

NEW 15 SPRINT

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

86 IN ACTION AT THORPE BAY

2014 TT REVIEW

ACTION ROUNDUP

LONG DISTANCE RACING

A WINNING COMBINATION

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CARTOON FUN



COMMENTS

from the ED



As you can see I am head over heels (or should that be heels over head?) with delight. The cause for celebration at the time was when I posted, what was for me, a notable result in one of the races at this year's Nationals. In my case it doesn't happen very often but just provided proof to me that I do know most of the right notes - it just that I seldom play them in the right order! It was also a beautiful day - one of the ones when it feels good to be alive and at the time I was also having a great fun, doing what I love in the company of good friends and at superbly run event. All cause for a spot of playful exuberance.

And as I write this, I'm still head over heels that another issue of this publication will shortly be going to press. I wasn't quite so disposed a few weeks' ago when, at that time, there was little to hand in the way of articles to publish. I felt that the future of 'Newsprint' may be waning. But the wordsmiths amongst you have all come good - which is just great. I thank you all - both regular and new contributors -and so should the readers. I do hope that you, the members, will keep "Newsprint" alive. Its future is very much in your hands - so if like me, you enjoy receiving your copy, might I entice some new authors amongst you to put pen to paper on any subject you'd like to see printed herein. It's your magazine and it's worth it!

There's also further cause for celebration in reflecting on another great summer season for our ever popular class - success and great times at Eurocat, a fantastic Nationals at which our attendance topped the leaderboard this year for the best across all UK catamaran classes and a memorable TT series which saw some new converts to the Sprint 15 join battle with regulars. I am reminded of the comment from the race officials in Carnac after this year's first sortie into international eventing. It went something like this -"We are most impressed by the quality of your sailors and how much close, competitive sailing, fun and friendship can be had with such low-tech equipment!" That seemed like an appropriate endorsement to me.

However you enjoy sailing your boat, I hope it continues to give you pleasure and that we'll have chance to meet on the water very soon.

Cheers (&Laughter)

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

Cover Photo :

Jon Finch fends off brother Robert at the 2014 Stewartby Winter TT
by Nigel Denchfield

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The joys of travelling

If I say I'm going to talk about the joys of travelling, what do you think of? That next beach holiday in the sun, perhaps a cruise somewhere? Or maybe you think I'm advocating buying a caravan and heading off to Dale Farm in Essex? Well, breathe a sigh of relief, it's none of those things; this isn't going to be a holiday supplement and certainly nothing to do with caravans. No, what I'm talking about is our brilliant TT circuit.

One of the great successes of our class is the very popular traveller's trophy series that we run, throughout summer and winter. In fact we are one of the few classes that keep racing throughout the winter months, (are we mad or just hardy?).

This is the best opportunity for every Sprint 15 member to join in our friendly but very competitive race series.

From a review of Martin's comprehensive array of statistics on our website, it says I've attended 58 TT events since 2007 and that's in addition to quite a few before that date. Yet despite all this trying and perseverance, I've still never actually won anything! Well not quite true, I've had several lower places, but never been an actual winner.

I'd never have guessed it was that many events. How the time flies by. But you could probably deduce from that statistic and my extra comment two relevant facts, 1. I'm not that good, and 2. That even despite that, it's something I still I very much enjoy.

So what's the appeal and why am I recommending that everyone who sails a Sprint 15 should consider giving this aspect of Sprint 15 sailing a go?

Firstly, if you enjoy sailing a 15 then this is the next step up to get more out of your sailing and the best way to learn how. Many of us sail at a local club with just a few Sprint 15 members and you may well have to sail in a mixed fleet because of the low numbers. I do at Queen Mary. But getting together with like-minded people to sail and race the same one design boat is where the real challenge lies. You know no one has gone out and spent a small fortune to buy the latest improved design, because there isn't one, just newer or older boats of the same design. And no one has paid extra money for that high tech carbon fitting 0.1 grams lighter because it's not allowed. You might come across a new sail but that's only to replace a worn out old one. This is the essence of one design racing. It's equal for everybody.

So if you think you're really good, please come along and show us, maybe we can pick up some tips. If you want to learn more - (and that's nearly everybody) - then the TT races are the best place to do so. It's also very easy to join in. Basically, if you're a member, (and if you receive this magazine you must be), then all you need to do is turn up, pay your entry fee and sail. I promise you'll be very welcome. That's certainly true, but there's an added reason because we also need as many people as possible to take part. You can practically measure the health of a class by looking at the number of entries at each event. Is everyone still enthusiastic? Are people prepared to make the effort to



travel and have a go at racing together? Let's hope so.

We've been very fortunate over many years to keep finding, (or do they find us?), enthusiastic people who are prepared to keep making the effort to make our Traveller Series a success. But it's not something that we can ever be complacent about or take for granted. We really do need your help on this to continue the success. I'm not saying it doesn't take some effort, but it is worth it.

I've noticed over the last few years that many people like to go to the National's for that big event of the year, which I can understand, but they may not go to the TT

series. There were 61 entries for the 2014 TT series, but a whopping 83 entries at the Thorpe Bay Nationals. Both figures are really good. Other classes would be envious but it would be even better if we could get even more people along to the TT races. The TT series is the life-blood of our Association. It is what brings everyone and all the Sprint 15 club members together throughout the year. It is where you get to meet up and join in with fellow Sprint 15 enthusiasts, enjoy your sailing and have a good time on and off the water. This extra aspect is important. I'm convinced that part of our longterm success is down to the friendly nature at our events. I know from my own experience that in the beginning,

when you're not sure what's going on, it's a bit daunting, but that's quickly overcome in our fleet. It's also amazing where you get to on your travels. There's no doubt I would never have sailed at so many places in different parts of the country (and even the latest venue, Carnac in France) if it wasn't for our TT series. When I bought my first Dart 15 (1841) way back in 1995, I would never have believed that I would still be travelling all round the country competing in traveller events nearly 20 years later. There must be something in this.

Thanks to Thorpe Bay

I couldn't finish without saying a big thank you to Paul Morgan, Steve Healy and all the club volunteers at Thorpe Bay for hosting this year's National Championships in July. I never take for granted the effort involved by any club to put on an event like this and, with a fantastic entry of 83 boats, they did us proud. Look forward to going back.

*Good sailing -
Regards,
Gordon*

Letter from Canada

Dear George,

I would like to join your Sprint 15 Association in the UK. Please let me know the cost for a yearly membership.

My wife and I have been in the Dart class since 1979 when we purchased Dart 18 # 700 from a California dealer Alex Kozloff in 1979. We'd read about it and when it arrived in Ontario, Canada in August 1979, it was the first Dart we'd ever seen. We also sailed a Dart 20 for eight or nine years in the 1990's. I would take people out for rides on the St. Lawrence River during our annual Festival of the 1000 Islands. Even though we now live on Vancouver Island on the Pacific Ocean, we still have a Dart 18 in The 1000 Islands of Ontario, where we have a cottage.

But out here we are very happy to have a Dart 15/Sprint 15. We totally enjoy this simple, fast, stable catamaran. Half the time, we sail on fresh water Elk Lake where the Canadian Olympic rowing team practice. There are so many rowers on this lake, I had to put a window

in my mainsail so I would see them. And the other half, I'm on the Pacific Ocean which is very cold: 7°C in Jan and only 14° in August. I have to choose my days when at least there's moderate winds. When the wind goes calm and there's a flood tide, I'm liable to be swept north towards the City of Vancouver. With an ebb tide, I'll be at the mercy of the tidal currents which will take me in the direction of Seattle in Washington State. The tides here can run 6 ft to 9 ft high.

So this summer we are celebrating our 35th year of sailing Darts and 50 years of sailing in total. This is a sport or hobby we both feel very deeply about!

Cheers, Derek and Marj Innes

PS. I've enclosed a package which I'm sending out to my sailing buddies in London, Toronto Ontario and in the 1000 Islands of SE Ontario. Feel free to put anything you want in the news magazine. We'll be looking forward to your newsletter magazine.



The Washington State ferry is beside our launching ramp in Sidney BC terminal





We did have the 1st DART in Canada back in 1979. This practical boat was and is so popular in Europe.



A few pics from Derek's and Marj's scrapbook

Both of us still sail our Dart 1001 in the St. Lawrence River every summer.



One of our DART National Championships was held at FYC back in the early 90's.

2000 - The year of our largest Nationals - 37 Darts at Pt. Clark.



Marj won either 3 or 4 Canadian Championships in 8 years. And some of these regattas had over 20 boats racing. And she was the only female! Did I ever get kidded! "Derek why do you let your wife beat you?"
Marj represented Canada in 3 World Championships a) Puerto Rico b) S. Africa c) Corpus Christi, Texas



Also, they had a Women's World Hobie 14 Championships on the Gulf of Mexico. It was a 3 day event with 36 contestants from all over: Japan, New Zealand, Australia, USA France, Germany, UK, Italy, Spain, Holland etc. etc. Marj, representing Canada, was 1st after the 1st day of racing. Over all she finished third. The winner was Michelle Stacey of Texas, and 2nd place went to Paula Alter (Hobie's daughter).



As most sailors age they get a "two foot itis" disease. I went in reverse and bought a Dart 15 seen here sitting on a beach on Pacific Ocean.

The reason we moved to Vanc. Island in 2002 was to be close to our adult children and any potential grand-kids.

Olivia 11 and Sam 8 at Port Alberni BC Easter Wkd. 2014



The Dart 15 is so practical! 220 lbs + 110 sq ft. of sail. When it's not being sailed, it sits in our garage.



After salt water sailings, I take the entire rig to fresh water Elk Lake to flush out the trailer before heading home

50 years of small boat SAILING and loving every minute of it.

What a great way to begin, in a stable and fast 18' planing Y-Flyer Spring of 1964 →

In the middle 1960's there were often two dozen Y's on the Starting Line for the Sunday Series Races. A lot of fun!



With both of us fighting over our one Hobie Cat, we bought a 2nd one. Even when pleasure sailing, the two of us were racing. And Marj was usually ahead.



The "Cat That Flies" photo in the 1969 LIFE magazine gave Hobie Alter a million dollars of publicity. free



The Innes family had the 1st Hobie Cat in SW Ontario in 1972. There were ready a handful of Hobies in the Toronto area. The class really took off around 1976.

2014 Sport Nationals



From top:
Paul Grattage : 2014 Sport National Champion
Kevin Dutch : runner-up
Race start
Fraser Manning : third and top home sailor

Photos courtesy of NDYC Flickr account



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3 Days of Blasting at the Sprint 15 Sport Nationals 2014

Over 30 competitors travelled to Instow, Devon for the Sprint 15 Sport National Championships 2014 sponsored by Gill, Windsport and Doombur. Competitors attended from 15 clubs right across the country. Conditions brought easterly squalling gusts of 6-7 with meaty channels of wind funneling off the land.

Race 1

The fierce off-shore wind and the flood tide made the start of the first race fairly challenging. The course was a port rounding of 5 laps of triangles & sausages. Many of the more experienced racers were on the money and the field split quickly. The high winds brought many gear failures and retirements. Paul Grattage and Kevin Dutch were the two class acts and whilst most racers were in survival mode downwind, the leaders streaked ahead. Paul took the win with Kevin 2nd and Steve Sawford 3rd.

Race 2

- The tide stopped running and the wind held its strength. The race got away cleanly and again, Paul took the lead with Kevin in 2nd & Stuart Snell 3rd. Gusts off the land enticed a few swimming lessons and the rescue boats did good work keeping everyone safe. One gust was recorded in the tower at force 9 when a squall came through with driving bullets of rain.

Race 3 - The last race of the day had the field depleted down to 16 but the survivors battled round the 4 laps and this time Kevin Dutch managed to win, Paul was 2nd and pride of NDYC, Fraser Manning, was 3rd. The fleet retired to the bar and discussed the best pitch pole of the day. One sailor described his experience as akin to being launched from a medieval catapult over a castle wall!





Race 4

- Day 2 conditions brought a wind shift to the SE and a drop of breeze to a more manageable F4-5. Racing moved from being more tactical and less survival. Many of the racers were pretty happy with this considering the aches and pains of the previous day's 3 races. The course was changed and was starboard rounding of triangle and sausages. Paul led from start to finish and Stuart Snell & Kevin Dutch kept him honest. But by the end the three were miles ahead.

Race 5 - The tide has started to ebb and the fleet was pulled over the start line. It was recalled and started successfully with Kevin Dutch leading the way. Kevin had to win this race to stay in contention for the championship. He was still in the lead until lap 3 when disaster struck. A shroud snapped and he lost the rig. The last lap brought 180 degree wind shifts and conditions ranging from force 1 to 5. Holes appeared in the wind and some leaders found themselves becalmed and then swamped. Paul Grattage powered his way through the fleet and took the win and the championship with one race to spare. Fraser Manning took a deserved 2nd and Robert England was 3rd.

Race 6 - Conditions for day 3 had increased and the wind was blowing SE 5-6. The race was delayed by 15 minutes to let the tide come in a bit more. The start was crowded as all the sailors had confidence in their ability from the last 2 days' racing. All started cleanly and the fleet streaked to the windward mark. The first mark was reasonably close to shore and sailors were pinching up the beach trying to lay it. Many did not judge it correctly and found themselves aground! After 4 laps Kevin was 1st with Paul 2nd and Steve Sawford 3rd.

The results were tallied and Paul Grattage (Shanklin) was declared 2014 Sprint 15 Sport National Champion 2014. Kevin Dutch was 2nd (Seasalter) and Fraser Manning 3rd (NDYC). The Pro-Am was won by Anthony Grey and Liam Thom. Stuart Snell won the veterans class.

Instow is the home of Bernard - a charming man and our favourite beachmaster who has his own brand of humour and gentle persuasion of ensuring competitors don't forget to tally on and off before and after racing. Having forgotten myself on several past occasions, I couldn't disclose what he said he'd do to me if I forgot again! Needless to say, I didn't! Ed.

Sprint 15 Nationals

Control-Control >>>>>>> Beachmaster !

Go ahead Beachmaster

Gone for a P - over and out .

2011 National Championships - June 10 - 12
 2012 National Championships - May 12 - 14
 North Devon Yacht Club Instow
.....and 2014!



Sponsors of the 2014 Sprint 15 Sport Nationals





This led to what can only be described as a slow speed water ballet at the top mark with many boats stationary, while other people seemed to find their own wind and sail through the fleet of boats, round the mark and on to better things.

It took me around 6 attempts to make it round, much to the applause of the safety boat. As you probably have guessed, it was another DNF for me (is there a theme developing?).

Nationals Day 2

Race 3 promised a little more breeze, a

good start and for me my first placing – 76th. YAY!

Race 4 The wind got lighter and lighter and eventually stopped completely. The now infamous tide at Thorpe Bay took its toll on lots of sailors with nearly 30 boats DNF (me included!)

Sailing was abandoned for the day and Race 5 was consigned to room 101.

Nationals Day 3

Race 6 got underway with me rounding the top mark in the first 1/3 of the boats. My good start was soon eroded on the next up-wind leg due to a catalogue of errors to0 numerous to list! But I finished in 70th place.

Race 7 promised to be a good race as the breeze, though light, was there. I had another strong start and a good first 2 laps. I would love to report that the race ended at this point and I achieved a fantastic result (for me anyway). But it was not to be the way of things. The race officer had other ideas and sent us off for another lap. The wind died. I got stuck and posted another DNF (with 25+ others). I missed the finish by seconds, so frustrating.....

In summary then - I had a great time. I have rarely met such a friendly bunch of sailors. Considering I have never raced a multihull, let alone at a class Nationals, I found the Sprint 15 a really easy boat to get on with. Everything works and there is great competition to be had at all levels of the fleet.

I have a few things to sort out but a Sprint 15 is on my Christmas list. I am impressed by the range of boats available within the club and various websites at a reasonable cost - another good reason to buy a Sprint 15.

I would like to thank Peter Richardson for the loan of the boat and helpful advice and to Steve Healy and the TBYC Sprints for the support.

Tim Allard

TBYC monohull sailor and Sprint convert.

Diary of a Sprint Newbie

My first encounter with a catamaran did not end well. I was sailing my Laser on a windy combined points series event between TBYC and the now defunct Halfway Yacht Club. As a 'Halfway' sailor (mono hulls only), I had no appreciation of the speed, excitement and sheer inability of a Dart to get out of the way of a novice Laser sailor when coming out of irons. My boat managed to make a considerable split in the side of the Dart which quickly filled with water and was eventually towed back to shore rather than sink on the course. Aside from my red face, and a claim, there was no real harm done.

Rolling forward about 20 years, I, like many people at TBYC (my home club for the last 12+ years), was very excited by the prospect of hosting the Sprint 15 Nationals 2014. I was working out the feasibility of getting my hands on a boat for the long weekend. I guessed that all the club boats would all be in use, so thought little more of it.

A month before the Nationals, Steve Healy (Class Captain and all round good bloke) advised us that there might be a spare boat available. I got in touch with Peter Richardson from Marconi Sailing Club, borrowed a trailer and picked up the boat a few days before the start of the Nationals. Peter had assured me not to be put off by the unusual look of the boat. As a general rule, any GRP boat that is painted is hiding a horrible history.

Peter told me some of the boats past, but it is fair to say it spent a fair number of years under water (was that my Karma for sinking the Dart?). He rescued the boat for parts, realised once repaired would be suitable for the Marconi SC equivalent of the town bike. I took the boat off the trailer and put up the mast. I now realise that there is a right way and a wrong way of doing this.

The right way involves two people or the handy guide on the Association website:

<http://www.sprint15.com/faq/Step%20your%20mast%20single-handed.pdf>

I lifted the mast to vertical and then lifted it straight up on to the front beam! Well, that is how history will record it in my own mind at least. The simple truth is that I am a relatively sturdy person but I am not over exaggerating when I say it nearly tore every muscle in my body. With no more time left or, for that matter, strength in my body, I was not to be able to test sail the boat.

Nationals Day 1

We were greeted with enthusiasm by the TBYC helpers and ushered to a well managed car park. I joined The association and registered. I got my tickets and stickers. I listened to the briefing and set the boat up for the day's racing.

I launched the boat and was pleased when I left the beach that I was not being overtaken by tatty optimists. I thought I might just avoid being the last boat for every race. As we sailed out to the practice race, I realised this was a good boat and my confidence soared. The practice race was a well mannered affair with a few people like me not carrying speed through the tacks and stalling. With a light breeze, it was not too long before we were all recalled for the real racing to begin.

Race 1 started, again in well mannered form. I got buried in the pack and didn't tack off quick enough. In the dropping breeze, I struggled to make the top mark. Once round I was pleased to see some other regular TBYC sailors not too far from me. I was DNF due to running out of time.

Race 2 was much the same but the tide had decided it was infinitely stronger than the wind and wanted to get away from London like a commuter on a Friday evening.

Identity Crisis?

by Robert England



The possibility that the Summer Championship could be won by someone also collecting the Sport Mode Cup raised eyebrows on the Forum recently. At the time of writing the outcome has not yet been decided but the very possibility is an unusual one, by all accounts. Given that promotional videos in recent years - often shown at the Dinghy Exhibition - show the Sprint 15 with a jib flying, albeit for some of the time two-up, could be considered as surprising.

I, for one, remember attending my initial training session at Carsington and waiting for inspection of newcomers' craft . . . with a furled jib. Not much mention was made of it and it was only when some practice racing took place that I realised that there would be no need, in fact, to fly it. I have since wondered how many other newcomers to the class have experienced the same step-back realisation. Having moved up the competitors' rankings more quickly than I deserve merely by going to events and sailing Sport Mode I have finally succumbed to the old man's preference of mostly racing Una rig other than at the Sport Nationals event which I try not to miss.

Una rig is a no-brainer for convenience, reduced effort and faff when travelling and, rightly, a more "pure" class racing feel. This latter is only the case because the majority of contenders race with just one sail, however, and nothing whatsoever related to a better rig or otherwise. Having said that, because the majority opt for this simpler version, it is also more satisfying to match oneself against others this way on a more level

playing field - all obvious stuff but necessary to consider.

The class has a bit of an unenviable reputation as being particularly suitable for those not in their first flush of youth. Not sure if there aren't others in this category, however. It is only because the S15 is a cat, and cats are fast, that we compare ourselves with even more exciting craft and in this context the "senior" label palls a bit. We all know what a good sail is to be had in a 15 if there is any decent breeze around. However the single sail mode doesn't help this reputation and even the Catapult with its little sail and funny boom appears to be a more exciting option. At least it habitually carries a trapeze.

One or two of us might be thinking that the ubiquitous and sturdy Sprint 15 is missing out on a trick. It really looks good with two sails and ticks another box for having a trapeze so why do we think that not quite enough youngsters are coming to join us? More to the point, what can we do to spread the attraction of the class more widely? Class racing seems pretty much the province of the pure, Una-rig variant. Maybe the Sport Mode attractiveness might be utilised in a more "marketing" role. Rather than S Mode being the little used "also ran" in our programme maybe our expectations for it need to be raised to "Showpiece" instead.

This is how it might work. Leave our open events calendar pretty much to continue as normal and enjoy the close class racing that Una-rig provides to

carry on and include anyone who wants to play with S Mode if they wish. In addition we could *encourage* those who have the inclination to travel more widely to other events as well but support them to use Sport Mode when they do. This wouldn't mean discouraging Eurocat travellers from sweeping the floor in class 4 because last year we did a great deal to promote our class at that event. The key thing would be to *informally* suggest and reward *travel to extra events and sailing in Sport Mode* where other cats are being raced - hopefully creating a sort of a creeping, increasing presence, if you will. Bob Carter has already started doing this by bringing to our notice the Sailjuice events which could be attended. There are a few obvious others, such as the Colne Point Race in which good results have recently been achieved, and the Round Isle of Sheppey Race too, where our Seasalter and Stewartby partners in crime have also been putting in an appearance. I have an additional venue to include, which is Bala Catamaran Club which holds an Easter Cup (3 days if you will, but not compulsory to do all) and an Enduro which is a 2 day affair. They also host the Catapult "Bala Gala" every summer and the Catapults have indicated their willingness to include Sprint 15 derivatives along to any of their events. Bala would make a good location for some informal Sport Mode training, too. Rutland Water Sailing Club also hold an annual cat event which the Catapults go to every year, so anyone going there would not be devoid of comparable on the water speed competition.

These are just some seeds of ideas as to how the outwardly appealing two-sail, trapezing version of our class could be harnessed to attract others to join the throng at a wider set of locations without messing up the official calendar. Some discussion about Sport Mode has already recently taken place on the Forum under the heading "Sporty Corner" and it would be good to hear of a wider set of views so please contribute to the banter if you feel you could illuminate the way forward for this under-used part of our class.





Whilst carrying out electronic surveillance work for "Military Intelligence Section 5", our man by chance picked up a transmission signal from an operational US Military "Northrop Grumman RQ-4 Global Hawk" (unmanned surveillance drone) which was stationed at high altitude over the I.O.W. It was actively sending telemetry centered on Shanklin SC

boatpark which was full to over-flowing with Sprint 15s. High res photographic & audio sensors suggested that this United Kingdom southern tropical outpost had been infiltrated by elements of the Cosa Nostra. Key phrases such as – "Mafioso", "The Bailiff" "The Don", "pass the coke", "nice lingerie", "bawdy night clubs", "the Shanklin woodbine", "Get it cut", "...the offer you can't refuse" – were espoused to support the

alleged allegations. Was such chaos, ethnic cleansing, and racketeering a reality in our island paradise? The spy in the sky had done all it could. It was time to put boots on the ground and our man was on the case. Donning his panama, cravat and blazer he set off to the Deep South, taking with him bucket and spade - just in case there was any dirt to dig!



Mingling with tourists on the adjacent beach he quickly established the veracity of the spy-shot images. The boat park was crammed to overflowing with Sprint 15s. There was little room to swing a cat never mind rig one. There was even a cat 'parked' on top of a building. Was this the fabled 'Cat on a Hot Tin Roof' or a thinly disguised warning from "The Bailiff"? Cats rule around here! Use your cat or else! Cats have nine lives - you only have one!!!

The hand of kindness & fairness by "The Bailiff" allowed a concession for three kids "Toppers" to be berthed in the boat park. There was not another monohull in sight – except for those that were discovered unceremoniously 'dumped' in the public road lay-by on the opposite side of the beach with their owners remaining tight lipped on their alleged eviction. Local businessmen and neighbours of Shanklin were too frightened to give a statement and begged not to be identified. But they did mention the same names time and time again – "The Bailiff" and "The Don". **Were The Bailiff and The Don one and the same!?**

What our man had witnessed appeared to have all of the hallmarks of, and looked from the initial evidence that, monohull ethnic cleansing was taking place here on the I.O.W. Subsequent reports of "Bailiff favours" for those wishing to berth and regularly sail a Sprint 15 were potential signs of racketeering. Again the questions remained - Who was this so called "Bailiff"? Did this "Don" really exist? Research of the islands suggested that the "Don" is a born and bred islander with descendants going back centuries. Our suspect first came to notice working as a

youth club manager. This gave him access to the young and an opportunity to heavily influence their future thinking both on and off the water. It also introduced and exposed those unsuspecting innocents to the Don's family cohorts. Our man by day was skilled as a maintenance fitter in a local factory and used to using his hands, sometimes for dirty work....., but in the evenings he worked as a nightclub bouncer at some low life establishment (that can't for legal reasons be named) where he perfected the art of "gentle persuasion".

Our man under suspicion appeared to have had a varied working life later becoming proprietor of a local corner shop. From here the local populous were able to purchase their weekly shop and if necessary go down on one knee to beg for "the Dons favours", kissing the hand of the "Don" to seal the deal and await the inevitable call one day to return and repay said favour with no questions asked.

This local business with increasing influence also became a seller of high quality lace goods, which as we all know, is a woman's eternal love. It also proved very popular with some of the local island gentlemen who frequented the nightclub that can't be mentioned but which brought them in contact with "The Bailiff"!

Not satisfied with his retail empire, our suspect moved into the financial sector which allowed him to mix with the island elite and gentry furthering his fiscal control and also ensuring that he himself became very well connected.

By now our suspect was influential and a pillar of local society and, within Shanklin SC, his stature grew so much that he was able to calmly demand of club member Alan Howie-Wood to- "get your hair cut!"

Further photographic evidence emerged when, in 2009, photographs apparently identified marijuana plants growing not only inside the Shanklin Sailing Club but also externally. By now his powers were so immense that he was no longer afraid of local enforcement agencies. The mass of overwhelming evidence and background information pointed to one man – Erling Holmberg – S15 Events Secretary. He was "The Bailiff" and "The Don" to whom all had been



referring. But careful dissemination of the evidence produced a surprising conclusion to our investigator's report. All allegations that he has been requisitioning and 'bouncing' unused boats and using underhand/gangland tactics to build an exclusive 'empire' were totally unfounded. It was all quite clearly a case of sour grapes from the local monohull sailors and non-active S15ers that he has managed, by **gentle persuasion and lively encouragement**, to convert members to regularly sailing Sprint 15's and build a vibrant, successful fleet.

He and his 'Mafioso' cohorts are considering taking legal action against any I.O.W. local inhabitant and suing for defamation of character. Our investigator had to somewhat reluctantly agree that he had a good case.

Any references/similarity with characters in this article are purely co-incidental and fictional.

So our man, risking life & limb, returned with an empty bucket and a clean spade! – A most unusual conclusion to any previous undercover investigation in his unstinting efforts to find the hard truth.



Erling "The Bailiff" Holmberg, victim of an horrendous catalogue of completely unfounded and unwarranted allegations - but still looking cool and untroubled when caught on camera. When asked to comment on the defamatory allegations, his only retort was - "I have feelings, you know!"

.....Some say that his camera lens is a reject from the Hubble space telescope and that he has trouble in recognizing a distorted picture.....

All we know is he's called our Undercover InveSTIGator!

2014 Summer TT Roundup

by Bob Carter



2014 Summer Superstars-
Paul Grattage
Stuart Snell
Paul Craft

The 2014 Sprint 15 Summer TT

Series kicked off at Marconi Sailing Club on a fine breezy weekend in April where 17 visitors joined 6 locals for some exciting sailing. On Saturday there were 3 races around the cans sailed back to back with each won by a different competitor. Paul Craft won the first, Kevin Kirby the second and Kevin Dutch, who had elected to sail Sport mode, took the third. As the day went on it became trickier to round the marks in a strong ebbing tide but after 5 hours sailing it was very close at the top of the leaderboard. On Sunday the traditional long distance race round Northey and Osea Island was held. The race started off in a fresh breeze and the local hot shots of Jenny Ball, David Ball and Peter Richardson led the way but the wind became more fickle for a period and Stuart Snell worked his way to the front. When the wind freshened once more the other Sport mode competitor, Paul Grattage, took the lead but he was unable to stretch the lead far enough to prevent Snell from lifting the long distance cup. Thus there were 4 different winners in 4 races but it was consistency which won Jenny Ball (2,2,3,4) the event from Grattage (4,4,2,2).

By way of a complete departure from the norm, the second traveller event was held in France at Carnac Eurocat on 1-4 May. 18 boats from the UK made the trip for The Class' first ever trip abroad. They totally dominated proceedings in Group 4. Seven races were held over 3 days and there was an additional day for a long distance (Raid) race on day 3 where all the Eurocat competitors (150+) took part. The first day (race one) was very windy (F5/6) but after that much of the rest of the

racing was held in force 2-3 winds. Brian Phipps was the event winner with 12 points, which included 3 first places and a second and Stuart Snell was runner up with 15 points which also included 3 first places and a second. Also worthy of mention are Thomas Sandal who was 3rd and Paul Craft who was 4th and race 4 winner. Phipps won the windy race from Steve Sawford. Additionally Snell was the first placed Sprint 15 the Raid Race from Phipps and Thomas Sandal but this did not count in the series. In the overall group 4 results, UK Sprint 15s took the first 10 places out of 27 competitors.

The third traveller was also the Southern Championships and was held at Seasalter in mid August just as the remnants of Hurricane Bertha was passing through. 18 boats contested 2 races held in brisk force 4-6 winds on the Saturday but strong winds and torrential rain on the Sunday caused further racing to be abandoned. Grattage (1,2) sailing Sport mode won the event from Snell (4,1) and Chris Tillyer (3,4). Robert & Jon Finch took 4th and 5th.

The clash with Bart's Bash of our Northern Championships at Carsington on the weekend of 20-21 September was unfortunate as most sailors preferred to take part in Bart's Bash at their home club. This resulted in a poor attendance at Carsington. No matter, some good racing was to be had in some light breezes. 5 races were held across the 2 days and Paul Craft (1,2,1,1) was the winner from Robert England (1,2,1,2) and Andy McLeish was third.

The final traveller and Inland Championships was held at Grafham on 25-26 October where 23 travellers joined 6 locals on a fine and windy weekend. On the Saturday 3 races were held back

to back in gusty F3-4 SW winds. Sportster, Grattage, chalked up 2 wins in races 1 and 3 but Snell won race 2 keeping the contest tight. Also sailing well were Tillyer, Simon Farthing and Robin Boardman. On the Sunday the gusts became much stronger and the A Class went home. Just 2 of the 3 planned races were held and heavy weather sailors Farthing and Kevin Dutch took one race each. Overall, the event was won by Grattage from Snell, Farthing and Craft.

In the conclusion of another well supported series, Grattage won the Traveller series from Snell and Craft. Snell won the standard mode traveller cup while Grattage won the Sport traveller trophy. The fresh winds at several of our venues this year undoubtedly helped the Sport mode boats.

Final Results Summary:

Overall TT Series Top Places: 1st Paul Grattage (Shanklin) 4 pts,
2nd Stuart Snell (Grafham) 6pts,
3rd Paul Craft (Worthing) 8 pts,
4th Kevin Dutch (Seasalter) 17pts,
5th Chris Tillyer (Thorpe Bay) 19pts,
6th Kevin Kirby (Marconi),
7th Erling Holmberg (Shanklin),
8th Peter Richardson (Marconi),
9th Steve Roberts (Dee),
10th Gordon Goldstone (Queen Mary)

Traveller Champion & Sport Mode

Champion: Paul Grattage (Shanklin)
Traveller Standard Mode Champion: Stuart Snell (Grafham)

Southern Champion: 4th Paul Grattage (Shanklin)

Northern Champion: Paul Craft (Worthing)

Inland Champion: Paul Grattage (Shanklin)





HELD IN THE COMMODORES BAR THORPE BAY SAILING CLUB 8 PM 12TH JULY 2014 COMMITTEE STUFF

The Chairman, Gordon Goldstone welcomed all to the meeting and, having apologised for the delayed start, he thanked all for attending what was the biggest Nationals for many years. He specifically commented on the number of Thorpe Bay and Seasalter boats taking part. He noted that, as Chairman, he was carrying on (as far as is possible!!) in the same vein as Nick and that he could not believe it was a year into the role already. He then welcomed Sissy Dewhurst and family as guests of honour to the AGM and the event in general. Carnac/Eurocat was noted as having been a great event despite the nickname he had inherited as a result and he stressed that this step into Europe was something Nick had always wanted to see. Next year Carnac was going to be bigger and better and urges everyone to be there (or be square!). Otherwise there were no proposals to consider, no announcements of note to be made and there were no changes proposed to the committee. All presently serving officers were willing to stand for another year and this was accepted nemcon.

The 2014-15 Class Association was confirmed as:

Chairman : Gordon Goldstone
Membership Secretary : David Groom

Treasurer : Gary Burrows
Events Secretary : Erling Holmberg

Southern Rep : Paul Craft

Northern Rep. : Ed Tuite-Dalton

Magazine Editor : George Love

Webmaster : Martin Searle

Technical Rep. & Publicity : Bob Carter

Officer Reports. There followed reports from the committee officers as follows:

The Treasurer: Gary Burrows said that, in terms of the accounts, all was OK and The Association was in good financial shape.

The Membership Secretary: David Groom said membership was fairly static but there were still some naughty boys and one girl who had not got the right £20.00 SO's (Standing Orders for payment of subscriptions) in place and some SO's did not include the unique membership number given to all paid-up and prospective members. He also noted that a fair amount of chasing just before and at this event had been required to get subs. out of non-members and recorded his thanks for those who had helped in

this respect.

The Magazine Editor: George Love asked any members who had not received the latest magazine to come and see him as he had copies to hand out. He pointed out the next one was his 15th issue and that the foundation of success of the magazine was largely down to the number of articles and reports he was sent for publication. Without these, the magazine would not happen and he thanked the regular and irregular contributors and urged any other members to make future contributions if the magazine was to survive in its present form. He asked whether the fleet still wanted paper copies as these were expensive to produce. From a show of hands the answer was an unequivocal "YES!" George noted his intent to reduce number of race reports as already seen in Yachts & Yachting and on the S15 website in favour of other Sprint 15 related articles. Publishing "old news" was not what the magazine should primarily be about and urged members to send him new and fresh articles on any aspect of or any remotely connected with Sprint 15 sailing if there was enthusiasm for the magazine to survive as a viable proposition. Lots of "Tittle-Tattle" would also be warmly received for publication!

FUTURE EVENTS

Erling and Paul advised that the 2015 Nationals would be at Netley Sailing Club

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(Southampton Water) between the 14th and 16th-August. The 2015 Sports Nationals would be at Yaverland between the 26th and 28th June with, hopefully, Wightlink sponsoring some ferry crossings for those going to the event two up. The 2016 Nationals would be at Pwllheli between the 28th and 30th August with fun events during the rest of the week thereafter. Restronguet was mentioned as possibility for 2017. Seen by the fleet as providing great sailing with good race management and a welcoming club but perceived issues raised regarding launching difficulties for single handers on a shingly foreshore. Noted that Restronguet was also rather near to Pentewan with both being a long travel for many. It was suggested that we could try the venue out via a TT in 2015 notwithstanding distance issues. General feeling too far for a TT but, if club happy to support, it was potentially a real contender for Nationals in 2017.

Discussion as to whether fleet should share event with Dart 18s. Not seen as an immediate or easy option but worth further consideration as may extend range of clubs willing to support events and could encourage 15 fleets at a wider variety of Clubs. Debate as to whether Eurocat (Sprint 15 European Champs at Carnac) should stay as a TT. Seen to be unfair due to distance and travel costs. Decision to keep it as a separate event not forming part of the annual TT calendar.

Could we try some one day TT's in the summer as they worked well in the winter? Committee to consider point further.

Should Sports Nationals continue as numbers dropping and only really now two fleets? Feeling was an unqualified "YES" with measures put in place to increase/promote attendees, e.g. training and more Sport mode sailing at other events.

CARNAC 2015

Paul & Cheryl Craft will organise again if sufficient interest. Instant reaction was that 7 will go again, 8 newbies hope to go and 1 to 3 maybe's - so 18ish possible attendees already had expressed interest which would match 2014 attendance.

AOB

George Love gave a reminder that the Sprint 15 Cartoon Book is still available as hard copy, PDF and in iBook format and that £170 from the sale of copies had already been raised in support of Nick's charity, The Alzheimers's Society for which he warmly thanked all those who had purchased a copy.

MEETING ENDED (In a record 31 minutes!!)

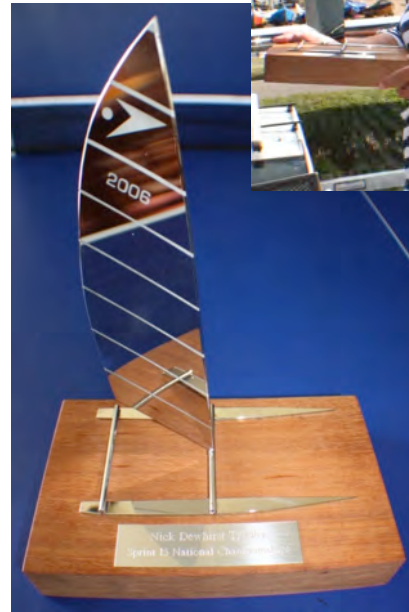


THE NEW NICK DEWHIRST TROPHY

At this year's 2014 National's at Thorpe Bay, National Champion Start Snell had an extra reason to feel pleased with himself, because Stuart became the first person to receive the new Nick Dewhirst Trophy. This new trophy, commissioned by Sissy Dewhirst in Nick's memory is a beautiful thing made from polished stainless steel on a hardwood base, it displays Nick's sail number, 2006. The trophy was hand made by Astins of Looe in Cornwall, who specialise in one-off trophies made from stainless steel. This could be described as a piece of art as much as it is a trophy.

We've had the National's shield trophy for many years and it's done us well. It also has lots of history attached. Last year we renamed the shield in Nick's honour. But Sissy was very keen that we should have "something special" to remember Nick, something different from the usual cups and shields and something modern to demonstrate that the class is still a force for the future. The names of all the past National's winners have been engraved on a plate on the base, so none of the past history has been lost. I'm sure any champion would be proud to have this on their sideboard.

**Gordon Goldstone :
Chairman**













Sissy Dewhirst shows off the new Nationals trophy she had commissioned and which she gifted to The Class in memory of Nick. A fabulous piece of silverware for many champions to come.



Over 50 Sprint 15s from all over the world took part in the recent Bart's Bash - and with great success. Special mention must, however, go to Kevin Dutch who was overall winner in the heavy winds category. Well done to all who had a bash on the day and raised a great deal of money for a good cause whilst being part of a world record event. The pics. below confirm Kevin's prowess in a blow! Well done too, to Mark Hollis- runner-up & John Bainbridge who finished in the top ten in this category.

HEAVY WINDS

	Kevin Dutch (34th)	1
	Mark Hollis (74th)	2
	Murray Gilbert (145th)	3
	Sally Garrett (204th)	4
	Chris Field (282nd)	5
	Bruce Yovich (307th)	6
	Guy Russell (431st)	7
	Jenny Price (473rd)	8
	John Bainbridge (511th)	9
	Andrew Jolley (722nd)	10



eurcat YACHT CLUB CARNAC 2015

Following this year's success at Eurocat, The Class plans to return again in 2015 to join battle in Class 4 on French waters. Arrangements are already being made to put together a team led again by Paul Craft ably aided and abetted by wife Cheryl who will help would be competitors with travel and accommodation arrangements. The 2015 event takes place from 1-3 May. Although it will not form part of the summer TT circuit as it did this year, there's still the chance to take home our "European Champion" trophy for the first placed S15. What better incentive to go? Ask anyone who did this year - you'll have a great time both on and off the water. Contact Paul for all the details



Cartoon Fun

Once again Phil reminds us of the lighter side of belonging to the Sprint 15 Class.

Right:

Paul Craft arrives at Instow for the Sport Nationals in the dead of night and rudely awakens Paul Grattage fast asleep under his boat.

Below:

Difficult decisions in the Beaver SC bar

Opposite page:

Robert's nuts were, in fact, just fine but his bearings were a bit on the hot side!

and

Erling comes ashore!



"I think your stuck, Paul!"
INSTOW, NORTH DEVON. 2014.



"Don't know if I should have another go at sailing a SPRINT 15 or stick to the Ferrnets!"



George and Pauline Love came across Robert England in a service station on the way to the Nationals. It transpired, Robert had tightened his wheel bearings too much!

Don't forget - copies of Phil's brilliant and historical Cartoon Book are still available and can be ordered from me. See my posting on the "Chat" line on how to get your hands on a copy in either electronic or hard copy format. Any extra proceeds from the sale of the book will be donated to The Alzheimer's Society in memory of Nick. ED.



"Catch You On The Water"

The Cartoon from Phil Breeze

2014 Nationals



An excellent entry of eighty five Sprints

competed in the 2014 Nationals held at TBYC on 12-14 July. Twenty nine boats from the home club made a significant contribution to the superb turnout from clubs all across the UK. For the traditional practice race on Saturday, the fleet was met with a very light westerly breeze and a strongly flooding tide. After an extremely slow trip to the windward mark Race Officer Phillip Crawford very wisely abandoned the race and called everyone back to the starting area for race one of the series.

Race 1 - With a long and well set start line the keen but well behaved fleet got under way with no one OCS. The benign weather and the camera drone hovering over the start line obviously had a calming effect, as well as providing some excellent video shots which can be watched on the TBYC website. After two laps of very tactical but slow racing the winner was Robert England with Stuart Snell second and Peter Lytton third.

Race 2 - After a long wait for the tail enders to finish race 1, race two got under way in a fading breeze and with the tide beginning to ebb strongly. The right hand side of the course was heavily favoured to get up tide and deciding when to tack onto the starboard lay line was crucial. Overstanding by a long way was essential. Many misjudged the strength of the tide and were swept onto the mark or onto other boats trying to clear it. This was compounded by numbers arriving on port with 'nowhere to go'. The leading boats had already passed the windward mark, blissfully unaware of the chaos behind them and began to carve out a long lead. David Lloyd did a classic 'horizon job' to take the win by a large margin. The race was shortened at the third mark as the wind switched off and the ebb became stronger. Local hero Andrew Hannah took an excellent second place with Frazer Manning third and Jim Bowie fourth. Thirty boats failed to beat the time limit.

Race 3 - Sunday morning did not look promising. Dark, overcast skies brought heavy rain. Fortunately by race time the skies were clearing and there was a decent sailing breeze. Local sailor Andrew Wood built up a long lead on the first lap, with Stuart Snell, Paul Craft, David Lloyd and Erling Holmberg in pursuit. On lap two Stuart Snell gradually closed in on Andrew and managed to win in the tightest of finishes. Paul Craft was third, David Lloyd fourth and Erling Holmberg fifth.

Race 4 - With the skies clearing and with welcome sunshine came a rapidly softening breeze. The tide was ebbing strongly, presenting the fleet with familiar tactical options. A select group that had opted to go to the right was led up to the windward mark by local Tornado sailor Dave King, although on the long run he was eventually swallowed up by the rest of the group. The second lap was sailed in a patience sapping, failing breeze and race officer Phil shortened course at the third mark. The winner was Stuart Snell once again, with David Lloyd second, Paul Craft third and Jim Bowie fourth. Once again thirty boats scored a DNF by being timed out.

Race 5 - Race cancelled due to lack of wind.



Anticlockwise from left:

Stuart Snell, 2014 National Champion receives the new Nick Dewhirst Trophy from Sissy Dewhirst

Runner-up David Lloyd

1st two-up boat of Simon & Henry Giles

Paul Grattage : fourth

Pics. by Irina Tretyakova & Linzi Swindon



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Championships



Race 6 - Monday morning dawned bright sunshine and a crisp westerly force four blowing. Pre-start there were boats charging around like dogs let off a leash! This was a relief after the two days of light winds. The fun started early in the race when a large contingent of the fleet, having seriously over stood the windward, mark came storming in on port, only to be faced with an almost unbroken line coming up on the starboard lay line. There was mayhem for a little while. Fortunately there was no serious damage, but there were many stories of places lost and gained. The early leaders and those who managed to avoid the melee were able to escape and open a good lead on the bulk of the fleet. After some tight racing Chris Tillyer led after the first lap, however Stuart Snell emerged as winner once again with Paul Craft second, Robin Boardman third, George Love fourth and Steve Healy fifth.

Race 7 - By the time the final race started the conditions had returned to a familiar pattern. Reading the tidal changes was once again key to success. Shortly after the start a local fishing boat decided to sail straight through the fleet causing chaos to those who started towards the middle to pin end. Plenty of vocals were given to the fisherman. The right hand side of the course was heavily favoured. The fleet slowly spread out over a large area in search of breeze. Many in the fleet struggled to find their way to the windward mark against the tide. After three very slow laps the deserving winner of the race was once again Stuart Snell, this time with David Ball second and Robin Boardman third. Again more than twenty boats failed to beat the time limit. Overall winner and 2014 National Champion is Stuart Snell who, with great consistency, won four races in extremely testing conditions and was even able to discard a second place. Runner up was David Lloyd and Paul Craft was third.

Leading boat from the home club was fleet captain Steve Healy in sixth place.

The prize-giving was presided over by Class Chairman Gordon Goldstone in the company of guest of honour Sissy Dewhirst who presented the usual host of awards. As overall winner, Stuart Snell was privileged to be the first recipient of the new National Champion Trophy – “The Nick Dewhirst Trophy” which Sissy commissioned and gifted to The Class in memory of her late husband and longtime Class Association Chairman Nick who sadly died almost a year to the day. Nick was a passionate cat sailor and the new trophy is a most fitting tribute to his lasting legacy.

Overall results and results of all sub competitions can be found at : <http://www.sprint15.com/events/EMS/event.php?id=118>

Written by John Glynn of TBYC, first timer at a National Sprint 15 Event



From top”
Paul Craft : third
David Ball : fifth
Jenny Ball : first lady





2014

56th
IOS Round the Island Race
The UK's longest annual dinghy, cat & board race!
Saturday 30th August 2014

by Andy Bunyan



slightly panicked gybe out to sea to find deeper water. Meanwhile Mark had sailed offshore to catch clear wind which gave him a nice fast reach back in around the bottom of the island. This allowed him to gain a lot of ground on Derek and to pull ahead of Andy by quite a large margin. Andy saw Mark ahead and decided to take the 'He who dares wins' approach. Sailing close to the shore at Leysdown to try and cut the corner in to the Swale Estuary, all was going well. Until he hit some submerged rocks which popped up both rudders. The starboard rudder

Early in the morning of the 30th August 2014, 86 craft as varied as sailboards, stand-up paddle boards, rowing boats, sailing dinghies and cats gathered at the Isle of Sheppey Sailing Club for the 40 mile long 56th Round Island Race.

Amongst the entrants were four Sprint 15s helmed by Derek Darley from IOSSC, Michael Taylor from across the water at Thorpe Bay and Mark and Andy Bunyan from Stewartby.

The first start was around 8am for the paddle boarders but the S15s were allotted a more sociable start time of 11.30 which allowed for a leisurely morning getting the boats ready followed by a full English breakfast to set us up for the day. Soon the time came for us to all launch and make our way out to our start area which we were sharing with the fast monohull fleet.

Just as the start sequence commenced Michael was seen heading back to the shore as his tiller universal joint had failed. As the start gun went off almost everybody made a good start. Mark, however, had different ideas. He had totally missed the start sequence sounds / flags and was still sitting about 100 metres back from the line munching a banana and totally oblivious to the fact that he'd missed the gun. He soon realised and decided to join in the race!

The first leg down the front of the island was a run with about a F4 wind which created a lot of rolling swelling. Whilst this was not too much of an issue for the cats, some of the mono hulls, particularly those flying kites, had multiple capsizes which soon lead to a few retirements.

Out of the Sprint 15s, Derek soon built up a good lead by catching some decent wind whilst keeping close into the shore. Andy was following some distance behind when he spotted three mono hulls a hundred metres ahead suddenly capsize almost in unison with each other. They had hit a rock bank submerged just under the surface of the water. He quickly guessed what had happened and made a

locked was unscathed but the port rudder had turned itself into a kit of parts, most of which were at the bottom of the sea! Left with just a tiller arm bolted to the blade with no way of locking it down was going to provide some fun antics for the beat up the Swale.

Derek and Mark disappeared in the distance as Andy slowly dropped back hampered by his trailing rudder. This made tacking very difficult. It was quite an uncomfortable ride going up the Swale with a short sharp chop caused by the effect of wind against the incoming tide. Andy looked back and was greeted by the site of Michael who had managed to borrow another tiller and fought his way to catch up after his delayed start. He soon reeled in Andy and passed him as the estuary turned into river.

Meanwhile ahead Mark caught up with a Wayfarer dinghy that had started earlier in the day. Unfortunately they both tacked together but Mark got stuck in irons and ended up in the path of the Wayfarer which collided with him, punching a fist sized hole in his starboard hull and leaving not even the slightest mark the other boat.

Derek was the first Sprint 15 at the Queensferry crossing where it is a compulsory part of the race for each boat to be capsized onto its side and walked under the bridge. On arrival, a large number of competitors were already queuing inline so he had to wait his turn. This allowed the others to catch up. As Mark arrived at the bridge he failed to realise the strength of the current and lost a few places as he was swept sideways back down the river. This

seemed quite a common occurrence. Realisation soon dawned that the only safe way was to come in close to the shore with plenty of speed and luff up at the very last moment whilst making a grab for the pontoon. When it came to Mark's turn to go under the bridge he had great difficulty trying to capsize his cat as the starboard hull had been steadily filling with water since his earlier incident with the Wayfarer. Eventually and with the assistance of the club helpers he was safely through to the other side. As Andy came around the last bend before the bridge Michael had just passed through and was righting his cat. Whilst waiting, Andy managed to acquire a piece of rope which he used to lash his broken rudder, down into position.

Derek and Mark battled it out going around the twists and turns of the river up to the Port of Queensborough. As they sailed into the Medway, Derek chose to keep to the island side passing close to the moored container ships whilst Mark stayed in the middle of the channel which turned out to be a mistake as the tide was running faster against him and allowed Derek to grab the lead as they both turned the last corner for the run down to the finish line. After just over four hours sailing Derek was first Sprint 15 to finish with Mark and Michael following less than two minutes behind. Andy managed to get past a few other competitors after leaving the crossing with his temporarily repaired rudder which allowed him to get up to normal speed on the reach up the Medway, but leading to a couple of close shaves as he buried the bows when trying a little too hard to catch up. He crossed the finish line about nine minutes behind the other three.

All four had a good time and would recommend other Sprint 15 sailors to give it a go in the future as it certainly a different experience to the normal 'round the cans' racing that we all normally do. The race was won overall by a single handed Dart 18 with an elapsed time of 3hrs 10 min and the last to finish was one of the stand up paddle boarders who finished at 7pm after a gruelling 11hrs on the water!!





What a surprising result.....

After a great time learning to sail Sport at the Sport Nationals, I persuaded my brother, Andy, to have a go at the East Piers Race. Travelling down on the Saturday evening we deliberated on which rig to run. In the end the weather forecast and the relative handicap swung us towards sailing Unarig. Arriving early evening we found a convenient pitch for the Bongo and set to assembling the boats ready for the following day. With our entries made and flares purchased, we headed off to the bar for some hearty food and the excellent briefing. The evening was passed with a beer or two reflecting on the great events we had previously sailed at Marconi and looking forward to the forthcoming Nationals. The following morning saw us rise early for a large breakfast ahead of the day's sailing. We moved our boats down to the shore passing scrutineering on our way. On reflection, I'm not quite sure what use the flare was stowed in my hull. We headed out behind the big cats who set off 20 minutes earlier to Walton Gate. Now you may have noticed I often seem distant from the line when it comes to starting! This occasion was no different, so off I set

behind pretty much every other boat in the Colne Point Race. Having read a few articles about the event I decided to head up the estuary on the North Coast. It can be quite shallow over there. Thankfully there was a Dart 18 with similar ideas whom I could see was finding the shallows in time for me to change my direction before running aground. There were clearly many different strategies at play as the field spread out across the estuary, all of whom were making slow but steady progress towards the first buoy at Bradwell Gate. Nearing Bradwell, the wind started to drop off to a light breeze but the tide was just about with us. Making the mark was like a switch for the wind. There was none. So for what was probably an hour, the fleet barely drifted towards the turning point at Colne Gate. It was tedious, but I actually enjoyed the challenge and continued to make some good ground on the field. As I passed one of the moored support boats it was announced they had called short course on the big cat fleet, so they had turned early at Clacton Gate and were on their way back. Typical, once this decision was made the wind started to build, blowing the Colne Point Fleet towards its goal. By the time I got to the turning point, the wind was really starting to blow in preparation for the challenging beat back to the finish line. I turned and immediately realised what fun was ahead with the waves building. It took me a while to get into a rhythm after such an easy run out, but after a couple of moments of flying the hull a bit too high, I settled in. The fleet was now very spread out and the big cats were starting to close in. Nearing Bradwell, I was starting to run out of energy, particularly because I tend to cleat the mainsheet and sail on the traveller. With such long beats, my hand was starting to go numb. I decided to cleat the traveller as well. That was a bad decision! Once I had recovered from the near capsizing I tacked and used the other hand. Why didn't I do that in the

first place, I asked myself? Doh! Once past Bradwell, I tacked more frequently, each one going particularly well - quite unusual for me! As the fleet neared the finish, the crowding seemed to increase significantly. Consequently I spent more time looking out for others than concentrating on sailing. With the finish line becoming ever clearer I went a bit too deep amongst the moored yachts, narrowly avoiding a collision. Nevertheless, and after a few attempts, I finally made it to the finish line without running aground or colliding with anything. Relief and exhaustion prevailed. I sailed the boat back to the shore to find some helpful hands to pull the boat up the slipway. Back in the Dinghy Park, I needed to recharge my batteries. Shortly thereafter brother Andy arrived, similarly exhausted. We chatted about our great day, neither of us having any idea where we had finished. It didn't really matter as we had thoroughly enjoyed the mixed conditions over a long race. With the boats packed away, we grabbed some food from the galley and waited for the results - with the only hope that we might have won a raffle prize, we should be so lucky! With our normal luck proven, the awards for the race began with the Colne Point Race. As they worked through the awards, I was shocked to find I had won first Sprint 15 and was rewarded with a very nice glass trophy. The results continued with my Brother being awarded 4th place, a fantastic result. Working the way up through the results, it started to dawn on me that I had won the event!!! After less than 2 years sailing experience and only 18 months in the Cat, I was so shocked. It was clearly the highlight of my sailing career. But this result was not all down to me. Thanks must go to my brother for introducing me to sailing, the Stewartby Sprint 15 sailors for all their advice and Robert England for all his words of encouragement. High on the back of this result, I headed off to the Nationals where I humbly learnt I still have an awful lot to learn - particularly when it comes to tides, but that's another story.....

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champion



On the water pictures on pages 18 & 19 courtesy of
 Nick Champion of Champion Marine Photography
www.championmarinephotography.co.uk



In memory of.....

by Bob Carter



Chris Black the Sailor

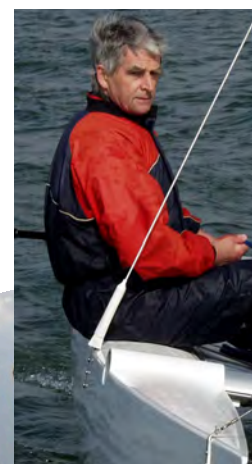
Chris sailed catamarans at Grafham Water for more than 30 years. He was one of the stalwarts of the Catamaran Fleet and was sailing most Sundays. He was a formidable competitor on the water but was friendly and helpful when ashore. After many years of sailing 2-man catamarans in 1998 when he was 59, he bought a single handed Dart 15 and never looked back. He was always near the front of the fleet and beating many sailors half his age. The fleet was rapidly growing but we had a significant problem getting new sailors to become proficient before they got tired of being left behind and lost interest. Chris invented a way we could overcome this in club racing by teaming up novice sailors with experienced sailors and making the experienced sailors stay with them for a lap, giving instructions on what to do and how to go faster. This Pro-Am scheme was a huge success and the novices loved it. Our fleet continued to grow and over time became the biggest and most successful fleet of Dart 15 sailors in the Country. Chris was an excellent coach and I can still recall him bellowing out instructions over the water to his nearby novice.

As our fleet grew and were travelling around the Country to open meetings,

Chris was rejuvenated and started to take part as well. He became a regular feature at National Championships over more than 10 years and also in the series of one day events throughout the Winter. He developed his 'iron man' reputation by sailing without gloves no matter how cold it was. At the National Championships he was usually placed in the top 10 (out of 60 or so) and his best result was 4th place at Pwllheli in 2005. He regularly took the prize as the top placed sailor in the 60+ category. In the winter series he was usually in the top few places and won several events outright. Our Grafham fleet became dominant and we won the team prize at the National Championships 10 times between 1999 and 2013. Our Pro-Am training scheme was a major enabler to this.

When we were having problems with the mast of our boat from a new supplier, Chris's analytical capability proved invaluable in helping resolve the issue. Chris remained a regular weekly sailor until the onset of cancer forced him to scale back his sailing from 2011. He only sold his boat a few weeks ago but sadly was not able to use it much over the last couple of years.

We had great times and he is sadly missed both at Grafham and around the country.



The Sprint 15 Sport Handicap

by Bob Carter



This note is just to update you on the Sprint 15 Sport mode handicap. You may remember that in 2013 the RYA revised the Sport mode handicap from 883 to 860. This makes the Sprint 15 Sport mode very difficult to sail competitively. We have extensive data in the Class Association results that shows that the old handicap ratio that existed for about 20 years produced fair racing so your committee took 2 actions:

1. We decided to continue to use the old handicap of 883 for the Class Association races in 2013.
2. We set about understanding why the RYA changed the PN. The PN change was a result of manual returns to the RYA and we are pretty certain they were predominantly from Swanage Sailing Club. No other club thought the handicap should be less than 883 and Swanage had a lot of race data where the Sprint 15 Sport is sailed in mixed fleets. We therefore made an arrangement with the Swanage Sailing Club to properly analyse their race data. We input 2 years of Swanage race data into the RYA system for race returns (PYS) and this data recommended a handicap of 881. So that was used as the race returns by the Swanage S.C. and we thought it was just a matter of waiting until March 2014 before a correction was made by the RYA.



When the 2014 PNs were published by the RYA we were mystified why the Sport mode PN remained at 860. A further confusion was that the Sprint 15 Standard mode handicap was revised to 933 (from 918). As we did not want to kill off the Sport mode sailing in the class, your committee decided to use 897 for Class events in 2014. This effectively keeps the handicap ratio between the Sprint 15 and the Sprint 15 Sport at the same value as it was in 2012 and at a similar ratio to that which it has been for the last 20 years.

Clearly this does not help when sailing the Sprint 15 Sport mode in handicap events not run by the Class Association. So once more we contacted the RYA to understand why the new returns from Swanage had not resulted in a revised PN. Well, they will only talk in general terms but they did admit that when they receive new returns they do not change the data from prior years even if it is superseded by correctly analysed returns in the following year. Their analysis is based on a 3 year rolling average, so the old and erroneous Swanage data is not due to be rolled out of the data until the 2016 PN numbers are issued. We have complained about this to the RYA and they acknowledge that it is a problem. So we live in hope that this will improve in the 2015 PNs. Sadly the 860 handicap has seriously deterred Sport mode sailing – proved by the fact that, at Swanage, Sport mode sailors have either sold their boats or have been sailing in Standard mode as the 933 is a so much more beneficial handicap. So it is looking a bit like a "Catch 22" situation where the poor handicap of 860 has cut off the generation of data that would help correct PN. Meanwhile the committee will continue to use a revised Handicap for Class events.

Fashion Statement

by Robert England



A pair of hiking shorts - "de-rigueur" for the best dressed backside of the Una-rig sailor

I have a pair of cheap hiking shorts. They strap over my wet or dry suit and make me look like a timid skateboarder. I pretty much always wear them as their internal pads are removable for light winds, though I usually forget. Occasionally the edge of the shorts will decide to lodge under a toe-strap and hold me more securely in position than I would wish.

I blame our Chairman. Once I'd spied his casual fabric ones over his drysuit, nonchalantly tied with a string at the waist, I knew I just had to have such a fine piece of apparel. He has the panache to carry off such suave accessories but I just struggle stiffly around in my Magic Marine plastic pants, secure in the knowledge that crucial anatomical features are more or less bulletproof out on the water. I tried the fashionable fabric sort but they usually ended up around my knees and later became a soggy mess on the changing room floor, not fit for a second day's use without laundry input. Mine are more like a partial, plastic exoskeleton which draws attention to my fear of any likely pain or discomfort whilst sailing and belong to the realm of rough corsetry rather than cool kit. There are times when I don't wear them. On these occasions they can be

replaced with something slightly coolish, such as a nappy. The idea of wearing a nappy in conjunction with a dry suit is quite appealing. More useful would be one of those newfangled comfort zips but I understand that these can leak (in the wrong direction) so I persevere with other, more cumbersome arrangements for the disposal of excess fluid and dream of a day when I'm wearing a wet suit instead. If offered incontinence pads I would politely decline.

Principally my trouser accessories are protective of my expensive wet-or-dry suit and add extra comfort to my sailing. The comfort is the most important factor despite my reputation for excessive frugality. When the Sprint 15 was designed insufficient account was taken, in my opinion, of the shape and tenderness of certain parts of the human anatomy. The poorly protected posterior of some can be very vulnerable and can be easily bruised, if not dented, by the sharp angle between topsides and deck when enthusiastically hiking upwind. I have a friend who isn't bothered about this and sits out straight legged. But he is very, very strong. So, padded hiking shorts are the answer for me, most of the time. I just wish they were a fashionable colour, like Gordon's.

A minor advantage of bum protectors is the improvement of sailing performance. If the mood takes one can actually sail a bit harder when wearing them. I am happiest in my nappy because then I don't have to sit on that sharp deck edge upwind. I just stand out from the hull, suspended from the trapeze, and do a bit of low flying whilst observing the suffering of others. Traveller is cleated, main is cleated and a bit of gentle steering is enough to deal with the gusts. I can recommend it thoroughly, especially to those who wish to appear fit but aren't really.



From the archives - some notable fashion statements and fashionistas



A Mascot's 2014 Nationals

2014 Sprint and Una Rig Nationals. Recollections from a Mascot's viewpoint

Why do you say recollections rather than my normal blow by blow accounts? - I hear you ask.

I will tell you why.

My helm **LOST!!!!** yes **LOST!!!!!!** my carefully composed comprehensive reports produced soon after the events so here I am last minute doing a replacement highlights only version. So:

North Devon Yacht Club, Instow - Sprint 15 Sport Nationals

Very early one Friday morning we drove to North Devon via Prince Charles's Toy Town urban extension of Dorchester through which we had accidentally detoured. Quick run after this unwelcome detour up to and along the motorway and then final slog across the wilds of North Devon. Slow trip across the wilds due to works to the turnpike (road resurfacing) with speed limited by the machine gun rattle of stone chips on car and boat rather than temporary signage. Luckily the hull covers were on.

Huge queue at Barnstable due to road works but fortunately going the other way. Reached Sailing Club, smacked bottom of car on speed bump on way into dinghy park and waited around whilst helm went off to find and eat a huge cooked breakfast. Rigged boat having helped him work out major extra complications (three wires, two trapeze hooks and one with rope and pulley attached and a little bit of bungee cord) and put boat on legitimately borrowed 15 launching trolley that proved to be too small as cradles rubbed on tyres !! We borrowed another trolley from least used looking 15 in the dinghy park and, with mast up, pushed boat to beach with him making mistake of trying to push boat up wrong ramp when beach reached.

Too much chatting, walk back to dinghy park with trolley on shoulder took him too long as did his getting changed so we launched last into decent breeze leaving wheels to be collected by Beach Master. Screamed out to start line narrowly missing moored boats as he tried to get sail into lower part of mast and downhaul on and then issues as he tried to deal with overwhelming additional complexity of one rope and one bit of bungee before he discovered he had forgotten how to trapeze so extra wires were an issue too. He had also forgotten how to start so we were last at first mark before either, as he would say, his sheer boat speed and

technical prowess allied to sheer tactical brilliance or, as I believe, his lardiness allowed us to begin to claw places back. This was both upwind and downwind with no pitch poles as with him sitting on a rudder and me on his head the bow may be a foot underwater but pitchpoles unlikely to occur. Really windy at times plus added attraction of rain with boat able to pitch and heave significantly even when he eventually made it onto the wire.



“ This was all before any drinking - honest! ”

That night all competitors very quiet in the clubhouse after long starvation in the afternoon as no one knew food was available. Helm embarrassed me yet again that evening by falling up stairs having collected fish and chips including extra portions but at least he did manage not to spill any and the hungry hordes soon hoovered up extras on offer. This was all before any drinking – honest!

Following days very similar both on the water and shore. On the water it blew a lot, except in part of one race when it stopped where we and others were and let half the fleet sail round us. Lots of upside down Sprints including those who should know better and a few falling down masts. Major issues caused by one badly placed mark in shallow waters causing much rudder damage. Brian Phipps, who was up all hours doing rudder repair miracles, denied sponsoring mark. Other strong memories. The what felt like a 472 round quiz one evening that even entertainment king Peter Ewing struggled to keep going and seeing Paul Grattage sailing in shorts and T-shirt whilst everyone else was in winter survival gear. (Nasty rumour going round he would be in a manequin at Thorpe Bay). Helm bought new bits of rope with a combined main sheet and traveller line to reduce number of ropes he had to contend with and amazingly it helped. He also remembered trapezing technique from Hurricane and Hobie Tiger days. Still kept starting last though.

Final day borrowed, this time with owner's agreement, trolley and a bicycle to take it to the beach from the club and he accidentally also borrowed Erling's sponge. Post racing, whilst wheeling boat back to the Club hidden hand grabbed back of boat leading to tugging and swearing from helm until I, having abandoned boat, advised him he was pulling on the power lines across road with his mainsail lock, contrary to the advice the recently removed sticker on the front of the mast had provided. He then untangled boat carefully whilst attempting to float effortlessly in mid-air to the amusement of the cars and buses in the queues behind and ahead. De rigged, packed boat away in torrential downpour, did prize giving and left banging ramp heavily on way out right in front of a surprised Mr Ewing. Will helm ever learn??

By the way.....Why on earth boat fitted under wires on the way to the beach but not on the return journey is a complete mystery.



2014 Nationals at Thorpe Bay Yacht Club

After long snooze in dinghy park while he and his Mrs used other mascotless boat (huh), was rudely awakened on a nice sunny morning eyes blinking as cover removed. Post removal of all unnecessary kit (see above), washing of copious bird poo off cover and with hull covers attached, set off to the east coast. Doing well until 13 miles from the Dartford Tunnel, the queue for the toll booths started. Three and a half hours later, having witnessed all the locals impromptu car boot sales, we got through tunnel and turned off the M25 car park. Followed club directions not sat nav and avoided being caught by speed cameras etc. Did have an altercation with one local as we both went for the same space as two lanes went into one, but sensibly she backed off when she saw arms on trailer approaching her car's (not hers) pristine bodywork, causing her to use language of which most mothers would not have approved - or even understood. As we got near club, which we had been told was at the posh end of Southend-on-Sea, it became very Worthingesque, with large red brick houses set in big plots away from the road, prior to turning onto the seafront and seeing the Club set amongst a sea of residential bling that could be used for a TOWIE backdrop replete with some bleached hair, perma tanned, surgically enhanced inhabitants and large white four wheel drive vehicles

complete with fur lined interiors. Welcomed by seemingly non-enhanced club members at the gate and given detailed arrival instructions re where to leave boat, trailer, car and tent. Did as instructed and watched him sort out boat (and give Erling his sponge back) and her sort out tent. Went to Club and registered.

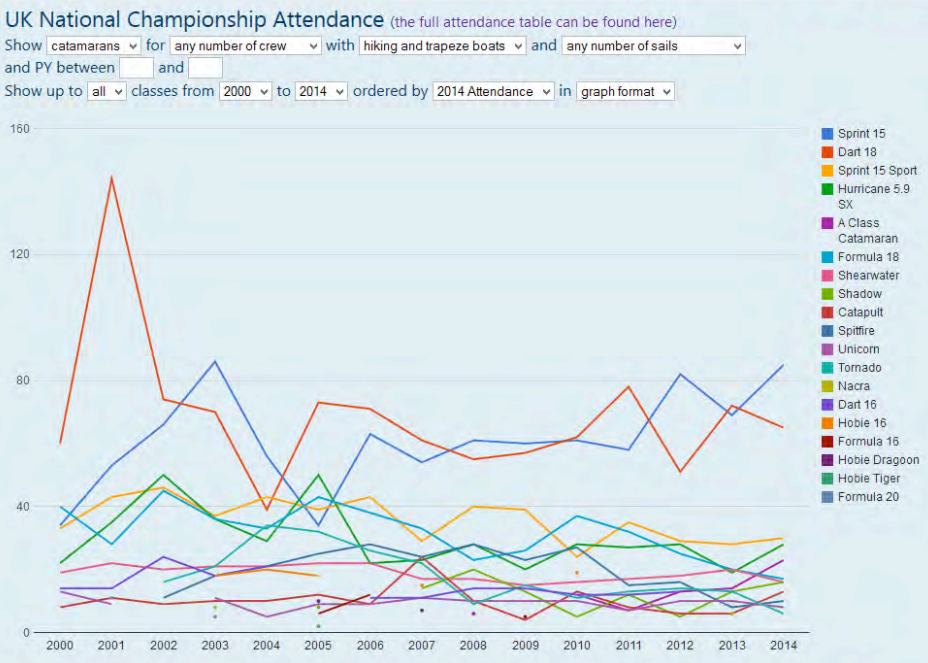
Following day nice and sunny, loads of boats and sailors excitedly rigging up but no wind. Took life into own hands crossing road and launched into no wind. Good if very slow start and then drifted around going backwards in no wind. Day two same with no wind but added excitement of watching much of fleet being timed out and him being called over the line at the start of the one race in which we did OK. Last night lovely breeze at two thirty in the morning, but then later, the by now familiar no wind, loads of people timed out and, to my mind, ridiculous extra lap late on in the afternoon. Back to beach at what felt like dusk, quick de-rig and home as his mothercare arrangements ending at 9pm. Much dark muttering in car re race management and obvious lack of watches, common sense, eyesight, humanity etc. etc. Mood not helped by queues onto and then on the M25 itself which delayed arrival back at Club meaning we only just avoided being locked in for the night. Mothercare arrangements not happy by very mad Minder Terry late return. Highspots
On the land, many, including following

in the footsteps of Arfur Daley and is minder Terry by walking down the pier, the loos being available all night, the excellent breakfasts, seeing the state of David Lloyd and his unmentionable acolytes when, fresh from the hot tub nationals, he had persuaded them to explore with him, at great lengths, late one night and early next morning, certain parts of the seedy underbelly of Southend-on-Sea, the friendliness of the locals, the quality of the club and the helpfulness of all members and staff, the entertainers, the world cup final and the excellent camping facilities.

On the water for us few, if any (although I fancied a go on the camera drone), there were some signs of rule observance in the fleet, the course laying and starts were very good, Paul Grattage luckily wore a shorty, Stuart Snell did not manage to lap everyone, David Lloyd did not win, we may well win most improved next year, and identifying exactly how well Erling's voice carries over water when he is upset about something.

So roll on 2015 and the main events to come at Yaverland and Netley and the remaining autumn and winter events for this year.

CU all at Datchet where it normally (tempting fate this) seems to blow. Mr A. Nonymouse
P.S. Apologies if hazy recollections mean choreography of events is wrong.
Blame HIM!



If your class has had its championships but your attendance is not shown then please email me the figure and I will update the database. You can sort the data by each of the years shown, by alphabetical order or by number of people at an event. The figure is the number of boats to start at least one race at a championship. For combined championships (such as Worlds and nationals), only the UK boats are counted. For open national championships all competitors are included.

For the "statos"-

We're top of the table in 2014 for national attendance across all UK catamaran classes!

And Sport mode takes 2014 third place overall

And as you can see we've been top for three times in the last eleven years and only dropping below second place on two occasions in the last fourteen years!

Great stuff!



What to think about and do before launching??

At a recent weekend coaching session for 6 boats the wind was light. More than light in fact and sometimes non-existent! Whilst we had all planned for on water time we also wanted to make the very most of the time we had together, even if that led towards "concept sailing" off the water work, rather than drifting around. We started a group analysis of pre-launch boat considerations that were important to us whatever the wind strength. As the list grew, we expanded on each subject discussing what we as individuals do and why we do it, and what we believed the effect will be. It proved to be an interesting discussion! Here's what followed-

1. Consider the mast rake?

On the Sprint 15 the mast rake is adjusted by the length of the forestay line. The simple suggestion is that the more the forestay line is lengthened, the more mast rake is achieved which moves the centre of effort further aft and over the skegs. But there were other considerations that need to be factored such as:

- by raking the mast aft, the balance point of the boat is changed considerably.
- by raking the mast aft, the mainsheet system risks blocking out and effects closing of the leech.
- by raking the mast aft, the sheeting angle of the mainsheet is altered marginally.

2. Consider the rig tension?

This is altered by the position of the shroud wire in the shroud adjuster. By moving the adjuster pin down the rig tension is increased preventing the mast from leaning to leeward upwind and leaning forward down wind. The question is how you want your mast to stand? And why?

3. Consider the batten tension?

Altering the amount of profile stiffness in the sail.
The sail shape is programmed into the sail by the sail cut and manufacture. Altering the tension of the batten primarily alters the way the leech area of the sail responds as air flows over the leeward side. The more batten tension

the more the leech wants to stand firm. It is your call how you want your mainsail leech to stand.

4. Mainsail downhaul?

Bending the mast to match the mainsail luff profile.

This is something you can adjust on the water so maybe it should be an "on the water" variable but it also has some relevance to pre-launch. Sail shape and mast bend can be altered by both mainsheet and or downhaul tension. With no mainsheet tension and by adding downhaul, the mainsail luff forces bend into the mast to match the built in curve of the mainsail luff. With no luff downhaul tension, but increasing mainsheet tension you can also bend the mast in a similar fashion. But you do it via the leech, forcing the battens / leech to take the strain and hardening the leech edge. How you work that relationship between the downhaul and the mainsheet tension will deliver the most beneficial power from the mainsail for the conditions. As sails get older, it stretches and changes shape. So will your set up.

5. Consider the jib sheeting angle (when sailing sport mode)?

Jib sheeting angle is affected by mast position. The more mast rake, the lower the sheeting angle. The slot between the mainsail and jib is the "Sport Mode" turbo charger, so making sure the slot, controlled largely by the jib leech position, is important.

6. Consider my jib luff tension (when sailing in sport mode)?

Jib luff tension relates to the forestay tension when sailing upwind so setting the luff tension needs to be carried out when the forestay is in tension. The luff curve is best viewed from standing in front of the forestay and the jib set aback to highlight the camber of the sail near the luff.

So does that give you a black and white answer as to what to do and when? I think not, because coaching support is not teaching. Longterm Sprint 15 sailors develop their own thoughts, methods and thinking. That said, sharing what we do, why we do it and what we believe the effect will be is a way we develop our own thinking.

Windsport Sprint 15 Cat Action

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

Just want to chat about cats!!

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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



2015 Nationals Taster

by David Groom



The Sprint 15 Nationals 2015 – Netley Sailing Club - A personal anticipation

Having spoken to many fellow members, I know that Netley Sailing Club, are honoured to have again been selected to run this prestigious event which will take place from the 14th to the 16th August 2015. Arrangements are already being put in place following initial discussions with your Class Association with the aim to make this an event to be remembered for all the right reasons.

Competitors should be able to use the club facilities and even camp on the preceding days allowing a real leisure break or family friendly holiday to take place. I am sure that, if asked, the club may well be able to organise some go-kart racing at a fairly local venue. Racing will take place on the open waters directly off the Club minimising the distance to the start line and maximising the views for non-competitors of the dramas as they unfold right in front of them. It is expected that seven races will take place plus a practice race.

For those who have not been before, Netley is located in a country park adjacent to Southampton Water. It sits in its own extensive grounds and a further flat grassed area, allowing for an extended dinghy park with boats next to trailers, is available. Launching is available off two recently rebuilt and improved concrete ramps, and a stony beach so large fleets have room to rig up and launch with ease into relatively flat water.

On site camping is available for tents and camper vans (sorry no caravans) and there are various B and B's and hotels nearby. Being situated in a tourist area adjacent to the New Forest National Park, and near Southampton with Bournemouth and Portsmouth only slightly further away, the club is popular with supporters who have much to do on those days when the racing is not so enthralling. It is likely the cost of the event plus the cost of the on-site camping will be no more than the cost of just staying at a local camp site in what is peak season.

Further information on tourist attractions and accommodation is available from the following links:

www.testvalley.gov.uk/resident/communityandleisure/tourism/
www.thenewforest.co.uk/

Rather like Pentewan, the fleet will have the honour of probably being the last fleet to use the clubhouse before it is replaced. However, do not panic. The old world charm, and in places slightly soggy but characterful fabric, will easily support the event especially as we can possibly use the large open metal green shed (as we did at last years Dart 18 Nationals) for social do's including the formal Association dinner.

As with all the best events, members of what is a volunteer club will work very hard both in advance and during the Nationals to welcome us all and make it good both on and off the water. No expense will be spared - we will even give the race team a watch!

It is hoped that David Lloyd, who has told me he wants to attend if the dates permit, can be prevailed upon to sponsor hats so that everyone gets at least one souvenir to take home, in addition to a south coast sun tan and good memories.

For further information at this stage please e-mail Class Secretary and Netley Member David Groom at celinagroom@icloud.com who will respond to any questions or get someone who knows the answer to do so.

All the pieces will be in place and sunshine and sea breezes are on order. As they say - "Be there or be square" - and come and join the five boat home fleet for a sunny south coast nationals and those Netley Dart 18 competitors who, as we speak, are buying, begging or borrowing Sprint 15's so, in their words, they can show us how it is done!!!!!!



15 SPRINT



History of the TT



Your editor, George, asked me if I could write an article about the venues we have visited over the years, so I have been pulling together the records. Before I start it is worth covering a little history. I bought my first Dart 15 in 1988 just as the Laser Centre had taken over marketing the boat from Panthercraft. They had renamed the Spark the Dart 15, incorporated a jib as standard equipment and introduced some more modern colours that changed every year. This was the culmination of a campaign that Nick Dewhirst and a few others had run to get the boat to be marketed as racing catamaran, rather than the fun boat the Spark had been marketed as previously. In those early days Nick was almost a one-man band. When I bought my boat in 1988 I received a one page long handwritten (not duplicated) welcome letter from Nick. I also received 4 magazines a year that Nick produced as editor, made by cut and paste and duplicated. In 1988 I was coming to grips with learning to sail a catamaran and did not venture away from Grafham so I'm a little vague on the details of the traveller events during that year. Often the number of competitors at these events could be counted on the fingers of one hand, but it is quite hard to

tell that from the race reports. This is because Nick had a policy of not mentioning the number of competitors taking part if it was low but concentrated on naming everyone and hyping it up so it sounded like it was a huge event. By 1989 fellow Grafham sailors Mike Cemm and George Wood became very active on the circuit and started to encourage me to take part at some open meetings. Mike had his hand up the back of the events secretary (Bob Todd) and reasoned that to become a good sailor you have to travel to get good in all conditions and locations. It is very true and convinced me so I started to travel here and there. Mike and George were usually there as was Nick. The numbers began increasing at these events and I became a regular feature too with son, George, who was crewing at the start. In 1992 I became the events secretary after which I attended virtually every event until I was ill in 2007. In the following charts I show all the traveller events we have run since 1988. I have not included the National Championship venues for either mode. I plan to write about the small unusual locations rather than the locations we visit regularly like Grafham, Seasalter, Marconi, Carsington, etc. which are well known to our sailors.

Rock (above) in Cornwall was visited on the traveller circuit in 1989 and again in 1990. It is a lovely venue on the other side of the Camel estuary from Padstow. In 1989 it was organised in conjunction with the Dart 18s. 8 Dart 15s took part but there were only 2 boats from Cornwall and the rest came from the South East. It was (optimistically) put on the programme again in 1990 but then just 2 attended and it was concluded that Rock is just too far for people to travel for a weekend traveller. I'm not sure if the sailing club still exists.

Red Wharf Bay (below) on the Eastern side of Anglesey was tested as a new Northern venue in 1989 as they ran a combined catamaran event that included a long distance race to Puffin Island. We ended up by going there 3 times but did not stay for the long distance race which took place on the 3rd day of a Bank Holiday weekend. Dart 15 sailor John Adamson (who also had a yacht at the club) was a member. It is in a very secluded position on a lovely sandy beach. The club had little in the way of facilities so we had to go to find meals and accommodation in local villages. The sailing on the swell was really good and I was highly amused when George Wood rammed the committee boat (sorry, George). We got fairly good attendances of 12, 9 and 13 but it was a long way for the majority of travellers to travel for a weekend event and so it gave way in time to more convenient 'Northern' venues.



Angmering (Open Dinghy Club) is a small sailing club on a small plot on the South coast between Littlehampton and Worthing. It is surrounded by large houses and is either a caravan site with some catamarans or vice versa. It has few facilities (a shed and cold showers) the food is bought from a kiosk on the beach but it is a wonderful venue with an eccentric character that the Dart 15 fleet enjoy. The people are great - Alan Welman encouraged us to visit and often subsidised the prizes and no one regretted travelling there. More recently our secretary, Keith Bartlett, joined after he returned from Hong Kong but the club suffers from the constant threat on having another large mansion built on the site which must be worth a fortune. We hope not.



Dart 15 / Sprint 15 Summer Traveller Locations																									
Club	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pagham	Δ																								
Grafham	Δ	Δ		Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Seasalter	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Bala	Δ	Δ																							
Sandwich Bay	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Marconi	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Weston	Δ																								
Rock	Δ	Δ																							
Red Wharf Bay	Δ	Δ	Δ																						
Snettisham	Δ	Δ	Δ																						
Stokes Bay	Δ	Δ	Δ												Δ										
Rutland	Δ	Δ	Δ		Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Brightlingsea	Δ			Δ																					
Instow					Δ	Δ	Δ	Δ																	
Bridlington					Δ	Δ	Δ	Δ	Δ	Δ															
Blackpool					Δ	Δ																			
Swanage					Δ				Δ						Δ						Δ				
Beaver					Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Saundersfoot					Δ																				
Carsington						Δ	Δ				Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Blithfield								Δ																	
Herne Bay								Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Netley										Δ	Δ							Δ							Δ
Filey										Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Open Dinghy Club													Δ	Δ	Δ										
Gurnard													Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Queen Mary															Δ	Δ									
Shanklin																		Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Thorpe Bay																		Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Halifax																		Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Cardiff Bay																			Δ	Δ	Δ	Δ	Δ	Δ	Δ
Stewartby																									Δ

Dart 15 / Sprint 15 Winter Traveller Locations																									
Club	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Grafham				Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Datchet				Δ	Δ																				
Beaver				Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Rutland				Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Blithfield							Δ	Δ																	
Stewartby												Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Queen Mary															Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Draycote																		Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Carsington																									

Further reminders of our TT history and event locations will be included in the next issue of "Newsprint"

Filey (below) replaced Bridlington as a Northern venue for a number of years as it is a better venue for the families and spectators. Filey is a few miles North of Bridlington and as well as having lovely sands at the North side of the town near Filey Brigg (a rock outcrop) where the sailing club is, there are high clay cliffs offering a great view over the boats racing in the bay. Additionally there is a big campsite on top of the cliffs and some nice walks. The sailing club is at the bottom of the cliffs and there is a long narrow road down a steep gradient

cutting where you have to walk your boat down and John Adamson, still to this day, blames his knee injury on this road which can be hard work - particularly in the up direction! In the summer each year the club runs a big open regatta with over 100 boats and 5 or 6 starts and for a number of years we got our own start in this regatta. We were the only cat taking part - most of the other competitors were from small inland lakes and sailed boats like Enterprises, Solos, Lasers, and other small mono-hulls.

Bridlington (below) had a big fleet of Dart 18s and also a few Dart 15s so we started to schedule Sprint 15 events in conjunction with the Dart 18 opens. For those that have not been to 'Brid', the Royal Yorkshire Yacht Club has a posh clubhouse for yachts and keel boats in the town centre but there is another location a mile or two South of the town where the catamarans are based. This location is right out in the country with limited facilities (2 Portacabins and a marquee) on top of the sand dunes but the beach is enormous and ideal for catamarans. We enjoyed the venue and got some good courses including long distance races to a buoy far off the coast as well as along the coast towards the town. One year a surprize attendee was Jim Jeffery who appeared early Saturday morning. He had not planned to come and had been out on the town on Friday night in Deal where he lives, but when he came home he had a row with wife, Leslie, and Jim said "sod it - I'm going sailing". So late Friday night he went to Sandwich Bay Sailing Club where he kept his boat (1664 like the lager - Kronenberg, I think) put his boat on the trailer and drove through the night to Bridlington - some 300 miles. He looked like 'death warmed up on Saturday morning and I don't think he sailed well, but it caused some amusement in the fleet. A number of our sailors suffered from seasickness caused by the big swell on the North Sea but it was a good venue and I see that the Dart 18 have their 2012 Nationals there.



On windy days we would tank around much faster than the other classes and we created much interest. On light wind days the opposite was true. There are a fleet of Dart 15s at the club but they could not race with us very often as the regatta was such a large undertaking for a small sailing club to run, it was a case of all hands to the pumps. The swell was the same swell as we got at Bridlington and quite a few of our pond sailors suffered bouts of sea sickness and this caused a reduced interest in attending events there.





Sprint 15 Winter TT Events Programme 2014-15

Events Secretary: Erling Holmberg 01983 865012

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

Date	Venue	Contact	Phone
Sat 1 Nov	Stewartby Water Sports Club, near Bedford (A421)	sprint15@swsc.org.uk	
Sat 6 Dec	Oxford Sailing Club	www.oxfordsailingclub.com	
Sat 10 Jan	Draycote Water Sailing Club, near Rugby	Peter Slater	01926 512129
Sat 7 Feb	Datchet Sailing Club, near Heathrow	Erling Holmberg	01983 865012
Sun 22 Mar	Grafham Water Sailing Club, Cambs.	Bob Carter	01438 354367

Winter Traveller Series is for all sailing formats. (Standard PY933 and Sport PY897)
Five one-day events with three to count (or 2/3 or 2/2).
First race at 11am unless otherwise stated

Summer 2015 Nationals & TT Events – Advance Details

Date	Event	Venue	Contact	Phone
18-19 Apr	TT	Seasalter Sailing Club	Steve Willis	07980 416422
16-17 May	TT	Rutland Sailing Club	Erling Holmberg	01983 865012
26-28 Jun	Sport Nationals	Yaverland Sailing Club IOW	Erling Holmberg	01983 865012
July	TBC			
14-16 Aug	Nationals	Netley Sailing Club (2,3,2 races/day respectively) (Sun., Mon., Tue.)	Erling Holmberg	01983 865012
26-27 Sep	TT	Marconi Sailing Club	Fenalla Miller	01621 741671
17-18 Oct	TT	Grafham Sailing Club	Bob Carter	01438 354367

National Championships at Netley is for PY933 format

Sport Nationals at Yaverland is for PY897 format

Summer Traveller Series is for all sailing formats (Standard PY933 and Sport PY897).

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



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

2014 Nationals competitors with families & friends on the balcony at Thorpe Bay YC