originally joining Seasalter Sailing Club where he started to build a strong catamaran fleet, and later Whitstable Yacht Club where he was an active member. Nick took on many roles at the including Beach Master, Catamaran Class Captain and was one of the founder of the long distance Forts Race.

Nick was a hugely active, energetic and inspiring campaigner. He was Chairman of the Whitstable Beach campaign, which sought to protect Whitstables unique undeveloped urban beach for the public to enjoy. Nick felt passionately that the beach should be an asset for the public and sought to strengthen its protection against the threat of development. The beach campaign under Nick's leadership helped bring about changes in The Local Plan that designated the beach as a Public Open Space (2003). This was in response to the huge outcry of public voices against any development on the beach. Nick's work continues today as an application for a public footpath along the beach is currently under consideration.

Both as Director of the Whitstable Improvement Trust for several years and through his work with the Whitstable Society, Nick provided support on many local projects, taking up the mantle of Annie Wilkes who was a fervent public rights of way campaigner until her death recently. Nick was also chair of West beach PACT (local residents association) that consists of local residents, the Police, council officers, and elected ward councillors that work together to safeguard and improve the local environment by dealing with many issues such as: anti social behaviour, planning and anything that adversely affects the sea front and surrounding area.

Nick was also Chairman of the Sprint 15 Catamaran Association and, to his delight, President of the World Council on International Small Catamaran Handicapped Racing System - he often joked about his role as president, he would moan about some aspect to do with the small catamaran fleet and that he was going to write to the President and then thoroughly enjoyed being able to say 'oh that's me!'

Nick also campaigned at a Global level; he was a key player in the campaign to have the Catamarans reinstated as an Olympic Class when the World governing body had declared that the multihulls were to be dropped. He was never daunted by who he had to take on!

On Sunday 21st July, Whitstable Yacht Club held a minute's silence prior to the start of racing and a fleet of Sprint 15 Catamarans (Nicks own boat of choice) sailed down from Seasalter Sailing Club to pay their respects on the water in Nick's honour. Both wonderful tributes witnessed by Sissy, Oli and Benny.

As so many people have said Nick was a one off, an incredibly bright man, who was determined to use his intellect to challenge injustice wherever he found it. He loved Whitstable and dedicated enormous amounts of his time and effort into challenging local issues that affected all of us.

In future as we enjoy walking our beloved beach in all it's natural unspoilt splendour we should remember Nick, and remember we can do this largely because of him.



Nick - the tributes

from colleagues, neighbours and friends

He was a master at assimilating and interpreting information, a true gatherer of intelligence. He preferred this role in which he excelled to that of "front man" and so much of his effort was unseen. His love of Whitstable, vision, enthusiasm and sense of humour were infectious – he will be sorely missed.

Terry Davis - past Commodore Whitstable Yacht Club

It is with much sadness that we pass on the news of the death of Nick Dewhirst on Friday 19th July 2013. Our thoughts are with his wife Sissy and sons Oliver and Benedict at this difficult time. Nick was a very active member of Whitstable Yacht Club and a champion of the sport of sailing, (catamaran sailing in particular). Over the years he held a number of positions at Whitstable Yacht Club, including Beach Master, Class Captain and organiser of the Forts Race. He was President of the World Council on International Small Catamaran Handicap Rating System, Chairman of UK Catamaran Racing Association, Chairman of the Sprint 15 Class Association, and was a key campaigner in the successful bid for the return of a catamaran class to the Olympic Games.

Nick will be missed at Whitstable Yacht Club, where he was always willing to give advice to new sailors, and always pushing for a better quality of racing across the fleet

Whitstable Yacht Club.

His master stroke in community affairs was probably the making of the whole beach a Protected Open Space under the 2003 Local Plan; which he achieved just about single handed if I remember correctly

Graham Cox

Nick has, as you say, been so much a part of local life and inspired many of us to participate in campaigning to keep Whitstable the special place we and he felt it to be. Without his energy we would surely not have achieved some of these outcomes.

Liane Blades, Whitstable Beach Campaign and local resident.

I remember when I met him when I was a reporter on the Whitstable Times and every time he would speak at a council meeting, he would ensure the press had a hard copy. Small things like that made all the difference - of course he was canny enough to know it would mean he'd be more likely to get his points in the press, but it's surprising how few people think of such things.

He was also very helpful, and proactive, at obtaining proxy shares in the Oyster Company for journalists so we could attend the AGM. We never had to ask, we'd merely be phoned or emailed and told they were all sorted for us.

Nick was brilliant when it came to presenting an argument. It would be thoroughly researched and he would spend as much time as needed to explain his case in a way that made perfect sense.

Neil Baker, Local Councillor

This is a huge loss for the town and in particular the beach because local heroes like Nick with an indomitable spirit and leadership are rare indeed and we need them more than ever in these days.

Ashley Clark, Local Councillor

Nick was a tireless campaigner and dear friend we will miss him terribly.

Sally Newcombe - Whitstable Beach Campaign and member of West Beach PACT.

Nick was such an extraordinary character with a huge social conscience. No cause too small to promote, and no corporation or institution too large to challenge.

Nick had no time for tilting at windmills. They were of little significance in the greater scheme of things.

No, Nick's challenges were against people and events that threatened good governance. Companies, Corporations and Local Governments that, for profit and self interest, selfishly ignored the wishes of the majority and, quite often the interests of the 'little people' who would have found it difficult to organise or appeal for assistance. Nick would rise to the cause, summon the support, and diligently research the weapons and armoury of both defence and attack.

Nick was delightfully verbose but always worth listening to. Nick was generous with time and hospitality. He liked giving and receiving. Many is the "**well perhaps just one more small glass**" and "**gosh, those meringues are quite nice aren't they**" that Jill and I will not be able to offer Nick as he joined us at the Beach Hut. And that, sadly, will be entirely our loss.

Jill and David Roberts - Members of West Beach PACT.



Nick - the tributes

from Julia Sleath

Although I have known Nick since he first came to Daniels Court (I think in the 80's) when he became a neighbour of my mother who lived next door but one to Nick's mother Christine. My recollection of when he first became an active campaigner goes back to the campaign against the development of a larger replacement Red Spider Café on West Beach. I believe that he was involved the wider campaign to prevent the piecemeal sale of beach plots proposed by the landowner. The Beach Campaign was established which he ably led and others will be able to tell you much more about his work with this. I was involved as a City Councillor, Ward Councillor and when there was the possibility of a transfer of beach ownership to the Canterbury City Council he and I visited a number of beach front residents to explore with them and discuss possible conditions and legal implications attached to such transference. I have also worked with him in the long running campaign to remove the unauthorised construction of a beach hut on the part of the beaches registered as a Village Green. We both gave evidence to the court and the case is still not resolved. Latterly Nick has led the application for a PROW along the top of the Beaches from Reeves Beach to Seasalter in which he and I along with others have given evidence. This is also still in process. During my time as a councillor he came forward with numerous ideas, one of which was the improvement of the dinghy park in Sea Wall but which sadly did not come to fruition. In the last ten years Nick led the West Beach Pact, Partners and Communities together, consisting of local residents, representatives from the Police, Council officers and elected ward councillors coming together to safeguard and improve the local environment from anti social behaviour etc. This was a strong cohesive group with an impressive success record largely due to the commitment of Nick who, as

convenor, held everything together. We are all unique human beings but there is no doubt that there can never be another Nick. His dedication to the challenge posed by the causes he championed is unequalled except possibly by the much-loved late Anne Wilks. Nick's inimitable style could at times irritate those he worked with and succeeded in being a thorn in the side of those who wielded bureaucratic rules and regulations to thwart the best interests of the 'ordinary, little people'. He was like an indomitable cross between a terrier and a bulldog but with unfailing courtesy, earning him the respect of all those he dealt with. The depth of research he employed in any campaign was astonishing. He left no stone unturned and there was no escaping his eagle eye for detail. Nick had a particular sense of humour which took a while to appreciate. He and I did not share the same Party Political opinions and he ribbed me repeatedly but always with affection. I never heard him use malice or 'bad mouth' another person. Beneath his humour and often incessantly fast style of speech Nick was a deeply compassionate person with evident concern for the problems of others. His love, care and attention of his mother was inspiring and when my family was struggling with health problems and infirmity Nick was a good friend, offering advice and reassurance based on his own experience. Our family was so pleased to have his company at the funerals of my younger brother and my mother. The greatest loss from Nick's death is undoubtedly that of his family to whom I send my heartfelt sympathy. The town of Whitstable, many of whose residents have never met Nick, has a debt of gratitude to him. Those of us who knew him will struggle to carry on his legacy. We will never forget him.

Julia Seath (ex Local councillor, member of West Beach PACT and local resident)



Nick - the tributes

from the Sprint 15 Association photo archive



...and Nick's legacy begins.....

Sprint 15's will be on the start line for next year's Eurocat, the biggest cat event in Europe. One of Nick's long time dreams will thus be fulfilled. We are hoping for an attendance of around 20 plus boats. Around 15 have already signed up with real interest from as many more. Thanks to the impetus provided by Paul Craft with travel and accommodation arranged through wife, Cheryl, this is no longer a dream - it's a reality! How's about you come and join the party? The more the merrier. Don't forget the Pimms! Contact Paul and sign up to take part in history. See page 15 and the website - Ed.



eurcat
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Carnac
Un concentré de Bretagne sud

Windsport Thorpe Bay TT

by Gary Burrows



All week, the forecast had been grim!

High pressure. Little cloud cover! High's of 28'c! Sun splitting the rocks! Not the conditions your average '15 sailor hopes for. Fortunately, the latest instalment of the travelling circus that is the Sprint 15 Summer Series had arrived in Thorpe Bay. Thorpe Bay Yacht Club (TBYC), a thriving club a few miles outside Southend, Essex, with a resident Sprint fleet of 36 boats, put out 22 home boats to welcome 15 visitors to the TT on 6th & 7th July making an impressive 37 racing fleet - the largest TT turnout in the last 5 years. Saturday started clear, with a light but steady easterly and a strong expectation that the sea breeze would kick in, boosting sailing conditions.

Race 1 was a solo demonstration by Paul Grattage (Shanklin) who led from start to finish, although closely pursued by George Stephens (Queen Mary) who ran within a minute of his times throughout the race. Kevin Dutch (Seasalter) ran a close third for most of the race, but slowed on the last lap to allow Howard Hawkes (TBYC), Rob Bailey (TBYC) and Gary Sverdlhoff (TBYC) to pip him at the post. Sadly both Colin Rigg & Mike Taylor were OCS. Chairman Nick Dewhurst had not read the NOR, showed up late and wanted to stop and chat with the competitors as he sailed through the racing fleet. No change there then!

Race 2 was conducted in rising winds as the sea breezes continued to build steadily. As for race 1, it was a closely contested affair, but this time Thomas

Sandal [Grafham] led from start to finish with Paul Grattage just trailing. George Love [Carsington] ended lap 1 in 3rd, but slipped down to 4th when he was unable to keep out Stuart Snell [Grafham].

Race 3 was attempted on an outgoing tide in the best breezes of the day. The fleets 'youthful exuberance' exerted itself and resulted in a general recall. R.O. Alan Willis & assistants immediately retook control of events with the 'I' flag displayed on the restart. The race restarted cleanly (if you ignore the 7 boats pinged for starting violations) and led to a three-way tussle between messrs Grattage, Snell & Sandal who finished in that order.

Despite 3 back to back races in scorching sunshine, a number of sailors were heard to say they wanted another lap. In itself a tribute the excellent job done by the race officer and his crew throughout the day. Slow learners (all OCS) - Love, Paul Craft, Gordon Goldstone, Martin Ellis, Gary Burrows, Jim Bowie and Nick Cotgrove. Sunday 7th started hazy with a patchy Northerly at approx. 6mph. Again, hopes were high that the sea breeze would bring a boost to sailing conditions. Thorpe Bay didn't disappoint.

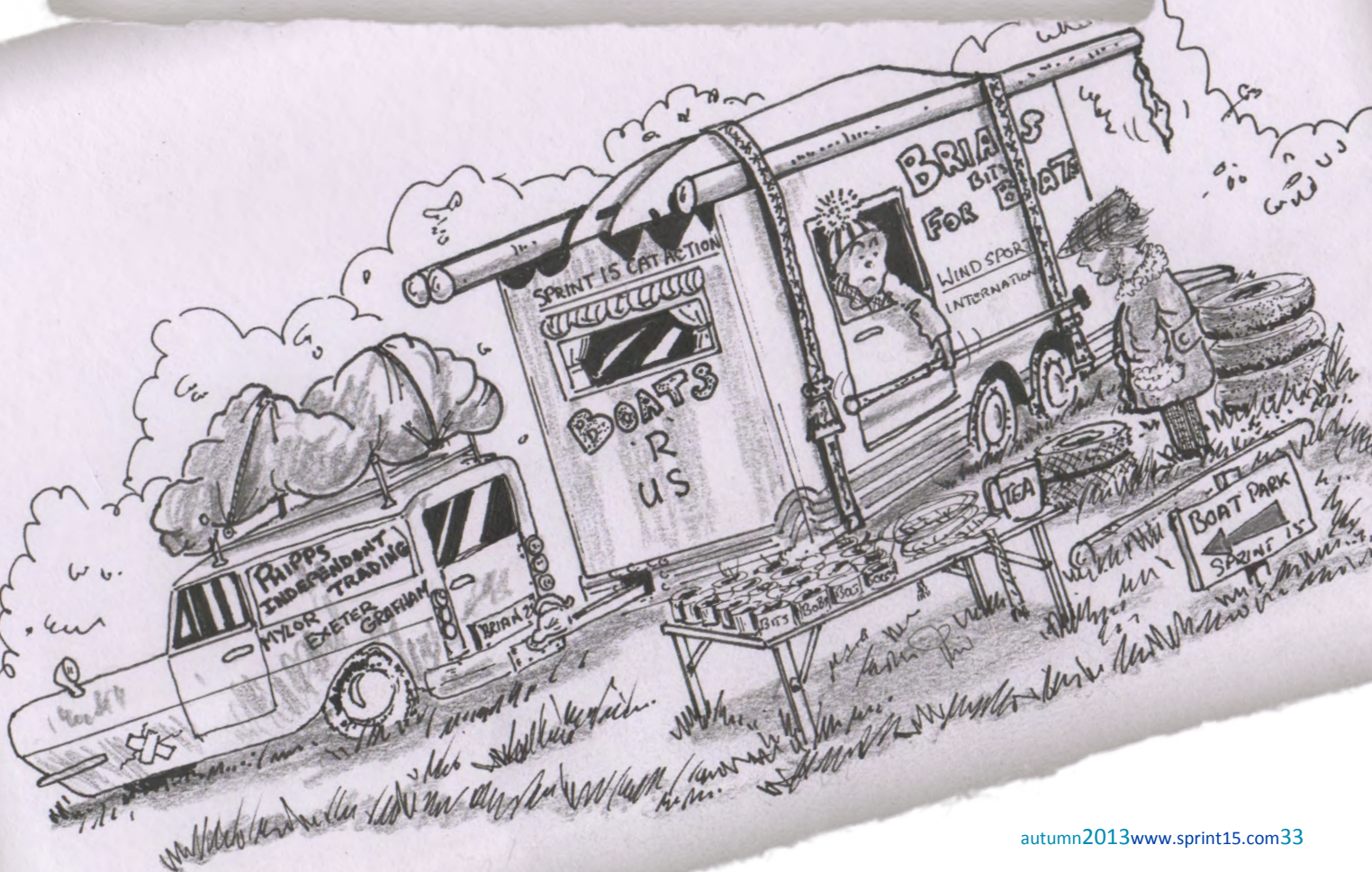
Race 4. On commencement of racing, a wind shift hit the starters just as they crossed the start line, causing anyone unable to bear away or tack onto port to stall badly. No surprise that Stuart Snell and Paul Grattage exchanged places over the three lap race to finish first and second, with local sailor Steve Healy coming in an excellent third. Craft and Jim Bowie were 4th and 5th.

Race 5 came about all too soon and with the cleanest of starts, competition recommenced with Messrs Grattage, Sandell & Snell making for the horizon (and making the rest of us look very ordinary in the process). The wind had veered to an easterly and increased in speed to 15 mph. This also saw an increase in wave size whilst beating and the opportunity of overtaking downwind by surfing the waves. Eager to demonstrate the extent to which the wind had built up, Keith Persin ensured his entry in the race report by being the sole person to capsize during the weekend. Well done Keith. In conclusion, the weekend finished with Paul Grattage [Shanklin] 1st on 6 points with some fantastically consistent sailing from Stuart Snell [Grafham] 2nd on 8 points and Thomas Sandal [Grafham] 3rd on 13.

Best local boats were Steve Healy 4th, Howard Hawkes 6th, Martyn Ellis 8th and a fantastic 10th place for Gary Sverdlhoff. An efficient results service not only had the results printed out by the time competitors reached the bar for the inevitable post-sailing post-mortem, but also had them published on-line as well. All in all, a wonderful weekend of sailing and a great practice event for the 2014 Sprint 15 Nationals to be held at TBYC. Our thanks to R.O. Alan Willis & his assistants, the staff and members of Thorpe Bay Yacht Club for hosting this event and extending a warm welcome to all.

Photos by Linzi Swindon





2013 Class AGM Report

by David Groom



25th August 2013 at Pentewan Sands Sailing Club.

Chairman's Report (Erling Holmberg)

In the unfortunate circumstances that applied Erling stood in for this item and welcomed all. In place of the customary Chairman's Report he read out the following email from Sissy Dewhirst.

"Dear Friends,

I hope that you are all having a great and exciting Nationals and a wonderful holiday.

Nick and I had so looked forward to coming to Pentewan again this year and booked our slot for the Bongo in early January -yes we were really organised this year. Sadly it was not to be. Pentewan was one of our and, I am sure for many others as well, most favourite location for the Nationals. We always felt very welcome and at home there. We have some great memories of Nationals from years gone by. I hope, that sometime in the future we will be able to come here again.

You will by now have started the process to vote for a new class chairman and I am sure that you will make the right decision. I am sure that Nick would have been delighted with your choice of his successor.

People said to me that it will be difficult for anybody to follow Nick's act, but nobody needs to follow Nick's act. Whoever was going to be the next chairman will do it in his own way. The class has to carry on and move forward and with Gordon, Erling, Bob, George and all the other committee members, this will be possible.

I wish the new chairman of the Sprint 15 class every success and I hope you will support him, give him a chance and perhaps take the micky out of him as much as you did with the last chairman.

I hope I will see you all very Soon

With all our love - Sissy, Oli and Benny"

Secretary's Report (David Groom)

Apologised for database memory stick loss earlier in the year and advised that lessons had been learnt. He advised that the Association had around 170 fully paid up members including memberships not yet due, that 70 odd members had only paid £10.00 to date and their memberships would cease from end of year unless corrected and that we had around a dozen complimentary memberships, one of which was now Sissy Dewhirst's.

He asked everyone to check or double check their Standing Orders to make sure they were to Santander, that they included the unique SP Number and were for £20. He advised anyone not sure as to whether they were up to date could contact him for clarification.

Treasurers Report

Gary Burrows and Howard Hawkes were unable to attend but Howard had sent an email advising that:

"As a result of the increase in subscriptions introduced in the New Year, I'm pleased to say they are 50% up on the same point last year and this means we should no longer be depleting our reserves. I'm grateful to everybody for accommodating the increase in membership costs - whether or not they've needed reminders of the changes - and to David and George for monitoring who has paid what. I know there has been a couple of instances where members have been asked for money they've already paid, but my defence is that a Treasurer should be reluctant to pay and eager to collect!

Unfortunately, because of a new opportunity, my weekends are spent well away from anywhere sailing Sprints and so I've sold my boat. Although I intend remaining a member of the Association, I need to stand down as your Treasurer. Back in March I indicated to Nick my intention to resign and he was delighted that Gary Burrows had offered to stand, mainly because Gary works at the Bank of England...

However, Gary has very recently suffered the loss of his partner, but I have assured him that if he is elected I'm happy to keep the seat warm for him until he is ready to take over.

It just remains for me to thank you all for your patience, help, co-operation, etc, etc and to say what a wonderful bunch of people Sprint 15 sailors are."

Election of Officers and Committee

Existing Postholders

Bob Carter	Technical Rep and Publicity
Martin Searle	Webmaster
George Love	Magazine Editor
Erling Holmberg	Events Secretary
Ed Tuite Dalton	Northern Area Rep.

New Postholders

David Groom	Secretary
Gary Burrows	Treasurer
Paul Craft	Southern Area Rep.
Gordon Goldstone	Chairman

All the above voted in by the membership and/or the Committee once elected.

AGM Proposal

As publicised in the last Sprint 15 Magazine, a proposal had been received from Bob Carter, seconded by George Love, that we retain the Sport Handicap at 883 for the purposes of Association racing. The proposal was made following the latest RYA handicap revisions that had reduced the handicap to 860 seemingly based on very few club returns and contrary to our much more comprehensive race data. After some debate it was unanimously agreed that we would continue to use the old (2012) handicap of 883 for all Sprint 15 Association events and not adopt the latest RYA handicap. This was done to maintain fair racing between the Standard mode and the Sport mode at our events. We have no influence over the handicap used by clubs outside our own events but we hope that future RYA revisions will be more representative of results from a wider cross-section of club returns.

Venue(s) for future National Championships

2014 Sprint 15 Nationals venue Thorpe Bay running from the 12th to the 14th July.

2014 Sport Nationals North Devon Yacht Club at Instow 6th to 8th June 2014.

EuroCat 1st to 4th May 2014 at Carnac Yacht Club (France) with 15's in Handicap Classes 2 or 3 dependent on use of Jib. Deal has been negotiated with Euro-Camp for accommodation and ferry and Brian Phipps (Windsport) would attend to support. It is anticipated some European 15's would also attend. Full details on the Association Chat Pages and please advise via Chat Page as to interest. Some debate as to what we could call event e:g European Championships or Northern Hemisphere Championships. Committee to decide before Event.

2015 Nationals Venue Netley Sailing Club had reconfirmed interest in running event based on Class support for this venue in 2012. It was understood that Pwllheli was keen as well.

Other suggestions Bridlington, Herne Bay, Hunstanton, Paignton, Torbay, Weymouth, Mylor (Windsport) and Pentewan.

Vote taken with Pwllheli and Paignton joint first closely followed by Bridlington and then Netley and Pentewan.

NB: Low votes for Pentewan solely based on possible/likely return in 2015.

Magazine

George Love advised next issue of the magazine would be a Nick Dewhirst Tribute addition. This being the case could people please send him photographs, memories, anecdotes etc. to support those already posted to the web.

Subs Issue

Committee will consider this issue further especially in terms of whether non-members will be allowed to enter more than one minor event. David Groom advised as to the amount of chasing that had been required in last few days and time/avoidable hassle involved. He added that intention was to hold database on the web in a secure manner allowing Ctte. to access details as required to police events on the day and in advance as entries received.



Sprint 15. 2UP sailing!

Interesting things happen

when you sail the Sprint 15 "2UP" as I found out during my brief and very enjoyable sail at the Sprint Nationals Pentewan in August. To be honest I had never raced the Sprint 15 "2UP" before and had no idea how the boat would perform.

There are a few Sprint 15 sailors who have far more 2UP sailing experience than I but sometimes a new kid on the block can add a little something to the performance mix!

Event technical support is Windsport's prime role in keeping the sailors on the water but The Class Association has always offered an open invite for the Windsport support to join in some of the racing at events if time permits. I enjoy a race as much as the next person and with junior sailor Holly Farthing offering to crew on the Windsport demo boat, off we went.

Event support got in the way to make the first start and race of the day but that gave us a bit of on-the-water sailing time to work out some team roles and techniques around the boat while keeping an eye on the fleet racing i.e. who was doing what and how.

Between races we latched on to "Grumps" and asked Stuart to sail upwind while we tried out a few variations and sail settings-interesting! The first thing we learnt was that with two on the boat, where you sit fore & aft is critical as you have a significant effect on how the boat moves through the water. Second was the very sensitive set of the jib sheet tension, which controlled the slot. Holly learnt what easing the jib "really meant" and how to make a controlled adjustment, 2 ticks out and 1 tick in, small adjustments. After half a leg of sailing up wind we had some feel and found we could pretty much keep pace with Grumps. We did not have the opportunity to test our downwind techniques which came to haunt us at a later date!

With the second race start sequence underway, we just had time to try a few off the line acceleration skills and we were lining up with everyone else.

Front line starting with some space to leeward is just as important 2UP as it is singlehanded - maybe more - but the acceleration bit takes two with the right sequence of weight transfer, sail sheeting, speed build and settle down. We got there but we could have done better. Over sheeting kills any boats speed but over sheeting a jib squeezes the slot and the hell out of the main. Easing the jib 5 ticks and off we go!!

Team tacking is about timing of body movement, sail movement and rudder control. With the help of Holly we managed to roll the boat around the tack requiring less rudder movement. Easing the jib over to the new tack and setting the slot against the mainsail speeds up the reattachment of the airflow over the mainsail and acceleration up to speed on the new tack. The quicker and smoother that happens the less leeway is made through and after the tack.

By the first windward mark we were up with the top part of the fleet and our pointing ability and boat speed was good. We just had to focus on the clicks! - and the weight distribution.

Now for the reach. Experience said this should be our strength, the leg where we should be able to use our extra sail area and generated power to outpace the una-rig boats. To do that you need clear air so, after the windward mark, we sailed high for a few boat lengths to give us room upwind to do our own thing. To produce the extra power the whole boat needs to be dynamic. Small changes in weight distribution, concentration on sail set - in particular jib set - as it squeezed the slot and accelerates the air over the



mainsail. We did alright - bit tricky on the concentration front but that will come with practice! By the reaching mark we had reeled in a few boats.

Now for the downhill run. I have always had trouble converting over to sailing the Sprint 15 down wind having sailed other cats. It normally takes me a couple of races to find the rhythm again. What should we do? Sail low like the una-rigs, sail high like a Dart 18? We tried both and got drilled by both una and other 2UP teams so we were doing something wrong giving us food for thought between races.

In the second race we got better up wind and across the reach. It was all down to time on the water, working together and understanding the way of operating as a team. Our "Achilles heel" of downwind sailing we worked on. It appeared the edge was setting the jib and understanding the pressure in relation to the downwind sailing angle. Too high and you delivered good jib pressure and boat speed but lost out on distance sailed. Too low and the jib collapsed and you might as well sail as a less than effective una-rig. The technique and skill for us was that very fine line for when the jib was just about to collapse set at the right angle with the boat heading as low as possible. It took a lot of concentration and we did not get it right all the time but we did get better and had something to work on.

Final debrief notes. Sailing the Sprint 15 2up with a suitable crew is good fun and can be competitive. There are a few things to learn so some team practice is very worthwhile. Making it fun as well as competitive is a balancing act.

Concentration levels can vary. Over a period of time, the transfer of techniques and skills absorbed by the crew from the helm is a fast track learning process when they go on to helm at a later date.

Important note: Whenever possible encourage the crew to helm the boat back to the beach after racing.

The future.

The Sprint 15 has a long tradition as a single hander but it would be great to see more 2UP teams of dads and daughter/sons or two young family sailors out there mixing it up on the water.

Thanks Holly and see you on the water.

Brian Phipps : Windsport Coaching.

Windsport Sprint 15 Cat Action

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

Just want to chat about cats!!

Windsport does that too
Supplying you with parts is only a small part of our job....

Contact :-

Windsport International
Tel: 01326 376191
Fax: 01326 376192

Email: catparts@windsport.co.uk
Website: www.catparts.windsport.co.uk
Home page: www.windsport.co.uk





Sprint 15 Events Programme 2013-14

Events Secretary: Erling Holmberg 01983 865012

Winter TT 2013/14 Events

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

Date	Venue	Contact	Phone
Sat 2 Nov	Stewartby Water Sports Club, near Bedford (A421)	sprint15@swsc.org.uk	
Sat 7 Dec	Oxford Sailing Club	www.oxfordsailingclub.com	
Sat 11 Jan	Draycote Water Sailing Club, near Rugby	Peter Slater	01926 512129
Sat 8 Feb	Datchet Sailing Club, near Heathrow	Erling Holmberg	01983 865012
Sun 16 Mar	Grafham Water Sailing Club, Cambs.	Bob Carter	01438 354367

Winter Traveller Series is for all sailing formats. (Standard PY918 and Sport PY883)

Four one-day events with three to count (or 2/3 or 2/2).

First race at 11am unless otherwise stated

Summer 2014 Nationals & International Events – Advance Details

Date	Venue	Contact	Phone
1-4 May	Eurocat : Yacht Club de Carnac : Brittany : France	Paul Craft	07736 081709
6-8 June	Sport Nationals : North Devon Yacht Club : Instow	Erling Holmberg	01983 865012
11-13 July	Nationals : Thorpe Bay Yacht Club : Essex	Erling Holmberg	01983 865012

National Championships at Thorpe Bay is for PY918 format

Sport Nationals at Instow is for PY883 format

Five events with three to count. First race Saturday at 12 Noon unless otherwise stated



The U.K.'s most popular single-handed catamaran

Competitors with families & friends on the quayside at Pentewan Nationals 2013 - The specially produced class flag '2006' centre in honour of Nick Dewhirst