

NEW 15 SPRINT

The Official Magazine of the U.K. Sprint 15 Association
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A TRIP ACROSS THE POND
WINDSPORT TRAINING WEEKEND
2015 NATIONALS & SUMMER TT ACTION

2015 AGM REPORT

TIPS

NEWS

TT HISTORY

CARTOON FUN

COMMENTS



from the ED

What an amazing little boat the Sprint 15 is. I had cause to reflect on this a few days ago from the foreshore at Stewartby when 13 hardy souls took to the water for the first event of our popular Winter TT Series. Discretion was the better part of valour in my case as the forecasted 40 plus knots of gusts whipped across the lake in quick succession. As it turned out, my decision to spectate proved a good option. It gave me the chance to take some time and watch the racing. I guess, like many of you, that's something we don't often do because we're taking part. But let me just say this. I was treated to a masterclass in high wind sailing by those who ventured onto the racecourse. Sure, there was quite a lot of swimming going on from time to time, especially when the gusts became even more frequent and began to top out around the 50 knot mark. But the intrepid helms picked themselves up and carried on. It seemed to me that, whilst their own abilities were being severely tested, they knew that, so long as they could stay upright, their boats wouldn't let them down. And none did. At the end of proceedings, all safely returned to shore. There were a few strained muscles, bruised bodies and a few mashed battens but no serious damage. Testament indeed to a little boat with the ability to provide great sport whatever the weather. Most classes go in to hibernation in the winter and there's many a boat that, faced with such conditions, would have been kept on their trailers while their helms retired to the clubhouse. Stewartby was a great advert for the people and the boat that make up this vibrant class.

You will read herein on a few changes to your committee and a few initiatives they are pursuing to keep the class at the forefront of catamaran racing and sailing in the UK. If you feel you can help, please give them your support.

So, from me, and on behalf of the readers, may I thank all those who have contributed to this edition. New articles for following editions are always needed - please keep that in mind for the future of your favourite magazine. I'll be delighted to hear from you.

In the meantime, howsoever you enjoy sailing your boat, may I wish you fair winds and good times.

Cheers (&Laughter)

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

Cover Photo :

2015 National Champion Paul Grattage at the 2015 Sport Nationals
by Alan Howie-Wood

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Summer's over.....

What shall we do now?

It's already November and we're at the end of the sailing season for many people. Most coastal clubs stop for the winter and many classes shut up shop till next spring. But not for us. We're off again. We must be a hardy bunch. We've just finished off the summer series and now we're straight out again with a full programme of one day winter sailing events to look forward to. It only seems like a few weeks back we were enjoying ourselves at the Netley Nationals in bright sunshine. Now we have to contend with autumn gales. And as I'm writing this I see we have a forecast for over 25 knots, gusting over 40 for our first winter event of the year at Stewartby at the end of the week! Should be interesting!

The one day winter format has always proved popular with our members, so hopefully we'll again get a good attendance at this year's events. This year we have 5 one day events all sailed on reservoirs around the country. If you've had enough of sitting in front of the fire and yearn to get out on the water again, this could be for you. All the details are on the events page. Talking about the one day format, we've become increasingly aware how difficult it is for many people with family commitments and busy lives to get away for a whole weekend of sailing, let alone the extra cost involved. So for 2016 as an experiment, we're extending the one day format to the summer series for one event at Draycote Water. This will still consist of 4 or 5 races but sailed on the one day, so no less actual sailing, just concentrating it into a shorter time frame and taking advantage of the longer summer days.

If this proves popular, it may be something we'll try more of. As ever, it's down to you. If this sounds appealing and something you'd like, please support the event. It's the only way we'll know if it's popular.

Changes ahead

We recently held a committee meeting at Grafham Water after the end of season event to discuss some changes and ideas for the future.

Like all classes, we're faced with the challenges that the fast pace of modern life brings and the idea was to discuss how we can meet those challenges and maintain the popularity that The Class has enjoyed over the last 25 years and more. The details are laid out on page 11, but a couple of points were clear. Like almost everywhere else in the world today, the internet is going to be used more and more. We're very fortunate that we've had the services of Martin Searle from Seasalter and now Liam Thom from Shanklin to make our website one of the best in the sailing world. And in the future, with Liam's help, you'll be seeing even more on the website.

None of this means we're scaling back on the magazine. We're well aware that many people love to read through a paper copy at their leisure, and it provides that permanent copy you might want to save. But the website does give the instant access to information that everyone wants these days and, as a note to everyone, new contributions to the Chat Page are always welcome. It helps keep the forum lively - the more the better. There are other ways in which you can spread the word on our activities via the web outlined on page 9.

Training

Another topic we discussed at our meeting was the need to provide training to members around the country. We know that many newcomers or perhaps even ex-dinghy sailors can feel frustrated that they can't get the best out of their new boat. All too often people are left languishing at the back of the fleet or feel that they can't make it work and gradually lose the enthusiasm that first prompted them to buy a Sprint 15. Being aware of this, what we plan is to offer a more comprehensive training programme in the future.

Howard Hawkes has kindly volunteered to take this on and several people around the country have already benefitted from his expertise. He's already travelled to the Yorkshire Dales for a training weekend and we were delighted to see Mike Gough from Yorkshire at the Stokes Bay and Grafham events.

Not only that, our manufacturer and sponsor, Windsport, very kindly donated 6 free places at a training weekend held at their base in Cornwall in October. We held a raffle from this year's competitors and 6 lucky people won a free training weekend hosted by Brian Phipps. Expect to see them winning this year (maybe).

Committee changes

Back in July, I posted a message on the website inviting new people to join the committee. As I said at the time, we need to look to the future and bringing new people on board is part of that process. I'm delighted that Andrew Berisford from Brightlingsea approached me at Netley and offered to help out. Never wishing to turn away a volunteer, Andrew will be taking on the role of Membership Secretary in the New Year from Dave Groom. Dave will move to a role specifically around promoting and publicising The Class. This is a new role for us, but again it reflects the modern world and Dave has a natural flair for this sort of thing. I'm sure we'll find lots for him to do from the actions that came from our Grafham meeting.

You don't have to go racing

I know I'm always going on about the racing and events we do, but I don't want to forget that not everyone goes racing every weekend. I know many people, even possibly the majority, just go out for a sail when and wherever they can. I know that at Shanklin Sailing Club they do as much cruising as racing whilst still being home to our National Champion.

When I look at our membership list, there are lots of names of people who don't go to our events, but they remain interested in The Class. Maybe they race at their local club but maybe they just go for a sail and why not?

The important thing is that you enjoy your sailing and, if it's on a Sprint 15, even better.

2015 Windsport Sport Nationals



34 helmsmen were treated to 3 days of near-perfect sailing conditions at the 2015 Sprint 15 Sport Nationals at Yaverland Sailing and Boating Club on the Isle of Wight.

Race officer Erling Holmberg set a P shaped course on Friday afternoon with the wind blowing force 5 to 6.

Paul Grattage got away well in the first race ahead of Sean McKenna, Paul Chatfield, Simon Giles and Kevin Dutch.

Unfortunately, Grattage's trapeze wire failed him and he retired on lap 1 after a swim. McKenna led the rest of the race with Steve Sawford making gains up to third place before being overhauled by Dutch on the last lap.

Between races, Ian Wilkinson managed to get his sail crucified on the cross on the Yaverland post and was forced to retire but not before the paparazzi got to him. (See page 27)

Paul Grattage repaired his boat with some baler twine he found lying about the boat yard and led the second race from start to finish. Behind him, Kevin Dutch kept ahead of Sean McKenna for

a lap, but McKenna overhauled him half way through the race to finish second. Dutch finished third ahead of Paul Chatfield.

The wind eased a couple of knots for the Saturday with glorious sunshine and the Round the Island Yacht Race taking place further out to sea.

A left handed trapezoidal course was set and in race three, Sean McKenna led his flock way past the far left lay-line for the first mark. This allowed Stuart Pierce, who had sailed the right side of the course, the rare pleasure of leading at buoy 1 closely followed by Simon Giles. Pierce led the race for 2 laps before Steve Sawford overhauled him on the downwind leg. Meanwhile Grattage had made steady gains through the fleet up to second on the last lap. Sawford finished first ahead of Grattage with Pierce being denied a podium finish when he was pipped on the line by Liam Thom.

Kevin Dutch and Paul Grattage continued to enjoy the strong breeze in race 4 with Dutch getting the early lead from Grattage, Sean McKenna and

Steve Sawford. Meanwhile a Clipper yacht "Qingdao" had sailed very close to the course and was in danger of being called "starboard" on by 34 catamarans. Grattage got the lead on the second lap with McKenna moving up to second and the top 4 places remained stable for the rest of the three lap race.

Being in the financial services industry, the race officer clearly likes a "good" lunch and we were given a generous hour and a half on shore between races 4 and 5.

The wind was still a good steady force 5 with gusts of force 6 after the break and normal service was quickly resumed with Grattage leading race 5 from start to finish, this time with Steve Sawford, Paul Chatfield and Kevin Dutch behind him. Dutch made gains in the three lap race and finished behind Grattage and ahead of Sawford on the line.

On Saturday evening there was an excellent three course meal (or 7 courses in Paul Grattage's case) in the club house including a raffle for a weekend's sailing tuition at event sponsor Windsport which this was won

Top: race start in brisk conditions with Paul Chatfield (2015) leading the way

Below: Paul Grattage - who would take the trophy
Below right: Sean McKenna - who had one hand on the trophy until the final leg



by Liam Thom



On the Sunday morning there was much lighter winds and an alternating triangle-sausage course was set for the SSE force 2. Sean McKenna needed to win this race to keep in the hunt for the championship and he kept the lead from start to finish with Paul Grattage, Fraser Manning and Kevin Dutch keeping station in that order as the breeze developed. The wind had shifted to westerly for the final race of the event and there was a delay while the course was moved and lengthened. Sean McKenna needed a first place to win the regatta while Paul Grattage just needed McKenna to not win. Grattage laid his cards on the table in the prestart and match-raced McKenna to the start where there was a

general recall. At the second attempt the pair of them were both on the offensive and McKenna caught Grattage on port and forced a penalty. Fortunately for Grattage this start was also recalled and a black flag raised. The third start was successful and Kevin Dutch caused a traffic jam at the committee boat end by parking his boat inconsiderately. Further up the line McKenna got the lead and kept hold of it with Grattage and Fraser Manning behind him exchanging places. McKenna had one hand on the championship when he rounded the final windward mark in the lead, but then suffered catastrophic brain-fade and sailed the windward-leeward course rather than the triangle. Grattage had,

in the meantime, overtaken Manning and crossed the line first to retain the championship. McKenna corrected himself to finish second in the race and the event.

Third overall was Kevin Dutch, ahead of Steve Sawford, Fraser Manning and Simon Giles. The first over 60 was Gordon Goldstone and the first junior boat was helmed by Tom Beasley with Henry Giles as crew. The Pro-Am Cup was won by Roger Bone and Simon Giles.

Thanks go to Windsport and Wightlink Ferries and to volunteers from Shanklin Sailing Club and Yaverland Sailing and Boating Club for their help with the event.



Sponsors of the
2015 Sprint 15
Sport Nationals



Top: Kevin Dutch takes third place
Left: Steve Sawford (forefront) holds off Paul Chatfield to take fourth place
Below left: Fraser Manning - in the top five
Below: Simon Giles battles to sixth place

All pics. by Alan & Mary Howie-Wood



Going Foreign

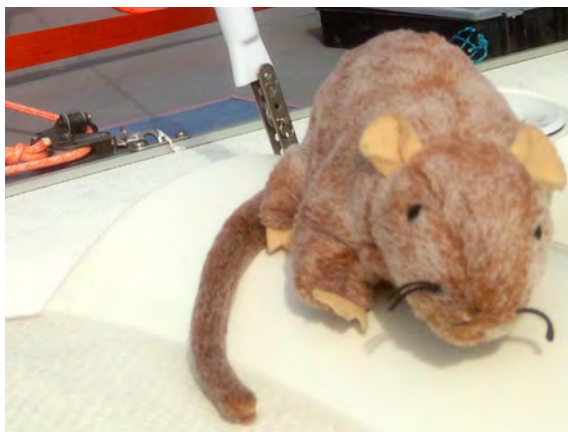


Having spent a cold and dark and generally uncomfortable winter and only slightly better spring and early summer locked in the trailer box it was nice to feel the sunshine on my back when the lid was opened at Sandown on the Isle of Wight or South Island as I am told the locals call it. We had double trailed over to make best use of the free tickets (thankyou Wightlink) orchestrated by Stuart Pierce (thanks Stuart) and the amount of kit in the box crudely piled around and on top of me was quite astonishing. It appears two boats need the amount you would normally expect for three.

Yaverland was a nice surprise with a great dinghy park and camping area and a small, but perfectly formed, clubhouse facing the Bay. The Club loos and showers being open all night long allowed a welcome relief for many. Having helped rig up the boats and responded to Erling's quiet almost diplomatic urgings to move the van to the camping area, we went out to meet some of the other competitors already in Sandown, or was it Rundown??, for a beer or two. This was a strange experience involving walking past a zoo, the very derelict and inappropriately named Grand Hotel, various establishments blaring out music seemingly designed for kids and young teenagers and an old, closed, amusement arcade with a plea for planning permission to be granted on large bill boards in front of it. We finally arrived at our selected pub on the waterfront having witnessed the local 'youfs' hanging around, clusters of shell shocked tourists and what looked like a group of attendees going to a grab a grannie Elvis convention.

On the bright side, looking south out to sea the views were fantastic, the locals were generally friendly and Shanklin glistened like a jewel in the distance. What must be a chance in a million, and only then because the teenage discos had been empty and all the 'youfs' had driven out of town very fast and noisily, a bunch of 15 sailors lowered the age profile of an area!! This was despite the fact that

the two up boat entered for the competition had a helm and crew the combined age of which was probably (definitely), less than the age of me and all but two or three of the other competitors by themselves!! We got back to the club at dusk slightly beered up to find gates to the dinghy park closed. Luckily before various of us started to assault the eight foot high peak and plan a route over it, Steve Sawford pointed out that simply moving the bolt would allow the gates to swing open facilitating easy access. The following morning saw lots of chatting as other competitors arrived. Discovered, shock horror, no breakfast



at the Club but found a really good café at the end of the adjacent car park that was thereafter overwhelmed by hungry helms as soon as they put the flags and display boards up.

Boats wheeled down the fearsome slope to the beach, across the soft sand tank trap, through the water splash and then over the hard sand to the water's edge. Those with little wheeled trailers suffered badly!

Briefing held dead on time, (an Erling thing apparently), even though many were absent through having expected rather more largesse in such a sunny south island location.

The water was now lapping the beach

rather violently and the wind was whistling around my ears so I knew I was in for a rough ride. We left the beach with the usual lack of help from our trolley dolly and, once on the water, my helm had to remember how to trapeze. But credit where it is due. Once he is out all is ok but getting there..... oh dear! Of course, extra confusion caused by additional rope controlling the jib came into play so great speed upwind and down when sheets in and body out but to achieve all this took ages after every tack and gybe. Two races held with good starts from us, surprisingly good rule

observance from all, lots of speed both upwind and down from us and various capsizes and pitch poles in both directions from others. Waves were the issue more than wind and we discussed in some detail our earlier decision not to put grippy tape along the hulls that would have helped him stay in one place. Fleet retired to the beach immediately after Race 2 finished due to general exhaustion not helped by a very long Race 1 and we then faced a Normandy style combined assault on the beach obstacles with help from our glamorous assistant who had, sadly for her, mistimed her appearance. All got back into the dinghy park including one early finisher who had nicked our space!

Should have said traveller fell apart before start of Race 1 leading to the discovery that you do not need the two pulleys and plate in front of the mainsheet block mounting point and the main traveller cleat. Also, as ever, with much cursing from him, burgee went walkabout whilst on the water as wind over five knots. Tidied up boat had a wash and then a nice little snooze. Great barbeque laid on that night and a few quiet beers at the Club. With one or two notable exceptions the Shanklin crew had either retired hurt and stayed at home for the evening or socialised in the no doubt more upmarket and salubrious facilities of their home town.



Following day, up early and helped him hang up rinsed newly de-sanded gear on the Hobie 16 shaped washing line adjacent to the trailer. Having done that went to look at the view and spotted naked man of an age even beyond that of the 15 fleet having a swim and then walking home up the beach along the car park adjacent to the dinghy park and then along the main coast road. Locals said- "Oh yeh him, he does that everyday". Also heard big cats roaring with hunger at the zoo which being a small rodent was rather unpleasant. Helped manoeuvre boat over the tank traps and other Rommel inspired obstacles and joined other competitors for breakfast at the Caf. Their breakfast came with half a loaf of toast that we assumed was for all of us so we stuck in. Later on rest of the loaf and most of one of its friends appeared so we all left somewhat toasted out.

Tried to pretend wind and waves were less than the day before but the speed and pitching of the fast boats doing the RTI Race showed this was only wishful thinking. Erling was on Plan B so square courses today unlike yesterdays inverted P. Starts obviously all on allotted times. Have to say race management spot on with no delays and excellent start lines. Also good layout for event photographer although he failed to capture me despite the preening I did when rounding the mark before the start/finish line where he was located. Sailing same as before so bashed to hell and back upwind, still no grippy tape, and like a drowned mouse downwind. Interesting incident with a very large Chinese orange round the world yacht reaching on port, which seemingly ignored our calls of starboard. Our gybing on top of him to steal his wind was useless as our mast only just reached his decks. However, it was the thought and intent that counted. One big error - first beat of Race 4 in that we trusted the locals and followed Paul G, Sean McK and Liam T upwind very fast to near the wrong mark. How we all laughed as we then reached down to the windward mark waving at

the rest of the fleet who had mostly already gone round it. Mercifully sent in for lunch that was welcome especially in terms of its extent time wise. However, it was then a real effort to launch again and go out for more and very glad when Race 5 was completed as, whilst we had gone through the motions to be honest, our hearts had not been in it. Funnily the result not much worse than when we were trying hard. Omaha was crossed again and boat put back in dinghy park in special space specifically reserved for it by fellow competitors. Another slightly longer snooze and then the formal dinner. Me and his missus dressed up smart but he went in looking as scruffy as ever to be robustly and correctly rebuked by our Chairman. Good feed and a few beers with all including the upmarket Shanklin contingent who had bothered to come. The lure of free, or at least paid for, top quality food being all embracing. Most competitors, including us, retired early but the North Devon lot had a more positive mental outlook and went out to downtown Rundown dragging mini me, Phipps (Paul Chatfield) with them. Mini me came back somewhat broken despite his close acquaintance with all things cider and a little sleep in the pub and he failed to get into his bed in the Windsport van having a little lie down on the dinghy park instead. How this helped him provide the extensive spares and repairs service the fleet routinely gets from Windsport was beyond me but somehow he seemed to cope even though he was conspicuous by his absence on the water meaning that we could actually beat him overall even though he had whipped our ar@s, and most of the fleets, in the races he did. Photos of all competitors taken on shore but again I was missed out. Only two races today in what was light winds and a flat sea. Very few complaints I would add from bruised and battered competitors. This allowed other talents to come to the front of the fleet and almost led to a potentially very unpleasant incident. This would have involved Erling's underpants being on

public display as he had not acquired a black flag - Shanklin does not have one and the 15 fleet never need one. This, of course, led to two general recalls before the start of the last race and the risk that we would not be off the water on time a result Erling would never countenance especially after the famous incident at Thorpe Bay. Thankfully we will never be able to confirm the colour or condition of Erling's underpants as a black bin liner was found on the boat and considered suitable.

For a fattie and a furry we did ok in these light winds holding similar positions to those we had achieved in the blows but the second race when the wind came up a bit was more fun. Should have said it was triangle sausage for all today apart from Sean McKenna. Got in from Piccadilly Circus and crossed Gold Beach, an easier task than Omaha, in the absence of the tractors that had used it so far. De-rigged and chatted, attended prize giving, left for home and blagged a spot on an earlier ferry than we were booked for.

From a rodent's perspective, it was a damn good show with lots of moral fibre shown and stiff upper lips and all that. Helm tells me he felt similar even though his physical recovery was still ongoing the middle of the following week. As ever this appeared to be due to the hard work of the volunteers on shore and on the water and it could be said using a familiar if misquoted phrase - "*never in the field of human sailing has so much been owed by so many to so few!!*"

My name is Mouse - AnonyMouse



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2015 Le Teday Regatta(s)

by Keith Thomas



Sprint 15s take honours at the Le Teday Annual Regatta

Le Tedey, a campsite at Lac de Lacanau about 50 km west of Bordeaux, France, is home in the summer for several Sprint 15's some of whom spend their whole life in France, coming out of nearby storage for up to 10 weeks or more in July and August. Other Sprints turn up over the summer and some years as many as seven have been sailing at the same time on the lake. The lake runs almost north south being about 2 miles long and a mile wide and usually has a fairly reliable afternoon wind which is ideal for recreational sailors.

Once again this August Wilfred, a Dutchman who sails a Hobie 18, and his friends organised another informal regatta for catamarans and dinghies, a fun event for all. Entries are given a basic handicap, just a broad estimation designed to keep

most of the fleet in sight of each other. This year a different shorter course was sailed. It was about 12 km long covering the western side of the lake. Starting from a buoy at the campsite it went roughly 3 km North; 3 kms South; [back to round the starting buoy for the benefit of the spectators]; 3 km SW to the sailing club and 3 km NW back to the finish. The course uses various navigational buoys around the lake which mark shallows and entries to marinas. They are quite small and difficult to spot from a distance so the course generally favours regular sailors on the lake.

There were only four Sprint entries this year. Mine [1434] had only just been rigged and I had not sailed for 10 months so I decided to spectate instead. Other Sprints 15s were Vic Coleman [1949]; Patrick van Kaan [1706]; his wife

Machtel, in her new Sprint this year [1946] and Gurt Honsby [no sail number]. Other craft included Wilfred's Hobie 18, Hans's Hobie Tiger, a Mystere 6.6, a Coolcat 16, a Nacra 500, a Hobie 16, several sailing boats of various sizes and, new this year, two windsurfers, one sailed by a veteran champion.

"Race Director" Joost Doelman started the boats off from a shallow water beach start using the rough handicap interval between the various boats which has worked fairly well in previous years. First home was one of the windsurfers who started almost last but beat the first boat home. Once again Vic Coleman came first 10 minutes later just pipping Machtel who was just behind approaching the final buoy. She tried a short tack to beat Vic, miscalculated just missed it and had to go round allowing Vic to claim his usual first place.

The afternoon was thoroughly enjoyable and it was decided to have another one a week later. This time it would be a massed start with the handicaps applied at the end. An extra French Sprint joined the group for this one. As it turned out that afternoon was quite windy, F2-3 gusting F5, enough to put off several casual sailors [including me] and causing several others to abandon during the race. Several capsized perhaps trying too hard and some crews were close to being hypothermic by the end. Eventual winner was the Coolcat 16. Vic was once again the first Sprint home in third place overall after the handicaps were applied. There is a case for giving him an extra handicap over the other Sprints next time!! He sails almost daily from the beginning of July to mid-September and knows the lake better than anyone else.



Left: the course map set in a tablet of sand



News & Announcements

compiled by Ed.



In last issue of Newsprint, we published an article in memory of Chris Black who was a long time member of The Association and a regular on the Nationals and TT circuit. His wife, Judith brings us up to date on the legacy he has left the world of Sprint 15 and cat sailing in general.
(Chris is pictured inset right)



The 'Black Cat' in action

by Judith Black

Chris sailed with the Sprint 15 fleet at Graham Water Sailing Club for many years. He wished to encourage junior sailors through a legacy for the purchase of a Training Catamaran for use of the Club. We are pleased to report that the boat, a Dart 16, with distinctive blue and white sails, has been in regular use since April. It was particularly in demand during the recent Summer Camp hosted at Grafham Water over four days. Thirty two young people between eight and fourteen took part and enjoyed their first sailing challenge in the Chris Black boat. The club offers taster sessions and opportunities for novice sailors to hire the boat and this is proving popular as a means of introducing youngsters to a world of cat sailing and developing their skills. Pictures show the boat at Grafham with some of the many young people who are now training and sailing there.



The Word from the Web

The Association was sad to accept the resignation of our webmaster, Martin Searle (pictured right). Martin set up the website in the first instance and has, over many years developed it into easily one of the best and arguably, the best, class association website in the UK. The work that Martin put in to the website cannot be overstated. The "All Time Leader Board" in which every member's results at events is recorded and scored is a huge amount of work in itself. It was not uncommon for Martin to forego some races at the Nationals, just so the results were available at the completion of each day's racing.

In recognition of such hard work and dedication, Martin was awarded the Peter Mayne Trophy which is presented by the committee from time to time to members who have given outstanding service to The Class. Martin is a deserved winner of this prestigious award. Good wishes go to Martin for the future and it is hoped that we will see him on the water when time permits.

Our new webmaster is Liam Thom (pictured right) who has already set about building on the great legacy that Martin has left us. Martin will be a hard act to follow. No pressure, Liam, but we know you're up to it. Check out the new look if you haven't done so already. Ed.



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SOCIAL MEDIA -
are you signed up
to spread the word?



Are you signed up to "Facebook" and/or "Twitter"? They're a great way to keep in touch with family, friends and organisations whose latest activities may be of interest to you. **But, more importantly** - if you've visited the Sprint 15 website of late, you will have noticed that The Association has a Facebook page, a Twitter account and links to Google Plus and You Tube. It's all about spreading the word about what a great organisation we are and raising our profile in the world of sailing and cat sailing in particular **-AND YOU CAN HELP!** Getting active has many benefits for you and The Class you love.

You can share pictures. You can hear about events and activities via your smartphone or tablet without going online on your computer. Receive postings on the "Chat" as soon as they are live. Connect with e.g. Windsport, Yachts & Yachting, The America's Cup, Ben Ainslie Racing Team to name just a few. Share activities at your club with others. It's all out there and you can help spread the word about Sprint 15 sailing to the global audience. It's one part of many ways we can all help to secure our future and attract new members and keep us at the forefront of cat sailing. Do give it a go if you don't already. Ed.

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MINUTES OF THE 2015 SPRINT 15 ASSOCIATION AGM : VENUE NETLEY SAILING CLUB

DATE FRIDAY 30TH JULY 2015 : TIME STARTED 6:46pm

Introduction

Gordon Goldstone (Chairman) opened the meeting and welcomed all. He advised Committee would present individual reports one at a time summarized as follows.

Committee Member Updates:

Paul Craft (Southern Rep): Had nothing to add.

Ed Tuite-Dalton (Northern Rep): Northern fleets growing. Howard Hawkes training been well received and assisting growth. Will try to get more northerners travelling to events.

Gordon Goldstone: Confirmed he was disappointed by lack of sailing in the North particularly at events (with the notable exception of Robin Boardman who was sailing both too often and too well! – not a serious comment). A need to build up fleets particularly at Beaver and Carsington was identified.

Gary Burrows (Treasurer): Finances all good again. But!!

Could give no details as waiting for statements etc. and promised he would do a detailed expose for next magazine so we can all see where we are and where the money goes. However, he reported that finances were generally very healthy and we, as a fleet, need to decide how to invest some of the money into growing the fleet. (Buying beer or red wine for him at events not seen as a sustainable option). Need to look at whether we could subsidise youths and first timers at events and pay for more training at and before events. If anyone has other ideas please let him or other Committee bod know.

Paul Craft: We have to be careful as TT attendances dropping off especially up North. How do we build attendance and bring in new blood? Also identified key need to support supplier (Windsport). What does our constitution allow us to do re charging for events etc.?

Gordon Goldstone: Howard Hawkes training very good and very well received. Could we suggest to him any clubs that would benefit from his training?

Howard Hawkes (Training Co-ordinator): Focussing on back of fleet sailors so as to bring up to speed so as to encourage attendance at events and show them a friendly face.

David Groom (Membership Secretary): 180 odd Members. Membership has been fairly static over last few years. Numbers of people paying wrong subscription amounts well down but still a few including some here! Also worried contact details for some may be out of date but we cannot change if not told wrong. Will try and check info. on entry forms against info. on the database.

George Love (Magazine Editor): Asked - Do you all like the latest format of the magazine? i.e. No race reports with exception of Nationals' events as they are all on the web. (Thunderous applause, so we assume yes). Proposes to maintain new editions to two a year so overall costs of around £3:80 per edition including printing, despatch and posting reflects £20 membership fee. The magazine is a major expense. Still needs articles from the members as, without them, the future of everyone's favourite publication may hang in the balance. No articles from the membership equals no magazine.

The plea was - please keep your editor in a job!

Erling Holmberg (Events): Next years Nationals Pwllheli at the end August with Sports Nationals at Instow in May. Winter series and summer TT's coming together and hoping for an east coast Nationals venue for 2017. Winter events will try 3 races including a discard.

Other Matters

Gordon Goldstone: Martin Searle standing down as web maestro and Liam Thom taking over. Many thanks to both (rapturous applause)

Paul Craft: Eurocat likely to be every three years as "Europeans" to allow people to save up holiday leave and money and make more special.

Gordon Goldstone: Existing Committee plus Liam willing to stand again are people happy with this. (All in attendance voted "Yes")

Gordon Goldstone: AGM/Rules change proposal re: advertising on sails. Is everyone happy and do they understand proposal? All present confirmed "yes" and "yes" – motion carried)

Meeting Ended 7:17pm

Post AGM Matters

Committee debated: Financial matters notably need to publicise details of the financial situation probably in next magazine and thereafter at future AGMs. Also need to look at modernising banking arrangements to make life easier for secretary and treasurer.

Setting up of an online secure database to allow committee to access member's details

Potential for enhanced promotion measures for the fleet to help build numbers sailing and racing catamarans. Agreed Committee to come up with thoughts to be discussed at future Committee meeting - probably Grafham later on this year.

Meeting Ended 7:32pm



Once again, we're top of the shop for Nationals' attendances across all the UK catamaran classes according to Y&Y who have compiled and kindly provided this chart as incontrovertible evidence. And this despite a relatively lowly attendance at Netley which was not up to our usual numbers. Our attendance at Yaverland for the Sport Nationals also secures us third spot as well - brilliant!

And - if you've got a story to tell about anything happening at your club which is S15 related - send it to Y&Y who will publish it in the 'Clubs & Classes' section, thereby raising our class profile even more. Send items to Mark Jardine -

mark@yachtsandyachting.com
-who will post it on their website in no time flat.



Those Present: Gordon Goldstone, Ed Tuite-Dalton, David Groom, Bob Carter, George Love, Liam Thom, Paul Craft and Erling Holmberg. **Apologies** Howard Hawkes and Gary Burrows

Introduction

The meeting considered various initiatives in terms of how existing funds could be used to promote the fleet, increase its attractiveness and promote attendance at events.

The initiatives discussed below came from a series of emails between the Committee summarised and circulated by Gordon into one overall email in advance of the meeting and an email from Brian Phipps (**Windsport**) from which any additional potential actions not already on the agenda were raised by Gordon.

(N.B. subsequent ideas circulated by Gary Burrows to be discussed at a future meeting). The starting point agreed wholeheartedly by all was that we were not going to spend members funds just for the sake of it and that our intentions would be publicised widely. For the record, the Association has around £18.5K in the bank having dealt with the main expenses for this year.

The first decision of the Committee was that £10K should be kept in reserve with £3K of that set aside for working capital and the remainder to fund any initiatives seen worthy of pursuing.

Actions

The following were the agreed actions (see *italics*) grouped together with the aim of avoiding duplication whenever possible!

Five Year Plan: *Paul Craft to produce a five year plan for agreement and subsequent publication in the magazine based on the actions agreed as worth pursuing. This is to be reviewed on an annual basis by the Committee with an emphasis on monitoring spend on publicity action so as to see effect. Results to be reported to the Membership via the AGM and/or magazine.*

Accounts: To support above and to follow up action agreed at the last AGM. *Gary Burrows to produce annual accounts for discussion and agreement at the annual AGM and then publication in the magazine.*

Web and Internet Publicity: Agreed that Yachts and Yachting website good for news items and event reports but little if any cat content in the magazine. Also identified that there are many other possible free websites that could be used (e.g. Catamaran Racing News and Design) and others including You Tube TV. Also many other social media platforms e.g. Facebook and Twitter that we already have a presence on but could make more use of to show vitality of the fleet. *David Groom to research websites further and report back.*

Sprint Web Site: Review and refresh web site especially regarding contact details and contents. Undate some articles, add link to how to get a trial sail and freshen up look of pages as required. Make it easier to access contact details for clubs and area reps. *Bob to suggest changes and Liam to enact.*

Facebook/Twitter: We have a presence on these sites but all members could do more to spread the message of the benefits of Sprint

15 sailing and the vitality of the fleet if they knew how to! *Liam to do article for Magazine explaining to Members how to use Facebook and Twitter to best effect in that regard.*

Event Publicity: Our web site and its content seen as a major asset to build on. Best way of doing this to use it and Facebook and Twitter (see above) to publicise upcoming events, do mini reports during the events and then articles for Yachts and Yachting etc. as soon as possible post event. Basic need to build on what we already do pretty well and also involve local press before during and after main events. *David Groom to take lead for major events working with Windsport.*

Other Publicity: Our second major asset is the magazine and associated publicity information we produce. It was agreed the magazine has to be retained twice yearly and in paper form but that extra copies should be sent out to all clubs, notably cat clubs, for use of club members. Key need to sell benefits of the fleet to monohull sailors e.g. Laser sailors getting on in years that are fed up of falling over on the water or people again of certain years struggling to find a crew. In reality our main draw is for people of a certain age wanting cheap one design racing with big fleets and this is the message we must sell hard. *Action for all with David Groom (who will move from Membership Secretary to Publicity Officer in 2016) and George Love to lead on.*

Training: Third great strength in terms of Howard and Brian with support of others. Fleet to support cost of providing ongoing training (50%) from both the these providers linked to support at first few events so as to grow skills of lower and middle end of the fleets and encourage attendance at events and be a really good shop window for the fleet to the rest of the sailing world. *Howard to work with Gordon and Brian to produce costed ideas for subsequent agreement. Also see if Stuart Snell will provide support at events - a role he has been happy to do in the past.*

Dinghy Show: Seen as a costly (money and time) but necessary evil so main discussion on how to maximise returns. Need better publicity information both on the stand and to hand out and must be used to draw in sailors from other fleets. May include persuading RYA to have a catamaran area or combining stand with either just the Dart 18's or UKCRA. If doing anything for next year has to happen fast. *Howard to consider further and speak to individuals in other fleets and Brian.*

Flags and stickers: Benefits of two times Sprint 15 banner signs at events accepted likely cost £300 each. Also benefit of car and boat stickers agreed. *Paul Craft to progress and order working with David and George re artwork and slogans.*

T Shirts: Association to pay set up costs for the artwork etc. for quality polo shirts and sweat shirts publicising fleet

personalised to include individual boat numbers and names (as done by North Devon Yacht Club). *Gordon to progress working with George and David re images and text.*

Events: Free entry to first TT and reduced fees for first Nationals for Association Members. Reduced price entry for juniors and those that bring a first time friend. Arrangements in place to facilitate electronic payments (incl. Paypal) and on-line entry and whenever possible all entry forms to require people to fill in email addresses and phone numbers. *Erling and Liam to progress.*

Review number and type of events and use of main cat events e.g. East Coast Piers Race rather than summer TT's. Survey through magazine or web of members to ascertain views re number and type of races. *Erling, George and Liam to action.*

Raffles and Sponsorship: Could we get more sponsorship from main fleet suppliers at major events (goodies or free meals) or could we approach other routing Nationals sponsors e.g. ZHIK as do other fleets? *David to explore further in liaison with Brian*

Benefits: Sell benefits of cheaper insurance through David Lloyd, access to subsidised "refurbish a boat deal" if Brian still offering, reduced prices on boats and sails if on offer, overall level of Windsport support at main events, access to Erling's "limited" spare parts e.g. battens at other events and extensive training opportunities available. Sell benefits hard through web site and flyers at events. *George and David to action in terms of contents of web and welcome packs.*

Membership Secretary: New membership secretary from January 2016 to help spread load of new tasks around the Committee. *Gordon to confirm.*

Clubs and Class Captains: Reinvalidate and enthuse area reps. and class captains at clubs to use all of the above to stress benefits of Class and encourage people to move into it through spreading the gospel, ensuring publicity information available at clubs and offering trial sails etc. *Bob to identify relevant individuals and then support their work.*

UKCRA: Work with UKCRA to see how they can focus overall marketing of cat sailing through their main annual event, dinghy show, lobbying of the RYA and Trade Press and web site. *Gordon to discuss with them at next Dinghy Show.*

Conclusion

The suggested actions will all help to publicise the benefits of the fleet at what at first sight seems to be a reasonable cost. Key need to review through five year plan and amend as required on an annual basis and to keep members informed.

Cartoons and Commandments



How about this for a double act?
The latest take on the lighter side of Sprint 15 sailing from cartoonist Phil complimented by some thoughts on suitable behaviour to which we should all adhere - according to webmaster Liam.

The Ten Commandments of Sailing. (according to Liam and with apologies to William Fawcett)

Commandment 1. Every man shall present himself at the place of meeting quietly, suitably clothed and in good time. He who uses sail or oar to propel his craft steadily to its destination is better than he who uses a motorized contraption. He who uses any manner of engine or machine, except as a necessity, is an abomination.

Commandment 2. Every man shall first salute and speak words of comfort to the flag officers and safety personnel, knowing full well that they have hard work to perform. He shall then count the boats and examine them with great joy but in a quiet manner. He shall then likewise cheerfully salute his friends. He that shall say that the day will be a bad sailing one or, in any manner, endeavour to prophecy evil is an abomination.

Commandment 3. It is acceptable that those of experience shall, at all times, give explanation and encouragement by word and deed to all young persons, so that sailing may

continue on the water from generation to generation. He who thinks he knows, when he knows not, is an abomination.

Commandment 4. Every man shall remember that the water he passes over is not his own property. Whosoever uses not due care and consideration is an abomination.

Commandment 5. He who talks loudly or who flies a hull unnecessarily is an abomination. He who wears an apron or mackintosh on wet days or who uses any other device for making a mountebank of himself, or in any way causes inconvenience to any boat or sailor is an abomination.



Erling (left), current joint holder of the Sprint 15 OTT Trophy, comes up with some antics to defend that title!

And, has Paul, (below) our all conquering 2015 National Champion, 2015 Sport National Champion and 2015 Summer TT Series Champion broken the first commandment by not adhering to the provisions contained in the first sentence of said commandment. A new pair of shorts and a leg wax should address the situation.

Commandment 6. If it be possible, let every true believer abstain from all meat and drink, save only such as is necessary to sustain life. Let the whole day be kept as a special fasting and strengthening of the mind for the sail. In the evening he shall partake of suitable meat and drink and on the evening after a good day he shall have a special allowance.

Commandment 7. He who, of his own free will, goes home before the race is finished or who is displeased with the day or who is not fully uplifted, joyful and thankful of the day is an abomination.

Commandment 8. Whosoever takes to the water on a personal watercraft is an abomination. May his dwelling become desolate and his possessions a desert. May his mind be filled with bitterness and his body with pain.

Commandment 9. Whosoever lives as a cheerful good neighbour, striving to help and encourage his friends at all times, and who crews for others if he has not a boat and by whose behaviour sailing is never brought into dishonour; may he live long and be happy and may his possessions be as the sand by the seashore for multitude.

Commandment 10. And may all men, rich and poor, have equal rights and pleasures in sailing if they devoutly agree to these articles.



2015 Windsport National Championships



The 2015 Sprint 15 National Championship was held at Netley Sailing Club over the long weekend of the 31st July to the 1st August. The 47 competitors included three boats from this cat-friendly club with one sailed by Luke Scott in his first ever Sprint event. Sailors came from far and wide with the visitor from Halifax being surprised to be trumped by a visitor from New York.

Numbers were down due to an unfortunate need to change the date after many had made holiday plans for the year meaning the fleet just fell out of the 50 plus club for the first time in many years.

The weather was basically perfect with sunshine and sea breezes allowing champagne sailing conditions particularly on the last day and facilitating long recovery sessions on the terrace and later on into the night on the club camp site.

Day one dawned windless but the Race Officer, David Henshall, set a postponement expecting that wind was coming early p.m. His highly efficient race team laid the marks for an initially confusing but very sensible, and soon to become familiar, course providing two long and three shorter beats, three runs and two reaches utilising the full width of Southampton Water when required.

This was the day for the light wind

experts allowing Robin Boardman and Stuart Snell to shine. They were closely followed by Paul Grattage sailing one of the new Sprint 15s.

Day two was more of a mix with again no wind in the morning but an increasing breeze as the races progressed. The breeze was shifting allowing tactical advantages for those who spotted it as did the tide running down the start line making it essential to avoid the multiple pile-ups at the pin end. Paul Grattage and Robin Boardman dominated with Kevin Dutch, Paul Craft and Jim Bowie featuring as the wind increased. A rare error (OCS) meant Paul Grattage had not won the event by the end of day two and had to compete on the last day. One race was sensibly abandoned after the pilot of a very large container ship had panicked somewhat when confronted by what he described as hundreds of fast moving white sailing boats between him and his destination. Surprisingly some competitors were not sure what the abandonment was for!

Day three was champagne Sunday.

A gentle breeze greeted the competitors and this filled into a steady southwesterly force three by the time they launched. This increased over the day into a boisterous force four which, with a meaningful chop and sunshine,

showed the Sprint's pedigree off to the full. The heavier conditions suited those who had shone the day before with Kevin Dutch taking the first race. Paul Grattage took the bullet on race two, making him National Champion for 2015 and keeping his chances for a clean sweep of Sprint15 major events alive.

Other major trophy winners included Christine Roman who took the ladies' prize, Henry and Simon Giles who took the two-up cup, Joe Baker who took the youth prize and Thorpe Bay who won the Team Trophy.

Away from the water the fleet confounded its reputation and socialised hard with the bar full each night and much talking on the terrace serenaded by live music and a sail past by three large cruise ships on the Saturday night.

The Association dinner was excellently prepared and served by catering students from Eastleigh College. Thanks to the weather gods who allowed the locals to boast it is always like this here. David Henshall and the on-the-water team Rosie Parker - (Commodore and non-stop grafter), her son Alex - overall event organiser, the shoreside team, the club caterers who were there from dawn until almost dusk and Windsport for the sponsorship and event support as efficiently provided by newbie Windsport Team Member Rosie Snell (see page 26).



Sponsors of the 2015
Sprint 15 National Championships





For the record - the full list of individual results

Name	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
Paul Grattage	2018	Shanklin Sailing Club	2	2	1	48 OCS	1	3	1	7	1
Robin Boardman	1988	Halifax Sailing Club	3	1	3	1	9	2	4	10	2
Kevin Dutch	1938	Seasalter Sailing Club	12	8	14	3	2	1	2	16	3
Paul Craft	1928	Worthing Sailing Club	5	33	48 DNF	2	4	4	3	18	4
Jim Bowie	1981	Thorpe Bay Yacht Club	6	5	20	4	3	10	5	23	5
Stuart Snell	2016	Grafham Water Sailing Club	1	3	7	7	7	6	9	24	6
Steve Healy	1921	Thorpe Bay Yacht Club	4	4	5	20	10	9	14	32	7
Chris Tillyer	1953	Thorpe Bay Yacht Club	14	6	2	8	6	19	16	36	8
Paul Roberts	1054	Dee Sailing Club	25	10	9	14	12	8	6	45	9
Ed Tuite Dalton	1940	Draycote Water Sailing Club	9	9	17	48 DSO	17	12	11	58	10
Steve Sawford	1989	Rutland Water Sailing Club	15	7	23	10	5	48 DNS	48 DNS	60	11
Gary Sverdlhoff	1963	Thorpe Bay Yacht Club	21	21	6	12	13	18	12	61	12
Liam Thom	1957	Shanklin Sailing Club	13	22	4	16	15	14	20	62	13
Simon Giles & Henry Giles	1944	Shanklin Sailing Club	10	12	8	23	14	48 DNF	18	62	14
Luke Scott	2014	Netley Sailing Club	23	38	37	15	8	5	15	66	15
Howard Hawkes	1267	Snettisham Beach SC	48 OCS	24	12	19	19	7	10	67	16
Mark Hollis	1980	Seasalter Sailing Club	27	16	22	17	18	11	7	69	17
George Love	1825	Carsington Sailing Club	11	11	11	11	48 DSO	29	25	69	18
Erling Holmberg	2007	Shanklin Sailing Club	20	14	10	13	16	48 DNF	23	73	19
John Manning	1955	Beaver Sailing Club	18	25	15	5	33	21	21	80	20
Christine Roman	1925	Shanklin Sailing Club	22	13	16	6	23	48 DNF	24	80	21
Robert England	1351	Dee Sailing Club	8	18	25	18	20	30	17	81	22
David Groom	1714	Netley Sailing Club	39	39	28	24	11	13	8	84	23
Gary Burrows	1871	Thorpe Bay Yacht Club	7	29	33	22	36	15	19	92	24
Keith Persin	1551	Thorpe Bay Yacht Club	17	17	30	21	26	23	34	104	25
Richard Harrison	2001	Netley Sailing Club	16	37	21	26	29	17	28	108	26
Roger Ackroyd	1715	Witham Sailing Club	40	28	18	9	32	28	29	112	27
Steve Roberts	1910	Dee Sailing Club	29	27	13	31	48 DNS	22	22	113	28
Jon Pearse	1339	Marconi Sailing Club	26	15	27	25	41	20	30	113	29
Joe Baker	1406	Isle of Sheppy Sailing Club	24	20	24	43	24	27	31	119	30
Gordon Goldstone	2004	Queen Mary Sailing Club	36	30	31	34	22	25	13	121	31
Donald Sloan	1240	Brightlingsea Sailing Club	32	23	32	27	40	16	33	130	32
Micheal Taylor	1498	Thorpe Bay Yacht Club	33	34	19	35	28	24	27	131	33
Gordon Deuce	1461	Brightlingsea Sailing Club	34	36	29	33	31	26	26	145	34
Rob Bailey	1755	Thorpe Bay Yacht Club	19	19	36	38	39	48 DNF	48 DNS	151	35
John Shenton	1956	Shanklin Sailing Club	28	32	34	32	44	38	35	161	36
Andy Richards	1242	RYA	35	35	40	48 DNF	21	34	37	162	37
Mark Bunyan	1343	Stewartby Water Sports Club	31	31	35	39	30	39	48 DNS	166	38
Bill Hurr	1736	Draycote Water Sailing Club	30	42	42	42	27	36	36	171	39
Andy Bunyan	1289	Stewartby Water Sports Club	43	44	45	41	25	31	32	172	40
Alan Grant	791	Thorpe Bay Yacht Club	38	26	44	36	35	37	39	172	41
Neil Harwood	1526	Open Dinghy Club	48 DSO	43	38	29	38	32	38	175	42
Andrew Berisford	1947	Brightlingsea Sailing Club	37	41	39	30	37	33	40	176	43
Gerald Sverdlhoff & Nathan Sverdlhoff	1933	Thorpe Bay Yacht Club	48 DNS	48 DNS	43	40	34	35	41	193	44
Keith Bartlett	1962	Open Dinghy Club	42	48 DNF	41	28	43	48 DNF	48 DNS	202	45
Eric Sales & Amy Foster	1868	Seasalter Sailing Club	44	45	26	48 DNS	48 DNS	48 DNF	42	205	46
Paul Shields	1644	Seasalter Sailing Club	41	40	46	37	42	48 DNF	48 DNS	206	47



National Treasures -
 (clockwise from top left)
 Paul Roberts : Most Improved
 Andy Berisford : Most Persistent : (Paul Smith Trophy)
 Simon & Henry Giles : first Two-up Boat
 Joe Baker : first Junior
 Robin Boardman : first 50-plus competitor

 Prizes presented by Sissy Dewhirst

 On the water pics. by Alan Howie-Wood
 Prizegiving pics. by George Love

My Trip Across The Pond

by Andy Richards



My 6000 mile round trip to the 2015 Sprint 15 Nationals.

For my sins I am at the beck and call of my boss, working at different locations around the world. I landed in the UK after travelling back from a factory in the Catskills Mountains of New York State after a few too many beers on the Thursday morning before the Nationals. This was my first time and I am so glad I made the trip. It is now the Tuesday after the event and, as I write this, I have a smile on my face while watching social disorder descending into chaos in BA's Terminal 5 at Heathrow due to a power failure on the luggage system. The last time I saw this type of social disorder was at Netley on day one, race two at the downwind mark on the first lap☺. But I am not going to complain as at least I got to fly home so I could



sail by myself at the ODC (Open Dingy Club) but do use the boat to take my family out on our coastline at East Preston, West Sussex. We have a good fleet of 15's in the club with about 6 coming out on most weeks for club races.

At the start of the year Keith Bartlett, another Club member and long time Sprint 15 sailor, had put the word out about the Nationals being 'just down the road' at Netley. At that time I did not realise I would be 3500miles away! There was some general interest at the ODC but two days before the end of the cheap entry I plucked up the courage and entered. Keith and Neil 'the last Commodore' Harwood also joined me. To say the racing at the ODC was advanced would be a bit of an overstatement but I always enjoyed it and it was always competitive even though most of us would lie if we said we know the all of the racing rules. We even have a different starting sequence with each new race officer, but I do love the Club and its basic shed and boat park on the beach.

I am sure that somewhere else in this

Left: Team Open Dinghy Club (Andy second from left)
Right; some small libations to aid digestion at the formal dinner (Andy far right)

attend the Nationals and what a great event it was for all who made the trip to Southampton Water. The conversation with my boss had gone something like - "Andy I need you to go to the US at short notice and support one of the team". " ButI have a sailing race" I replied. "There will be others - you race all the time", he retorted. "But this is the National Championships - and I have qualified!" I expanded on the truth but you could say owning a 15, joining the Sprint Association and paying the entry fee would class as qualifying. "Well, you'd better fly back then", - he relented. He's a good boss.

I have owned a Sprint 15 for a year, so this was my second season (for us summer sailors). I have traded up from a Dart 16. I paid about £1600 for the boat (sail number 1242) from its home at Shanklin on the Isle of Wight. I mainly

magazine you will get the lowdown about the weather and racing but I was secretly happy that the wind was light on the first day.

I learned loads on the event and that was what it was all about for me - to see how fast you can make the boat go and how to sail in large fleets without giving away loads of places. There is still a lot of improvement needed in this area.

I have helmed on a shorthanded Contessa 32 in the Round the Islands twice and some other single class Sunsail yachts but this was some of the most exciting racing I have ever taken part in. Rounding a mark with 6 to 10 other boats four abreast was interesting and nerve testing!

On Race two of the second day after one of my better starts my tiller came off in my hand and I was left sailing back to shore with just the cross bar. Once

reaching the shore, one of the Netley team (Alex) ran over to me to find out the problem and after I showed him that the rubber attachment had snapped he jumped into action and I was back on the water to take part in the third race where I got my best result.

Over the three days my sailing improved exponentially - or I should say - over the first two days, as on the third day I think the previous day's red wine took its toll affecting rope pulling.

At the event dinner (the night of the red wine) I had shared a table with the Race Officer (Dougal), two ODC members (Neil and Keith) along with one ex-member (Paul) and an ex-swimming coach - well he worked for Marconi. We had a lot of banter, telling of stories about the day's sailing and sharing each other's personal stories and points of view. I was very impressed at how



friendly and accommodating the Netley sailing crew were and how they looked after us so well with food and drink. It was also very nice to be accepted into the Sprint 15 crowd to the point where the people at the top end of the fleet are sharing their tips and tricks.

All in all it was a great event with great people with a passion for sailing. And I can now say I am number 37 in the country at something!

The Sprint 15 is a great boat and I believe an ideal boat for the working person to learn to sail, take one's family on the sea , teach the kids to sail and even compete in the country's Nationals! I am now travelling back to the US and after sitting on the runway for 2hrs and then driving to the site I will have had a 23 hour day. But I got a chance to deliver on my promise and write this!



National Champion Paul Grattage

(pictured above receiving the 2015 Nationals trophy at Netley from Sissy Dewhirst) had wrapped up the Sprint 15 Catparts Summer TT series before the final event at Grafham. So Paul went mountaineering on the Grafham weekend leaving the rest of the fleet to scrap for the minor places at. Paul's task this year was made a bit easier due to injuries to his closest competitors. Stuart Snell missed events due to arm/shoulder injury and boat damage and Kevin Dutch fell over and broke his arm during the summer. Foul play is not suspected but there is some speculation that alcohol might have been involved.

The series kicked off with the Southern Championships at Seasalter on breezy weekend in April where 16 visitors joined 9 locals for some exciting sailing. On Saturday there was a stonking northerly wind gusting to over 30mph which caused a big onshore swell. Paul Grattage won both the races on Saturday hotly pursued by Kevin Dutch, Robert Finch and Mark Hollis. On Sunday the Northerly wind dropped through the day and the races were won by Paul Grattage and Chris Tillyer, the latter of whom found the lighter conditions very much to his liking. So Grattage (1,1,1) became Southern Champion from Tillyer (4,2,1) and Dutch (2,3,6). Hollis, Steve Healy, Robert Finch and Jon Finch took fourth to seventh places respectively.

In the first weekend of May ten Sprint 15s from the UK travelled to take part in Eurocat at Carnac once again being the biggest UK Class contingent. This year it

did not form part of the Summer Traveller Series. For the details, check out the last edition of 'Newsprint' (Spring 2015), our website or Yachts & Yachting website.

The Northern Championships were held at Rutland in mid-May but the lack of a home Sprint 15 fleet and the reluctance of the Northern fleet to travel meant that the event was just attended by 11 travellers. There was a decent wind and the fleet were dismayed when the race officer postponed the first race by an hour due to a 24 knot gust (just the conditions our guys enjoy). Once the event got underway, Grattage won quite easily with 5 guns from Tillyer (15 points), Erling Holmberg (17.5) and Paul Craft (22). Sadly, Stuart Snell suffered being 'T' boned by a (windward) A Class boat whilst the helm was apparently looking for Specsavers. One hull of Snell's boat was written off leaving him to wait some months for a replacement hull.

The Sport mode National Championships were in June at Yaverland (34 entries) and the Sprint 15 Nationals at Netley (47 entries) were in early August.

So*, the next traveller event was at the Stokes Bay Cat Open in early September where 12 travellers took part (7 from Shanklin and one, Mike Gough, from Yorkshire Dales S.C. – well done Mike). It was a light wind weekend but, once again, Grattage won with three guns from Snell (2,1,2) who was sailing with a borrowed hull. Jim Bowie was third from Liam Thom who both had 10 points and David Groom took fifth place. (*The Sprint 15 Association target is to have one traveller every month of the year.)

The next traveller was (perversely) in late September at Marconi - a date which was unusually late in the year (a venue we usually visit in the April) due to the tides this year. This date did not seem so popular as 8 travellers joined just 4 locals at a club where there is a big local fleet. Once again, it was a light wind weekend and Grattage won (again) with 3 guns from Craft and the locals of David Ball and Kevin Kirby. It is traditional that we hold a long distance race at Marconi which is usually a figure

of eight course around Northey and Osea Islands. This year we went out to sea to round the Ross Revenge – better known as the home of Radio Caroline – currently moored in the River Blackwater. It made a pleasant change. Kirby showed the fleet a clean pair of transoms to win the Long Distance Cup (when we can find it) from Craft and Grattage.

The final event of the Series was at the Grafham Cat Open in mid October. Grattage was off mountaineering but 29 helms slogged it out for the Inland Championships and second place in the Summer TT Series. Saturday was just what the fleet wanted – a stiff northerly breeze which resulted in some challenging sailing. The prodigal Thomas Sandal (who has not sailed this year), showed that he had not lost his mojo by leading the first 2 races from start to finish after washing off the cobwebs. By the third race on Saturday Sandal was knackered and Kirby won to become the narrow overnight leader from Steve Sawford and Sandal. On Sunday the wind had dropped a couple of notches and other sailors came to the fore. Notably Snell took 2 guns and Jim Bowie took two second places before Sandal recovered his composure to take the final gun in race 6. It was very close at the top but Snell took the Inland Championships from fellow Grafham sailor, Sandal, with Bowie and Sawford in third and fourth both on 20 points. **In the Summer TT Series** no one could beat Grattage but Snell overtook Tillyer (who was having an uncharacteristic poor event) for second place.

Final Results Summary:

Overall TT Series Top Places: 1st Paul Grattage (Shanklin) 3 pts, 2nd Stuart Snell (Grafham) 8 pts, 3rd Chris Tillyer (Thorpe Bay) 9 pts, 4th Paul Craft (Worthing) 12pts, 5th Jim Bowie (Thorpe Bay) 14 pts, 6th Erling Holmberg (Shanklin), 7th Stuart Pegum (Oxford), 8th David Groom (Netley), 9th Gordon Goldstone (Queen Mary)

Traveller Champion & Standard Mode

Champion: Paul Grattage (Shanklin)

Southern Champion: Paul Grattage (Shanklin)

Northern Champion: Paul Grattage (Shanklin)



Left:
Stuart Snell sailed to second place in the 2015 TT series and was the only one to wrest a title from the domination of Paul Grattage.

Right:
Chris Tillyer (1953) took third overall in the series pipped by Stuart by a single point.



Windsport Training Weekend

by Liam Thom



10th and 11th October 2015

Instructor: Brian Phipps

Enforcer: Liam Thom

Students: Tom Beasley (Shanklin), Liam Bunclark (Instow), Bill Hurr (Draycote), Mark Randerson (Shanklin), Wayne Silver (Instow), Ian Wilkinson (Shanklin)

Brian Phipps of Windsport very kindly offered a place on a training weekend to one sailor from each Sprint 15 Association event in the summer of 2015 with the winner being chosen by raffle. The places were mostly won by elite sailors and David Groom and they very kindly passed them down the food chain until they reached those who could benefit the most.

Three of the places ended up with sailors from Shanklin and somehow Erling got talked into lending his car and trailer and I got talked into driving. We arrived in the hamlet of Mylor by the Fal Estuary in Cornwall on the Friday evening and set about rigging three catamarans. We also met the two sailors from Instow and they allowed us to punish their trampolines with a large stick. I had brought my windsurfer with me and rigged that up with so much downhaul that I snapped the mast in two.

Brian and his wife, Cookie had prepared a barbecue for us at their lovely house which is next to the Windsport buildings and land. We were unable to adequately analyse the weaknesses of the opposition so, having eaten as many of the hot dogs as we could, we adjourned to the Pandora Inn. The next morning Brian welcomed us into his classroom and read out some of

the forms people had sent in. He had asked each sailor what their strengths and weaknesses were. Their strengths were varied. Tom is a good 200 metre sprinter, Ian has an artistic bent and Mark is a top class chef. Mark's weakness was slowness on a boat, Ian's was an inability to start within 400 yards of the line and Tom's flaw was being incredibly polite and courteous while on the water. However, none of them had written that down.

Brian had devised some cunning exercises and he described them on his whiteboard together with a system of flags and whistles to confuse the sailors. All his students nodded their understanding and pretended they knew what was going on.

I had intended to sail around on my windsurfer but Brian was very kind in allowing me to accompany him on his RIB so, having helped the six boats get on the water, I waded out to the dinghy and jumped on. Conditions were perfect with a good force four to five blowing across the estuary.

The first exercise was for the sailors to sail round a small three cornered anti-clockwise course. Brian had emphasised the need to be aware of boats behind and to windward before tacking so he was delighted when six boats became locked together at the end of the first lap. They untangled themselves and Brian followed them around talking comments into his camcorder and shouting instructions through a tube like a 1930s film director. While Ian righted his capsized boat, the next task was to follow the RIB on a beam reach and go close hauled on a flag and whistle signal. They would probably have done better if the glamorous assistant understood what to do with the flags but most of them tacked when the whistle blew and the flag dropped. Instructions were given and gradually most of them cottoned on to the idea of tacking their way up to windward on each whistle. The two sailors from Devon were not used to turning their boats without a jib and they gained most from this exercise. When the boats got to the far end of the estuary they were turned back

downwind again and asked to repeatedly gybe back to the start. While Ian righted his boat again, the rest of the boats were asked to follow the RIB line astern at about 60 degrees to the wind and keep as close together as possible as Brian sped up and slowed down. Each sailor had to go directly behind the RIB for a few minutes before dropping to the back. Remarkably none of them crashed into each other. The harder task was when the boat turned further off the wind and they had to decelerate by sheeting in and using the rudders to brake. Time for lunch; we came in and took advantage of the excellent catering at the café in the village and then returned to the classroom where a projector was waiting to punish the students. There is no hiding from the video camera and any flaws in technique were immediately shown up. Brian also talked about the mechanics of the sail and how the sail is mostly facing the same direction to the wind on different points of sail – and it is the boat that changes angle. Brian emphasised the importance of the top tell-tales on a Sprint 15 sail, in particular the leeward woolly.

Back on the water the sailors were asked to sail a windward-leeward course with multiple tacks and gybes. Several of them foolishly complained about their boats and were kicked off onto the RIB while Brian showed them they actually worked fine after all. All the pupils were being pushed very hard with no tolerance of travellers out an inch further than necessary. Brian was trying to get all the sailors to tack well, not just tack, and this meant moving across at the last minute, easing the sheet in the middle of the turn and sheeting in as the boat accelerated. While Ian righted his boat again, the tacking on the whistle exercise was revisited and this time the boats worked their way up to windward, tacking more or less in unison.

The boats retired for the afternoon and I tried to rig up my windsurfer with a mast that Brian lent me. Unfortunately I snapped that one too.



Top:
Sailing in close formation

Left and right:
Brian with a mighty fist drives the RIB whilst coaching, filming and commenting - the master of extreme multi-tasking



That evening we went for a curry at the pub in the village. Some people even got what they ordered but whatever I ate it was very appetising. The highlight of the evening was when Tom Beasley asked Brian what he thought about alternative sail designs for the Sprint 15. The next morning started with Brian doing some land drill to teach exactly how he wanted people to tack and gybe their boats. He also got out on the wire and demonstrated going from one side to the other without sitting down. Brian then brutally analysed Mark's catamaran (which I sold him) pointing out its many flaws while suggesting possible upgradeable parts. We were then showed round the various Windsport barns and shown the crispness of a new sail. Unfortunately for Brian, no cheque books were produced. After explaining the exercises for the day we got out on the water and set up a start line with a third buoy to leeward

of the right hand start buoy. The sailors were asked to enter the start area between these buoys and spend as long as they could behind the line without tacking before making a proper start. Each time they went through the line, correctly or otherwise they had to sail round to the start again. Most hung too far back to start with and couldn't make the line but all managed to complete the task at least once. Bill and Tom managed to make starts after over two minutes with Tom lasting the longest. The next exercise was to do a normal start with a three minute countdown but the start could occur any time between 0 and 1 minute. Liam Bunclark nailed this task and got away from the others both times this was tried. After lunch there was a series of proper races. Tom was very fast but has the concentration span of a tulip so sailed off dangling from his trapeze. Bill showed he had learnt most from the weekend by winning all three races

although once Tom had decided to join us he was also very competitive. Meanwhile further back there were a few frank discussions about right of way. The third race ended with Ian luffing up violently into Mark's boat and splitting his own bow open. Brian gave the penalty to the windward boat but I wasn't so sure. Liam ordered me to get on his boat and sail it in and he helped Brian get the buoys in for the last time – so, in the end, I did get to sail and surprisingly didn't manage to snap the mast on Liam's boat. Back to the classroom for the last time and each were asked what they would take away from the course. Personally I could see how everybody had progressed massively and all were more confident in doing the mechanics of sailing correctly and handling the boat. I am extremely grateful to Brian for letting me sit in on the lessons and go with him on the RIB.

Windsport Training Weekend

by *Wayne Silver*



I was one of the lucky winners

of the prize donated by Windsport for two days' of training at their fantastically equipped HQ in the idyllic setting of Mylor Harbour just near Falmouth. I arrived on Friday 9th with Wendy, my other half, and Lilly our 'Westie'. This was to be our base for the week and the plan was that I would sail every day so that I could practise my new sailing skills taught by Brian Phipps over the weekend. Brian had set up a BBQ and a few beers so that we could all get acquainted although there were some familiar faces of sailors whom we had previously met on the Isle of Wight at this year's Sport Nationals. At 9.00 a.m. the following morning, all six trainees met in the classroom for a briefing. Brian explained a series of exercises we would be undertaking on the water. Then it was time to rig the boats in Una-rig format. Una-rig!? - this was a mode with which those of us from North Devon aren't familiar. There is always water at Mylor (how lucky is that) – another phenomenon that North Devon sailors can't quite accept! The wind was a good steady Force 3. We started out sailing a triangular course so Brian can see how much work he had to do with us. Next we followed the leader - Brian that is in his coaching RIB. Finally, we carried out a tacking and gybing exercise. We stopped for lunch followed by another briefing. Then it was back on the water

where we carried out the same exercises as the morning session to hone our techniques. I think its fair to say we had all improved. We finished about 4pm. We had covered so much. All agreed it had been a really good day's sailing. In the evening we all met up for a curry and a beer or two to discuss the day's events. I must say what nice company it was. On the Sunday we started with a briefing and some tuning and sailing techniques demonstrated by Brian on his demo boat. Once we were on the water the conditions were the same as the day before but the exercises took on a wholly different guise. Firstly, we tried to sail the boats as slow as possible! It very soon became clear the importance of applying and mastering these techniques in race conditions. We, again, practised starting, tacking and gybing. Finally we put all of the new skills learnt over the two days into racing. We had several short races all the same course. At the final briefing Brian asked us all what we felt we had learnt and everyone said something different. I think that is a great compliment to Brian and his teaching ability. I personally learnt lots from the weekend and I'm sure my sailing will be smoother, more controlled and faster. I'm really looking forward to getting back on the water.

Thanks to Brain, Cookie, Katie, Matt and Alex for a great weekend.

Far left: Ian Wilkinson looking good (including sail-see page 27)

Left : Wayne Silver

All pics. by Liam Thom



Above: Liam Bunclark
Below: Brian gets all the students in line both on and off the water

All pics. by Liam Thom



A Mascot's Nationals

Day -1 Arrived at the venue for the 2015 Nationals nice and early, 9:12am Thursday morning to be precise on a really nice sunny day with a decent northerly wind blowing. First thought this all looks a bit familiar, i.e. industrial landscape on other side of the water, large camping field, militant dog owners in the Park, flagpole in three pieces on the ground and a semi derelict clubhouse held up by the awning over the terrace. Mr. Keeny, temporary Windsport shop keeper, and his Mrs. already there and Mr. Keeny went for a sail (or sale see later) in what he confidently remarked would be the only decent breeze of the weekend. Helped my lord and master (joke) assist others to tidy up the main bar area involving an eviction of all contents both living and dead, a thorough Hoover and scrub and then put back the necessary kit, including the ex-Canberra chairs, to provide a high quality eating area for 75. Amazing what was found and disposed of (shame he threw away table decorations!) Later on, having donned necessary bio-hazard gear, helped him collect all abandoned kit in male changing room and store it in two large dustbins for future collection by owners. People who were at that time on the water and came back to find clothes moved not amused!! Then helped him boss around competitors as they arrived and his Mrs. prepare galley to provide hot drinks and hot food for the evening as he was too busy bossing around to help her. All food gone by 7:15 so should have made more. Most competitors arrived by road some of whom had suffered through ignoring helpful and targeted advice on the Association website not to use postcode in GPS and had therefore gone to the police college instead of the Sailing Club and some of whom had raised the wrath of the dog walkers by driving at over 2mph in the Park. The lunatic fringe arrived by water from the Isle of Wight, the first lunatic appearing late morning, then going back

to the IOW by bus and ferry so as to be able to come back by car with fellow Shanklin member Mr Noisy, early the following morning. The second lunatic arrived late evening when it was dark wearing shorts and a t-shirt and went off to find his somewhat unique camper vehicle. The first lunatic had chased up whether the second lunatic had arrived but had confirmed no problem (not bovvered) when told he had not. Third (lady) lunatic travelled home to the IOW every night and still made the start each morning all for some reason to do with a baby and care of aforementioned baby. Much sailing chit-chat in the bar and on the terrace that evening against a backdrop of a host of pretty lights reflecting on the water. A real dent was made in the beer and wine specially ordered in for the event. Someone had told the Club the 15 competitors do not drink which in fairness is often the case but..... over £1,600 taken over the weekend. Was the famous Netley influence already at work or are too many Dart 18 sailors now in the 15 fleet?

Day 1 - Loads of sunshine but no wind at first. Visitors sceptical of local assertions that we would have a decent breeze by lunchtime. Helped him marshal cars, boats, trailers and tents in normal bossy manner and somehow room was found for all. Briefing by Dave (Dougal) Henshall the Race Officer who had already displayed a course that to my mind looked far too complicated for simple Sprint folk. Thank god for the practice race but unbelievably some still got it wrong six races into the series. Competitors specifically warned about shipping movements and that liners, large car carriers, container ships and fast catamaran ferries do not give way. He then, as newly appointed temporary Sprint 15 fleet captain, gave talk re domestics, hazards on the water and

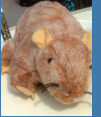
driving too fast across the Park. Kettle calling the pot black on this one as Dougal mentioned to all later. Helped launch by the Mrs., a very rare event, who then helped everyone else as well minus the kiss he got. Practice Race went well with Team Netley (yes there was such a thing) finishing line abreast in the early teens. Next two real races not so good, his starts were awful his boat speed as bad and in Race One, having overtaken the Dee contingent, he got so excited he rammed a mark head on and got it stuck between the mast and the bridle wire. Unfortunately our class photographer witnessed all and evidence is on the web site and Facebook. Funnily enough this must be a Netley issue as Luke (Sleepless Night) Scott, 18 expert but 15 total virgin, did the same thing later on and then had to go for a swim which earned him a spot prize that night from Dougal for total ineptness. Second race my beloved helm was almost more stupid than he had been in Race 1 as having cleverly missed the same mark by rounding it leaving at least 10 metres clear, he was not surprisingly caught behind and downwind of a line of boats and tacked off to get a clear wind. When I say tacked I should say half tacked as he was caught in irons, a position he then stayed in until 26 boats, which he counted loudly as they passed, had gone past. Another line abreast Netley finish but this time all in the 30's so Team Prize looking in doubt already. Normal culprits at the top end of the fleet notably Robin (Long Distance) Boardman and Lunatic Two sailing with Ted (not the foul mouthed, hard drinking and drug taking one). After racing much more drinking in the bar and on the terrace serenaded by an ex 15 sailor and his colleague. Decent barbeque including, first time for us, fried bananas for pudding and a further trip to the local discount warehouse for the club for yet more alcohol supplies to meet continuing and unexpected demands.

More- from across The Pond- who's that on dogwatch?

As a former member who emigrated four years ago to Canada and took his Dart 15 with him, I thought you might like a pic or two on Lake Ontario? This is my first sail in 4 years since bringing it over with me – one thing and another (including a debacle with “Registering” the home made trailer) prevented me from doing it sooner. I should've car topped it!
Sail Number is wrong for the boat (a spare I bought from a guy in Newcastle). Correct number is 1642 - I think.

Paul Ruddock, Burlington, Ontario





Day 2 - Same again at first but visitors less sceptical of local assertions that wind was on its way. Breakfast and briefing on the terrace and jolly japes involving Mr Lurv taking photos of a queue of competitors and a banner saying half-price sale in front of the Windsport trailer. How Maestro Brian, or is it Cookie, must have laughed when they saw the picture. New Committee boat today as Mr. Sleepless Nights had, stupidly?, lent the club his carefully race prepared Impala for the day prior to its use at Cowes. More sensibly, one of the other co-owners, and yet another 18 Sailor, was seen getting on with a very long and large stick in case any fending off was required. Wind picked up over the course of the racing and my helms results (he is a fattie) improved accordingly. He also, surprisingly, not only worked out that the tide was running down the line and that there would be a pile up at the pin end but also managed to avoid it. Starts continued to be competitive affairs with much pushing and shoving for the best spots on a line with surprisingly little spare water on it when the gun goes. Is this the 18 influence again?? During the racing we had a few pointed conversations with yachts one of which felt it was a good idea to tack across the lay line to the windward mark and another that decided to sail right by the gybe mark upwind of the approaching fleet seemingly in ignorance or denial of their existence. Race three better and doing well on first beat when race abandoned. When asked by some competitors why race abandoned we simply pointed to the huge container ship coming up the channel across the course. Oh yes they said. Tit of the day award went to Mr Pitchpole Dutch apparently for crossing the line with the boat in a vertical position with him hanging over the back of it.

That night formal dinner and, as is customary, we sat with the Dee contingent

and their support crew only to be asked to move by Mr. Noisy to allow our beloved Chairman and the NSC Commodore and their partners to sit together for no doubt high level discourse to take place. We were happy to sacrifice a long-term practice for the public good and went and sat at a table of mostly Essex boys instead. They were very hospitable and having run through the obvious topics of boot sales, make up, fake tan and relationships and sailing we ended up swapping cat stories of the four legged furry kind. Food was very good provided by a group of enthusiastic trainees including, to his delight, three types of pudding on a plate for dessert. Remaining beer and wine hit hard and all retired to bed to be serenaded?? by a large choir of NSC Members singing badly and off key, according to an expert Minion, extracts from the Jungle Book.

Day 3 - Perfect sunshine again together with light breeze that was due to build and come from the southeast. Champagne conditions here we come. Launched, no help from his Mrs. who had gone home. Blasted off towards the Committee boat. Line now set across the tide that was coming in so starting easier. First race really good start and chasing Dee Minor up the first beat. We were really pleased when we crossed him on starboard and then we got a gust and a lift off the shore that he said he had anticipated?????. Timed tack to perfection, went round and con bar fell off. He managed to reattach it without piling into other boats or going aground but Dee Minor now a speck on the horizon and Dee Major in sight. Helms stunning upwind speed, easy when your fat, allowed a recovery but, contrary to specific instructions, sleep deprived Scotty beat him only because he was using a fast new boat we reckoned. Last race he threw caution to

the wind and went off the line like a rocket narrowly missing being over in the last minute. Got to the mark in one piece with all the rock stars notably Mr. Keany who was just behind us and Mr. Original Sherry who was just ahead. Obviously downhill weight and lack of skill an issue so Mr. Keany shot past but we took him again on the next beat. Last beat superhuman effort from him, he leant out!, tacking up the shore to avoid the chop and take advantage of the lift and a final lay line to the mark over the sewer pipe, that we had advised all not to do. The extra 10m on Mr. Keany allowed us to beat him at the finish, be in the top ten and beat Mr. Sleepless who had, unfortunately of course, been caught dozing and got boxed in at the start. Fool of the day was the fleet 'youf', Ma Baker's son, who has not yet learnt to put his feet under the toe straps before hiking out. Made me laugh when Mr. Sherry remarked to Lord and Master he had seen him at the start of the last beat, had assumed no problem, he will not be there long, and was very surprised when he was still there at the windward mark. Lord and Master took this as a compliment but I am not sure. All in all from my viewpoint a very good event. A small Club worked hard to look after us all especially Dougal and the Magic Roundabout crew on the water Andy Pandy and the shore side staff and Rosie and Alex (not Jim) who slaved before during and after the event to make it a great success. Finally thanks to Clubhouse for remaining upright, the Class for drinking and contesting the starts, Dougal for setting a very good course that I understood and the Dewhirsts for coming over - especially Sissy for presenting all the prizes. Shame he forgot to mention them before!!

Next year Wales and hopefully us re-joining the over 50 Club.

My name is Mouse -ANONYMOUSE

"How to" service your rudder system Sprint 15 style.



The Sprint 15 rudder assembly is a great bit of kit despite the frustration some may have with it at times. The original Dart rudder assembly was an "ALL GRP affair", tiller arm, rudder head and blade. After about the first two hundred boats the unit was updated to a more robust system that provided a quick and simple operation that could be raised and lowered independently whilst steering and by using just one hand. There is probably no perfect catamaran rudder system - all have their own good points, bad points and limitations - but the Sprint 15 rudder system is pretty good and, with some respectful maintenance on occasions, will give years of good service. Lack of maintenance on any mechanical item will lead to failure - so a few checks little and often pays dividends.

2. Connecting bar: Check for corrosion across its length, in particular, around the tiller extension coupling point. Nearly all connecting bars have now been updated to the plastic ends which fit onto the short tiller pin on the tiller arm. The system is good and provides direct response, but if the plastic end is showing signs of cracking near the washer style hole, consider replacing. Again drill out the 4.8mm rivet and remove the original. You now have a choice - replace with a standard new plastic end item 02050 or upgrade to an adjustable end that allows you to align your rudder easily. The adjustable connecting bar end item 20028 comes with instructions and fixing. You may need to remove a small section of the connecting bar tube to provide the adjustment. Check out the website for the appropriate parts: www.catparts.windsport.co.uk

So here goes on how to service and checking your rudder assembly this winter.

1. Tiller extension: As long as it is still pretty straight and the rubber UJ is in good condition with no splits when you bend it, all's good. If the UJ looks tired, replace it before it fails at the wrong moment. Start by drilling out the lower 3.2mm rivet, pulling the old UJ unit out and with a bit of lubricant inserting a new one. Finish the job with the appropriate rivet expanded into the tube and the UJ.

3. Tiller arms: Tiller arms get a bit of abuse on the water. They are the mechanism for raising and lowering the rudder blade as well as the link between connecting bar, rudder blade and the helmsman. They can also get bent by leaning on them, incidents on the water, etc., leading to cracks around the welded joint and loosening of riveted fittings. Check for weld cracks, loose fittings and condition of the shockcord securing the key-hole clip.



Pics.

Top: the original all GRP rudder assembly as tested on Dart No.1 - you can see the two connecting bar pins where they tested the length of the arm required. This unit is now held in the Windsport "Dart history" museum alongside the first ever Spark hull!

Middle: when replacing the tiller extension universal joint, only drill out the LOWER rivet.

Left: corroded rudder bolt parts which are now replaced with the new style assemblies shown alongside

Right: if you decide to upgrade to the adjustable connecting bar, it's a simple process





4 Rudder A frame: This is where it can get really interesting. This is the steering rack of the boat. It holds the blade in place and transfers your input to the rudder blade. Any movement in this area is exaggerated by the blade and tiller arm leverage. Remove the rudder unit from the stern and place the rudder blade in the lock down position. With the tip of the blade on a soft surface, establish any excessive movement at the rudder pivot point both left and right and forward and backwards. If any such movement is identified, replace worn areas such as rudder bolt washers, bolt sleeve, rudder buffer, etc.

5. Lock down and lock up mechanism: The top pintle casting is the area that potentially gets the most damage following grounding. If the rudder system is not working correctly when grounding something has to give and that is normally the top pintle casting. If the lock rollers when drawn forward by the lock wire move equally all is good. If the lock roller axle twists in the slider guides or jams in the slide box, check that the pintle casting wings that rivet onto the A frame are parallel using a straight edge. Fitting new lock rollers, axle shoes etc. is an option but only if the casting is still square and in good order. With everything working, the final check is the rubber buffer at the bottom of the

A frame which supports the blade low down and stops the blade from impacting the A frame front edge. Any lubrication should only be applied to the pintle sleeve and slider. No lubrication should be applied to the lock rollers themselves. Adjustment to the rudder kick-up is adjusted by filing the kick up anvil on the rudder blade. Filing a light groove across the anvil where the lock roller sits increases kick-up.

6. Your rudder blade: Like the tyres on your car they need to be in good condition - chips, splits, warping, etc., all contribute to an unstable water flow across the blade and the faster the flow the more chance of disturbance and rudder stall. Older blades will be hollow with a breather hole in the head. New blades, as supplied by Windsport, are now foam filled providing a more stable and robust blade. External inspection of the blade is a good indicator but if you blow into the breather hole you can check the blade for any air holes or splits.

OK - that is about it for your "rudder system winter service". All the replacement parts can be found on the Windsport Catparts website www.catparts.windsport.co.uk - and for any further technical advice you are welcome to call the Windsport technical support team on +44 (0) 1326 376191

Pics.:

Left: rudder A-stock frame showing the lower rudder buffer and a straight edge checking that the pintle wings are parallel.

Right: a new production blade showing the foaming point on the blade's seam and lock roller anvil

Windsport Sprint 15 Cat Action

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

Just want to chat about cats!!

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

Contact :-

Windsport International

Tel: 01326 376191

Fax: 01326 376192

Email: catparts@windsport.co.uk

Website: www.catparts.windsport.co.uk

Home page: www.windsport.co.uk



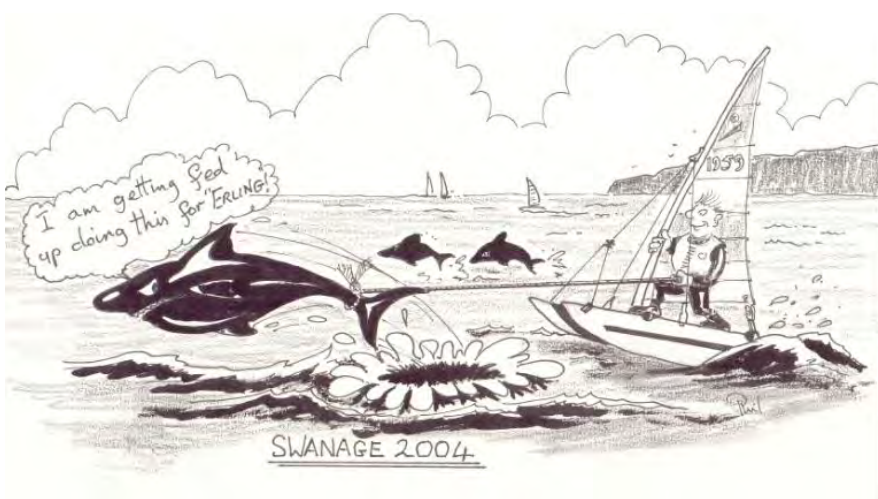
History of the TT (part 3)



Bob Carter continues his recollections of TT event venues from yesteryear. The 2015-16 Winter TT Series has just kicked off from a wild, wet and windy Stewartby. The series has become a firm favourite with those hardy souls who need at least a monthly fix on the water even in the depths of winter. Most classes go into hibernation. Winter events have now been going for 25 years. Some pictorial memories are included below of both winter and summer TT events.

The Winter Series We started winter events in 1991 with a trial one-day event at Grafham and when it went well we decided to schedule a 4-event traveller series of one day events through the winter of 92/93. This gave us the opportunity to trial smaller venues which maybe were not suitable for full summer 2-day events. We had a small fleet at **Datchet** under the flight path of planes taking off from Heathrow. It is a concrete bowl a bit like Queen Mary but it does have the benefit of a proper slipway to help launch boats. We had a couple of good events there but then Roger Davies, our local man, took his Spark to Salcombe so we drifted away. We also started to have opens at **Beaver** with the Winter traveller series.

Rutland Water was a strong venue for us for many years. It is ideally suited as it is midway between our Northern and Southern clubs and it had a big fleet of Dart 15s. It is one of our biggest inland reservoirs, has superb facilities including rooms and a camping field and for some years had a mad keen Dart 15 fleet captain, Rob Boswijk, to cajole the locals into action. We have had some great events there and it is a venue that it would be good to get back into our programme. What happened was Rob lost interest after a number of years at the helm and got mad keen on horse riding. With Rob out of the picture the fleet gradually became less active and fell apart. It is the same story. It just takes one enthusiastic guy to get a fleet to build and to do fun things. If you take away that guy and the fleet dies. At the heart of all our big fleets are just a few keen individuals.



Swanage was also put on the traveller list for the first time in 1992 and we have been back a number of times since. It is a picturesque town with a nice bay and Swanage Sailing Club has a fleet of Dart 15s but it only has a small adjacent beach so space is a bit tight. It has a nice club house and we have had some good events there – particularly when our event has been part of the Swanage Water Carnival. When the Water Carnival is on, local cult singer, Jim Etherington, performs at the club and the Club is heaving. He is very good and has subsequently entertained our fleet at Nationals at both Pentewan and Netley. Steve Littlejohn returned to Swanage and also Mike Cemm has made it his home. The bay is popular with scuba divers and sometimes a diver will pop up just where you don't expect them. We have even had dolphins join in our racing on a couple of occasions. Once I recall Erling protesting loudly over the water that the dolphins were helping everyone else by giving them a tow but not him.

Pics. from top:
Rutland hosts an early winter TT
Erling's encounter with dolphins at Swanage captured for posterity by
Phil Breeze
Swanage Sailing Club

Blithfield in the Midlands was used as a venue for a couple of winter series events in the mid-nineties. Colin and Annette Price who we knew from sailing at Instow lived and worked in the Midlands but had a holiday home at Appledore and sailed at Instow in the summer. In the winter they sailed at Blithfield so we ran winter opens there. It is a smallish long, narrow reservoir with a picturesque bridge through the middle. There was a small fleet of Dart 15s and the events were quite successful but we moved our event in favour of clubs with bigger local fleets (Stewartby, Carsington and more recently Draycote).



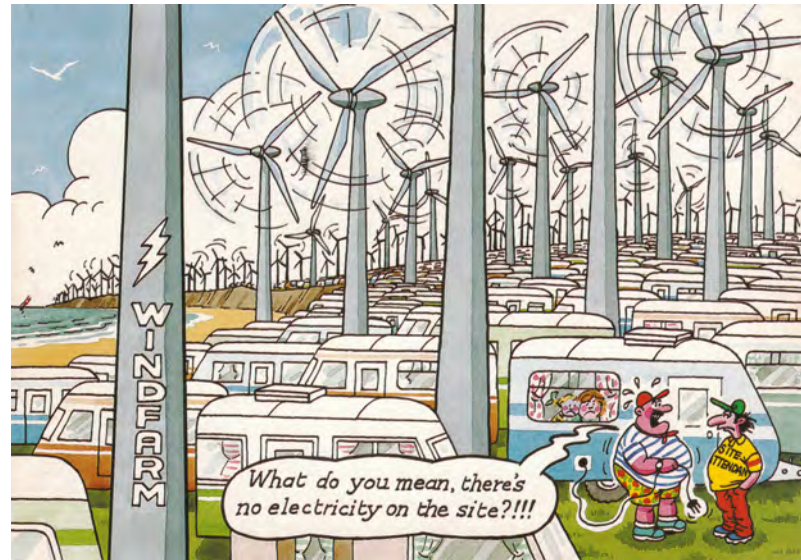


Cardiff Bay has become non tidal since they built a barrage which effectively created a large lake in front of the city centre. Idris Dibble organised an open meeting for us in 2006 and it was great - all clean and tidy with lots of water and no coal and all in front of the Cardiff City and shops. Sue Tusting went shopping while Bill came sailing and she sat in an upstairs shop cafeteria and could watch the sailing. That's one of the shopping trips which could catch on.....

Halifax is the club where Charles Watson and Steve and Ben Tunnaclyffe sail. It is one of the highest sailing clubs in the country and to show how windy it can be it is adjacent to a windfarm. It is fairly remote, has a small lake and has a steel reinforced clubhouse for security and cold showers as there is no electricity. We have been there several times and had some good races but running opens at a small club is a bit of a burden on the club as it puts a strain on the volunteers and club racing has to be cancelled to run an open event. We have been resting the venue lately.

Beaver is a man made balancing lake for a canal. It is small (about 80 acres) and only about 5 feet deep so you can stand all over. Sailing on such a small lake makes the sailors incredibly good at manoeuvring their boats as they have to turn so frequently. With National Champion, John Postlethwaite, and a number of other good sailors the small lake makes it a good training ground as novices are never far from the leaders (even if being lapped) so they quickly learn. The sailors are good natured and used to travel with families and caravans to our events so quite often there would be a group of 30 attend a big event like our Nationals. The fleet were fiercely competitive on the water and it took many visits to Beaver before travellers could break into the top 10 places. One of the joke prizes was a box of Omo washing powder (because if you capsize your sail came up covered in black mud which is hard to get off). We would often sleep in the clubhouse and if you were smart you could sleep under the pull chord for one of the heaters so you could give it a yank if it got cold. Nick came just once and I remember he chose to sleep in the race office on the top of the clubhouse. It seemed a good plan but he did not plan on the early morning arrival of the seagulls and the din they made early in the morning. We still have a fleet of sailors at Beaver and it is likely that we will return sometime.

Herne Bay was also put in the traveller series as a trial before a National Championship. It was the home of ex National Champion, Roger Hodgkison as well as Mark Sanders and Martin Barson who attended some of our traveller meetings. Herne Bay turned out to be a good sailing venue even if the town was a bit run down. The sailing water was close to the club and they ran an excellent National Championship. We have been back several times.



Pics. from top:
Cardiff Bay
The wind farm at Halifax
Team Beaver 2003
Herne Bay





The text below is an email trail between some of our elder statesmen in the membership. Were those the good old days? You bet. And what's more, some of today's shenanigans will eventually be the good old days too!

Hi Duncan and Mike,
Yes I bought Mike's Spark (Dart 15) from him in 1988. It was 525 that I bought (for me). It was my first Dart 15 of 9 I bought over the years. Mike amused me because he likened the Dart 15 to a racing tricycle. He said "it was fast but with only a modicum of risk, unlike a 505 which was the same speed but much more risky". Mike went to the boat show in 1988 and was taken to the bar by Peter Ewing and was bought a gin or 3 (a well known Pete Ewing plan). When Mike came home he found he had bought a new boat (1264?) and hence why he sold 525 to me. I added a jib kit to convert it into a Dart 15 and sailed it for about 3 years. 525 was third in the 1989 National Championship when I sailed it with my 13 year old son George as crew. A couple of years later I bought George his own Dart 15 and he went on to win the National Championships 10 times but he never owned 525. I named 525 "Deep Thought" after the super computer in the "Hitchhiker's Guide to the Galaxy" and when I sold it it went to Instow where it is still regularly sailed today - not bad as it is 37 years old. While we are reminiscing on one of our Dart 15 events at Thorpe Bay Mike kindly offered me a bed at his fine big house near the Yacht Club. A friend

from Grafham (Phillip Howden) was also coming to the event and had asked me to organise the B&B. Well I felt I could not stay with Mike and do a B&B booking for Phillip and also it seemed a bit cheeky to ask Mike if he could provide 2 beds so I politely declined the bed and thanked Mike for his kind offer. I booked 2 B&B rooms at some establishment on the Esplanade that was advertised on the TBYC website. Well it turned out that I had booked our B&B in some dirty DSS dos house where the clientel looked like tramps. Phillip was not impressed and we were the laughing stock at the Club House that year.

I remember we laughed about it at the following Nationals when we went round to Mike's house for a drink. :-)
They were good times sailing a Dart 15 for many years. I do not regret any of it. Nice to hear from you both.

Regards

Bob

PS Duncan - the 2017 Sprint 15 Nationals is at Thorpe Bay. We should have a drink/chat in the bar.
PPS Do you reckon that Andrew Hannah will have given up the guitar by then? ;-)

On 03/11/2015 15:39, Duncan Ford wrote:

Hello Bob

I hope I find you well.

I regret that I only sailed my Sprint 4/5 times this season. A combination of weather and other commitments, although maybe I am getting too long in the tooth and finding excuses! Need another TBYC Sprint Nationals to fire me up.

I received the email below from Michael

Brech today. He sold you a boat years ago and you may remember having a drink at his old house when we had the first Nats at Thorpe Bay. He has got his generations mixed up, (but then he is older than me!) as I suspect he sold his boat to George and you paid! It was Michael, or Bill as I know him, who first introduced me to Darts.

Anyway, his email is below. Trust George and family well.

Kindest Regards,

Duncan

From: [Michael Brech](#)

Sent: Tuesday, November 3, 2015 5:07 AM

To: info@windsport.co.uk

Cc: mailto:duncanford@btconnect.com

Subject: SPRINT 15

Hello! – rambling through the internet I came across mention of Bob Carter – if you are in touch with him, could I trouble you to forward this e-mail as I think that I sold him my Dart 15 – from Thorpe Bay Yacht Club – it could easily have been 1264 (sail number, not year). I think his Dad paid for it but I may have the generations muddled up. The boat had been sailed by me for four years as part of the TBYC Crap (cat racing and pottering) fleet & had done two cross channel trips plus a Ronde om Texel (in the company of Nick Dewhurst). I subsequently have seen her in north Devon. She was my second 15 – the first being Spark 525 which was purchased from Terry Pearce, the rig designer of the Dart 18' in Rodney March days

1264 was purchased at the Earls Court boat show (probably 1987) after Peter Ewing had plied me with half a bottle of gin – I was not complaining.

Meet the Windsport Apprentice



A notable absentee at the Netley Nats. was Brian Phipps who was otherwise engaged on a mission in Italy. Nevertheless, the Windsport trailer, stuffed with spare parts to keep everyone on the water, was there. It was most ably (wo)manned by Windsport 'newbie', Rosy Snell (pictured left). Rosy reported brisk business as a result of some cunning initiatives she instigated. Spare parts were flying off the shelves. The queue at the till stretched all around the boat park. Brian must have been delighted. Any budding 'Apprentice' contestants should take note on how to sell. As past contestants on the popular TV show have exclaimed - "she smashed it!" For the Event Director (below), however, it was all just toooo much!



More News and Announcements

Your Treasurer Reports

Previously, treasurers have stood up at the AGM, told you "it's all good" and sat down to the sound of rapturous applause.

This was, I assume as much for the brevity as the content. For the first time, in a while at least, you're able to see how good.

Thanks to the increase in our subs. a couple of years ago, The Association's balances are stable and healthy.

This is great news as the committee has invested significant time and effort in looking at the best ways to continue to promote the class (see separate article on page 11). Having the funds to follow up on these ideas is obviously essential.

Association Funds over the last 3 years

2012/13 : £16772.53

2013/14 : £18407.33

2014/15 : £18739.68

As can be seen, our funds received a boost in 2012/2013 in part due to a profit from the Thorpe Bay Nationals that saw a fantastic level of attendance of 86 boats.

Since then, fund levels have been stable. A small loss was incurred at this year's Nationals attributed to having to change the date of the event. This caused a reduction in the numbers attending. Additionally, there was a requirement to commit in advance to numbers for the fleet dinner.

For the purposes of illustration, it can be assumed that The Association receives around £4,000 p.a. in membership subscriptions equating to approximately 200 members.

In 2014/2015, these funds were spent as follows:

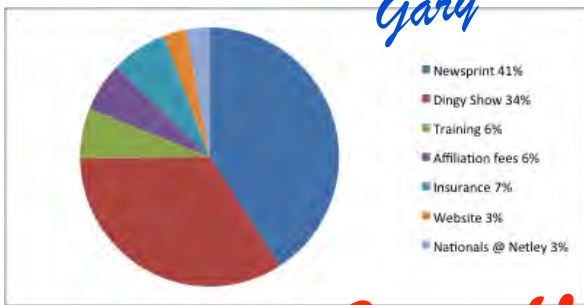
Expenses (£)

Newsprint (41%)	1657.12
Dinghy Show (34%)	1375.33
Training (6%)	250.55
Affiliation Fees (6%)	249.00
Insurance (7%)	282.50
Website (3%)	115.06
Netley Nats 3%	119.77
TOTAL SPEND	4049.33



Best wishes,

Gary



Your Committee welcomes....

From 1st January your committee will have a new recruit to fulfil the role of Membership Secretary. We are delighted that Andrew Berisford (Brighlingsea SC), and pictured left, has taken the king's shilling to take over from David who has been in the post for the last three years. David is moving to a new role to take on Class Association Publicity and Development in an effort to press ahead with the initiatives agreed at the meeting at Grafham (See page 11). So, a big welcome and thanks to Andrew for volunteering his services at the hands of The Association Press Gang.



A plea from your Membership Secretary

Keeping in touch with you, the members, is a vital part of my role. And to do that effectively, I need to be able to contact you. Our database is pretty much up-to-date as regards names and addresses, subscription details, etc. which ensures, amongst other things, that you receive your copy of this publication.

But- our records of email addresses is not so good. **So, Please -** can you take a moment to send me an email including your name and postcode so I can update email addresses on the database (even if you haven't change your email address in years). This will make keeping in touch with you so much easier. I look forward to the deluge of emails. Many thanks in anticipation.....



David Groom

membership@sprint15.com

Who needs Training?

If you're tired of being nearer the back of the fleet than the front, no matter how hard you try, we might be able to help.

Your Committee recognises how important it is that we look after our less experienced members, and this year we held training days at Yorkshire Dales, Draycote and Thorpe Bay. The cost is borne by the Association. Typically, the day is divided into three sessions:

1. Boat preparation
2. Boat handling exercises
3. Short (ten minutes) races.

Each on-the-water session is videoed and followed by the all-important debrief. An ideal number of participants is no more than 6 and there is **NO MINIMUM!**

If you would like to attend or even arrange a training day in your locality, please contact me. You can't beat time on the water, but coaching can help. I look forward to hearing from you



Howard Hawkes

hchhawkes@gmail.com

Caption Competition

Ian Wilkinson was most unfortunate to 'gift-wrap' a pile close to the shore at the Sport Nationals, an event which sadly put paid to much further involvement in proceedings on the water.

There's a fabulous prize for the wittiest caption to accompany these pics. Send your entry to:

newsletter@sprint15.com

(Thanks, Ian, for the entertainment at your expense)



15 SPRINT

Sprint 15

Winter 2015-16 TT Events Programme

Events Secretary: Erling Holmberg 01983 865012

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

Date	Venue	Contact	Phone
Sat 7 Nov	Stewartby Water Sports Club, near Bedford (A421)	sprint15@swsc.org.uk	
Sat 5 Dec	Oxford Sailing Club	www.oxfordsailingclub.com	
Sat 9 Jan	Draycote Water Sailing Club, near Rugby	www.draycotewater.co.uk	01788 811153
Sat 13 Feb	Datchet Sailing Club, near Heathrow	Erling Holmberg	01983 865012
Sun 20 Mar	Grafham Water Sailing Club, Cambs.	Bob Carter	01438 354367
Sun 16 Mar	Grafham Water Sailing Club, near St Neots	Bob Carter	01438 354367



Summer 2016 Nationals – Advance Details

Date	Event	Venue	Contact	Phone
10-12 Jun	Sport Nationals	North Devon Yacht Club : Instow	Erling Holmberg	01983 865012
28-30 Aug	Nationals	Pwllheli Sailing Club : North Wales (2,3,2 races/day respectively) (Sun., Mon., Tue.) Fun Events follow 31Aug.-2 Sep. (Wed., Thu., Fri.)	Erling Holmberg	01983 865012

Sport Nationals at Instow is for PY897 format
National Championships at Pwllheli is for PY933 format

The U.K.'s most popular single-handed catamaran - bar none

Pics.: 2015 Sport Nationals competitors by Alan and Mary Howie-Wood

