

NEWS **SPRINT**

Spring 2009

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



Special profile - **George Carter** - Sprint 15 Supremo

2009 National's Entry Details
Action from the Winter TT Circuit
Summer TT Roundup and Results
Sprint 15DX : First Look
News and Regular Features.....

He's
back!!!!



.....so who's in the
spotlight?



Editorial

Cover Design & Magazine Logo by George Love : CSC Cartoons by Phil Breeze of Calshot
Cover Photos : George Carter : 13 times National Champion, 9 times Sport National Champion

As the 30th anniversary year for the Class begins to recede over the aft horizon and the memories of another defining year are but bubbles in the wake, the light is already dawning on the fourth decade of this great little boat as we head towards a new summer season and all that it promises.

And what a year it was! A few facts for the 'statos' amongst us! We scored first and third places (Una-rig and Sport respectively) in the league table for attendances at catamaran national championships with 61 at Thorpe Bay and 41 at Instow. Our Dart 18 cousins were in second with 55. The nearest rivals after that were the Hurricanes and Spitfires with a reasonable but nevertheless, by comparison, paltry 28 apiece. This year's winter TT season has been particularly well attended with lots of fiercely competitive rivalry on the water and friendly banter and camaraderie off.

And for those, whether racers or cruisers, with a weather eye on the current financial climate - and I guess that's most of us - now has never been a better time to own a Sprint 15. The market and prices for second hand boats remains strong and has me, for one, wishing my pension was invested in an armada of 15s!! So, we're in good shape and we need to keep it that way. The absence of new boats is something of a grey cloud on new horizons but, as you will read on page 23, there is a great deal of work going on 'off-camera' to capture that particular silver lining.

As always, I am indebted to all those who have taken time to contribute to this issue - keep 'em coming. And to all our new members, **"WELCOME!"** We hope you'll enjoy the ride and I hope you'll enjoy the read!

As you see, George Carter, deservedly and not before time, features on the front cover and in a special article on pages 10 & 11, the inspiration for which came from John Dutch on the occasion of George's recent retirement and emigration to Canada. We shall all miss such a superb champion and ambassador for our sport. George's career in the Class is without parallel and his competitor points summary on the website is truly staggering compared to anyone else's. Again, for the 'statos', I calculated that, at my own current rate of points accumulation, I will be 302 years old before I even get close to George's total! That sort of put it in context for me at any rate. (I must get out more!) You might like to work out your own.

In the meantime, have a really great season in 2009 and I hope to see you on the water at some stage.

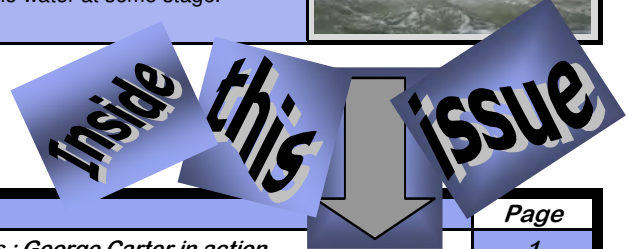
George Love : 1825 : 'Fly-by-Wire'



George Love
 49, Bridle Lane,
 Lower Hartshay,
 Nr. Ripley,
 Derbyshire DE5 3RQ



Class Logo Design by Paul Smith
 Magazine text proofing by Carol Smith



NewSprint

All contributions to George Love
 Text in 'Word' & Photos in 'Jpeg', please

Who to complain to:

Chairman Nick Dewhirst
 01227 282625 dewhirst@btinternet.com

Secretary Keith Bartlett
 01243 778087 membership@sprint15.com

Southern Rep. & Publicity Erling Holmberg
 01983 865012 southern@sprint15.com

Events Secretary Erling Holmberg
 01983 865012 southern@sprint15.com

Treasurer Gordon Goldstone
 01784 248634 treasurer@sprint15.com

Webmaster @sprint15.com Martin Searle

Magazine Editor George Love
 01773 747731 newsletter@sprint15.com

Northern Rep. Ray Gall
 01332 671016 northern@sprint15.com

Web Page - www.sprint15.com
 Visit the webmaster Martin Searle-
 it's worth the trip

Contents	Page
Cover Photos : George Carter in action	1
Editorial and Contents	2
Your Chairman Writes	3
Carsington TT	4-5
Grafham TT 2008 Finale	6
Undercover Report	7
News & Announcements	8
2008 Summer TT Roundup	9
George Carter - a profile from a man in the know	10-11
Stewartby Winter TT & Just for Fun	12
Sprint 15 DX : First Look	13
Carsington Winter TT	14-15
Draycote Winter TT	16
The Freeze from The Breeze	17
The Tortoise & The Hare	18-19
2009 Sport Nationals Event Programme and Entry Details	20-22
Future Tense	23
Window on Wind sport	24-25
Grafham Winter TT Finale	26
Winter TT Roundup	27
2009 Dinghy Show Report	28
Tips from Phipps	29
Bits & Pieces	30
2009 Nationals Event Programme & Entry Details	31-35
Events Calendar: Summer 2009	36

Your Chairman writes...

Apologies for mixing my metaphors, but....



Once upon a time there was a cat that had lots of lovely kittens. At first everybody was happy, but then, when the kittens grew up, the people who sold them dumped them for younger models, as if they were fashion accessories.

This upset the owners, because they felt that their much loved kittens had been deserted. Things got worse when their kittens stopped winning cat shows and their owners were made to feel like Epsilon Minus Sub-Morons, because they were not fashion-conscious.

It was just not fair. Naïve owners assumed that the shows were about finding the best trainers and learning how to look after your kittens better by copying them. When they got there they found that they were actually beauty contests in which other kittens had unfair advantages, because judges gave marks for genetic features developed after their kittens were born.

In fact, they knew it was not fair, because some of them were rich enough to own several different kinds of kitten. Funnily enough they were treated like Alphas, when they took their latest kitten to these shows. The Epsilons were not as stupid as widely thought. They noticed this.

Then the owners realised that the same people could not be both Alphas and Epsilons, so it must be the judges who were unfair.

They had long deliberations over it and decided that, as good judges must have the best of intentions, the problem had to be that they were too busy to spot all the devious tricks that different owners used to cheat, so the solution would be to collect evidence and present it to a judge.

Much to their horror, that judge said "I am God" and you are "crap". By definition you must be crap, because you are Epsilon Sub-Morons. Disheartened, they went away and decided not to go to cat shows only to look stupid in front of Alphas.

However Epsilons are good at sticking at a task without getting bored and they don't feel inferior, when in the company of other Epsilons, so they started organising their own shows, where the judge that they appointed would only give marks for training. Being the lowest life form, they really, really did want to improve themselves. Then something funny happened. Epsilon-Only shows grew and grew and grew.

Partly that was because there were lots and lots of Epsilons and these shows made them feel good about themselves. They did not mind other Epsilons laughing at the silly things they did, because they knew that they would probably have a good laugh at their expense in return. Everyone had lots of laughs, so Epsilon shows were fun.

Partly that was also because some Betas, Gammas and Deltas also started coming to the Epsilon shows. What they all had in common was that they were not Alphas, and had learned that even if you were an Alpha there will always be an Alpha Plus who can make you feel inferior.

As there can't be many Alphas – and what would be the point of being an Alpha if lots of others were also Alphas – cat shows became poorly attended. As

Alphas are not just superior but also selfish, they neither bred in their prime nor became judges or trainers when they were past it, so the supply of Alphas shrunk.

Then the government started worrying about the rising cost of pet shows and the small number of people buying tickets, so they asked the committee of judges to make the shows smaller and try harder to attract more spectators. As none of the judges were themselves cats, they decided that cats were the least beautiful pets, so eliminated them – cats are too fast - they go all over the place - they can't be tamed!

As the committee of judges was more interested in fixing the blame than fixing the problem, the problem naturally remained. The judges might be boars or sows, dogs or budgies, but they were all Alphas. Indeed sows were so expensive that there were more judges than entries at the international sow show. The government was upset, because what it wanted was Epsilons to buy tickets and dream that one day that their children might be good enough to take part themselves. The government knew that there were lots and lots more Epsilons than Alphas. They did not care whether they were Epsilon cats, dogs, pigs or budgies or whether they were white, black or yellow, but the mainly white Alpha boars and sows in the judges committee did not get it.

Isn't it amazing the ability that Alphas have to not know things that it would be inconvenient for them to know? That's why Alphas have got the world into such financial trouble and why the future of the pet show is in doubt. However Epsilons don't really care because they now organise their own shows.

Nick Dewhurst

Carsington TT

by Ray Gall



Howard Hawkes in deep concentration

Charles Watson—overnight leader

Richard Harrison



The Sprint 15 Northern Championships were held at Carsington Sailing Club on the weekend of 20th & 21st September. The weather was bright, warm but disappointingly the wind was light 4–6 mph from the south west and very variable. Despite this, two local Sprint 15s opted to sail in Sprint Sport mode whilst the remainder of the fleet took the sensible option of sailing Una-Rig.

Race 1 started at 12 noon with the race officer David Cattemole setting a trapezoidal course to give the fleet maximum reaching conditions given the light and shifting wind. This course would be used for all three races on the Saturday. The fleet came to the line on starboard with the exception of Ed Dalton who timed his port flyer to perfection. This paid handsome dividends as he rounded the windward mark in first position closely followed by Ray Gall and Charles Watson. A close battle ensued over the next few laps with Gall & Watson gaining advantage over Dalton. The chasing pack of Erling Holmberg, Steve Tunnacliffe & Richard Harrison took advantage of some serious wind shifts to make up ground on the front runners. Finishing positions were Watson, Gall (sailing “sport”) from Tunnacliffe with the final finishing positions on corrected time being Watson 1st, Tunnacliffe 2nd and Ed Dalton 3rd.

Race 2 was sailed back to back and saw Gall and Gordon Goldstone set off on port with Gall having to tack half way down the starboard line of boats much to everyone’s amusement whilst Goldstone picked his way leeward of the line. Howard Hawkes having made a good start reached the windward mark first closely followed by Erling Holmberg, Stewart Pegum and Gall. Coming up on a tight line on starboard was Goldstone. Unfortunately as he approached the windward mark an incident occurred. Several boats on port tack, led by Watson & Pegum, tacked for the windward mark which seemed to put half the fleet into irons and Goldstone lost out badly. The second and third laps saw many place changes. Picking the correct side up the beat was proving problematic with Ben Tunnacliffe and David Howarth losing out whilst Goldstone made progress through the fleet. Finishing positions were Gall (“sport”), Hawkes & Watson with the final finishing positions on corrected time being Hawkes 1st, Gall 2nd and Watson 3rd.



Carsington TT

by Ray Gall

Race 3 and with minutes to go before the start of the race the wind died and changed direction making it impossible to cross the line on starboard, Several boats were caught out but Hawkes and Holmberg had positioned themselves in the middle of the line and made a superb start arriving at the windward mark unopposed. Meanwhile Tunnacliffe, Goldstone, Watson & Dalton were picking there way up a very tricky wind shifting beat. At the front, Hawkes and Holmberg were having a great tussle with the lead over the next three laps changing many times. At the final leeward mark Holmberg rounded first but Hawkes sailed leeward of him and at speed to snatch the win. Finishing positions were Hawkes 1st, Holmberg 2nd and Goldstone 3rd.

The fleet retired to the club house for the usual light hearted banter at other's expense together with much discussion on the provisional leader board. Overnight leader Watson was closely followed by Howard Hawkes in a very good position with two wins to his credit and an 11th place to discard. Also sailing well was Steve Tunnacliffe in equal second place. Twenty sailors and their partners settled down to feast on the fine fayre of a three course dinner provided by the Galley and enjoy the Carsington vista and delightful evening sunset.

Sunday's start was delayed due to no wind and the forecast for the rest of the day wasn't good. The RO set a small trapezoidal course to make best use of the light and fickle wind which arrived mid day but wasn't going to last.

Race 4 started with all the fleet on starboard headed by Hawkes with Watson, Holmberg, Dalton and Gall all in close proximity. Undaunted Hawkes rounded the windward mark first. Behind a mid-fleet battle ensued with Goldstone fighting his way clear of Tunnacliffe, Harrison, Pegum and Howarth towards the front runners. The beat on the second lap found the whole fleet sailing towards a massive hole and dying wind. With the fleet in irons for several minutes, a wind shift came through and caught several helms out. Pegum was worst affected missing the gate and being disqualified. The run towards the leeward mark saw several more place changes and, to relief of the fleet, an end to the day's racing. Finishing positions were Hawkes 1st, Holmberg 2nd and Watson 3rd.



Overall Results

- 1st Howard Hawkes - Una-rig
- 2nd Charles Watson - Una-rig
- 3rd Erling Holmberg - Una-rig
- 4th Steve Tunnacliffe - Una-rig
- 5th Gordon Goldstone - Una-rig
- 6th Ray Gall - Sport
- 7th Ed Tuite Dalton - Una-rig



Nip and tuck downwind
in light airs

Ray Gall
Erling Holmberg
&
Charles Watson
in chill-out mode

(photos courtesy of
Simon Gillis : CSC)

Grafham Finale TT

by Bob Carter

The last regatta of the Windsport Catparts Sprint 15 Summer traveller series was held at Grafham Water Sailing Club on the weekend of 18/19 October. This event was also the 2008 Inland Championships. There were 31 entries with 22 travellers and a slightly disappointing 9 locals which made the Sprint 15 fleet the second largest at the Grafham Cat Open narrowly behind the Dart 18 (also an Inland Championships) which had 32 entries.

Saturday was a lovely clear sunny day with a tricky force 3-4 SW wind which was prone to changeable gusts. The Race Officer, Phil Laycock, set a trapezoidal course with a heavy port end bias on the start line. In the first race Mark Aldridge crossed the fleet on a port flyer to take a huge lead at the windward mark from Kyle Stoneham, Robert England, Martyn Ellis and Charles Watson. Over the next couple of laps both Stoneham and Kevin Kirby worked their way up the fleet so the final sequence at the gun was Stoneham, Aldridge, Kirby, Watson and Ellis

In the second race, newly married Steve Sawford (just returned from honeymooning in Rio), who was sailing Sport Mode, led from start to finish. David Ball, Aldridge and Watson jostled for 2nd place but at the end Watson claimed it from Aldridge, Ball and Nick Dewhirst.

In the third race five boats crossed the fleet on a port flyer as the start line remained heavily port biased. Once again Sawford led the charge from Stoneham, Tom Gall (who had flown back from team Puma Volvo 70 duty to take part) and Ellis and these four maintained positions to the gun. That just left Peter Richardson & Kirby fighting for 5th place and Kirby just managed to prevail.

On Sunday the weather was a little more overcast and the wind had swung more southerly but started lighter at force 2-3. Race officer, Peter Saxton, set a trapezoidal course and after the customary Dart 18 general recall the Sprint 15s race 4 kicked off. Grafham's William Tusting got off to a cracking start and led the fleet around the windward mark. He was followed by Stoneham, Aldridge, Kirby, George Love and Chris Black who had joined the fray after missing the Saturday. The beat had become very tactical with the wind being quite shifty and much place changing occurred over the following laps. Sawford worked his way though to the front of the fleet, but he was unable to offset the Sport handicap and it was Tusting who took the gun. Stoneham was second from Kirby, Black, Sawford and T Gall.

Race 5 followed and the wind was picking up. Tom Gall led the fleet closely followed by George Love, Aldridge and Watson. Nick Dewhirst and Ray Gall had an unfortunate collision which resulted in them both retiring hurt. As the wind increased Stoneham took on the lead for a spell but was overhauled by Charles Watson who took his first gun of the weekend. Further down the field Andy Phillips mounted the windward mark and had to take a turn. At the finish Watson was followed by Stoneham, Aldridge, T Gall, Sawford and Gordon Goldstone, who was having a better day.

Thus at the end of a good weekend's sailing, new traveller Kyle Stoneham was crowned the Sprint 15 Inland Champion from Steve Sawford and Charles Watson.

Our thanks go to Phil Laycock, Peter Saxton and the Grafham race team who did a super job running such a busy regatta.

Kyle Stoneham 2008 Inland Champion
Steve Sawford
Charles Watson
Mark Aldridge



Overall Results:
1st K Stoneham (Thorpe Bay) 7pts
2nd S Sawford (Rutland) 12pts
3rd C Watson (Halifax) 14pts
4th M Aldridge (Grafham) 17pts
5th K Kirby (Marconi) 21pts
6th T Gall (Carsington) 22pts
7th M Ellis (Thorpe Bay) 28pts
8th W Tusting (Grafham) 31pts
9th D Ball (Marconi) 34pts
10th G Goldstone (Queen Mary) 34pts

Sport Format:
1st S Sawford (Rutland)
2nd R England (Carsington)
3rd G Love (Carsington).

Pics. under sail from library: Ed.



Undercover Report



by our Undercover Investigator

An investigation into this apparently squeaky clean, clean cut and sartorially elegant representative of the Association's northern outpost did not, on the face of it, seem like an easy job. It was clear from the outset that tactics of cunning and guile such as those normally prosecuted by organisations like the KGB and CIA would be required. Undeterred, our investigator tailed his quarry over many months and spent endless hours inside an inconspicuous panel van on a seemingly never-ending stakeout of the secluded Gall Mansions.

What, at first seemed a fruitless exercise, turned out to be quite the opposite! The completed dossier arrived in the press office with the heading – **"REPORT ON SPRINT 15'S MR. X"**. The report concluded an insatiable appetite for wine, women, song, fast cars and the letter **"X"**. What did it all mean? Intrigued, we read on and publish here only those details which could be considered palatable.

The first body of evidence comes from a tail of our man (and innocent colleague) in the idyllic seaside town of Filey. Embarking on a night out from his temporary canvas abode to the town's highspots, he lost his way in a nearby caravan site en-route to the first watering hole. He charmingly enquired of a local female resident the correct way. Our investigator, hiding in a nearby bush, clearly heard her offer to leave her light on later that night so he could find his way back. Unfortunately a dense sea fret engulfed the town in the wee small hours and the trail was lost. It can only be a matter of careful conjecture where our man got his cocoa after a night of revelry but a clear indication of the subject's **_'X' appeal** was uncovered.

His penchant for the attraction to local talent presented itself that same evening on arrival in Filey, whereupon he was seen to walk straight past the pre-arranged destination of a local pub - (much to the bemusement of his innocent colleague). Our investigator, who had already been tipped off on the appointed rendezvous, deduced rightly that a group of local lovelies in their pretty summer dresses gathered outside the hostelry had completely distracted his attention. (It was nearly half an hour later before he eventually found his way back to the place.)

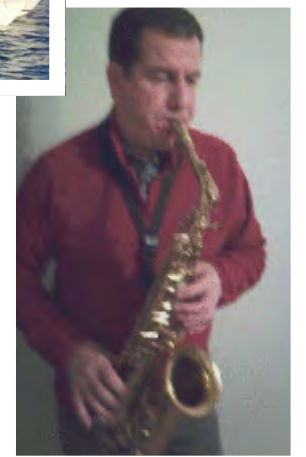
This deduction was proven conclusively on another tail of our man later that year in Instow at the Sport Nationals. The worse for wear and propped up by a delectable blonde companion, he emerged from a sea-front den, the outside terrace of which was be-decked with local Devon lasses in summer attire. His attention once again diverted, he climbed distractedly into the back of a fellow sailor's car and promptly sat on the Event's second place trophy – a priceless framed and signed print! (The trophy was hurriedly despatched for reglazing and reframing and, to this day no-one is any the wiser). Another **'X'** rated performance covered up.

Stakeouts of his movements on weekends, high days and holidays have revealed more **'X'** rated activities. He has been snapped on many occasions at the wheel of an **m'X'** marque sports car. Regular forays into the secluded Derbyshire countryside are often in the company of yet another delectable blonde companion as our long lens photo reveals. Other **'X'**-rated activities have been less clandestine as the man becomes more brazen. This winter he has been captured on camera openly displaying his oversized power plant whilst helming his now **d'X'** rated Sprint 15 in full view of other more modest sailors. His local night-time haunts have also been under surveillance and incontrovertible proof of his **sa'X'** appeal has been found. Our final body of photographic evidence reveals delusions of limelight success which finally prove, if final proof is needed, that the salutation of **'SPRINT 15'S MR X'** is well founded!



the **m'X'**
appeal
(with
anonymity of the
blonde companion
preserved!)

the **d'X'**
factor



the
sa **'X'**
appeal



does this man
have the
'X'
factor?!?
you decide!



Ray Gall
Sprint 15's Mr. **'X'**

If you have any further information to add to this dossier.....please, PLEASE keep it to yourself!!

Some say that before an event he rubs his boat down with wet and dry soaked in baby oil and others say that for breakfast he has two slices of lightly toasted glass fibre matting spread with a liberal helping of gel coat.....
.....all we know is - he's called our **Undercover Investigator!!**

News & Announcements



At the end of last year **Carl Blenkinsop** and partner, **Michelle Fisher**, from Isle of Wight decided to move away from Sprint 15 sailing to follow the lure of the up and coming Shadow and Topper 14CX classes at Gurnard, their home club. As Carl said, it has been a difficult decision to sell our boats when we have had so many years of great sailing and racing in such a friendly and competitive class. We shall both miss the second to none camaraderie that goes with the Sprint 15.

Carl and Michelle will, however, retain their long-time membership of the Association and we hope that, one of these days, these two stalwarts may return.

In the meantime, Carl's boat (1974) has been bought by new Carsington recruit, **Chris Hodges**, pictured on the beach at new home waters after a shakedown cruise.

So, welcome Chris

And to Carl and Michelle —

You'll be missed - Haste Ye Back!

Ed.

Events' Secretary

The Class Association's new Events' Secretary, **Erling Holmberg**, is now firmly established in post and working hard to secure a full programme of events for this year and looking towards next season already.

Whilst the handover from Bob Carter is now complete, it is good to know that Bob is always around with his boundless knowledge from all his many years in the job to give help and information if needed.

Bob is still very much actively involved with technical stuff and publicity.



Fibre foam batten testing

As discussed and agreed at the 2008 AGM, trials of the fibre foam potential alternative sail battens are underway amongst a number of sailors who regularly take part in the TT circuit. As yet, there is not a great deal of feedback on their performance but it is hoped that, by the time of this year's AGM, the committee will be able to report on the findings. It appears that initial feedback would suggest that the ones on trial are a bit on the stiff side, especially for the shorter battens at the top of the sail but, as this is written, a lot more testing needs to take place. Watch the website for further information.

2009 AGM

This year's Annual General Meeting will be held at Pentewan Sands Sailing Club at 21.00 hours on Sunday 23 August 2009.

Any proposals for consideration at the AGM should be notified to the Secretary in accordance with clauses 7 and 15 of the Association constitution.

At the time of publication, there were no proposals currently notified.

The AGM is a great opportunity to meet all the committee in one place and the Chairman looks forward to seeing as many members as possible.

Class Training 2009

As this issue goes to press, a date and venue for 2009 class training has yet to be fixed.

Erling is working on various options for this event which has proved so popular in previous years especially with new members.

Watch the website for further details.



2008 Summer TT Round-up

by Bob Carter

The 2008 summer series was well attended with 66 people taking part from all across the country. The winner was Charles Watson from Halifax who sailed a very consistent series but never actually won an event. He posted lots of runner up places to give him just desserts this year after coming second in last year's Summer TT series.

Defending champion Kevin Dutch was distracted with expecting a baby in the later stages and thus was unable to attend as many events as he would have liked but congratulations to Kevin and Jo on the new addition to their crew.

Some of the
2008
Season's
Top
Performers



Howard Hawkes

Kyle Stoneham

Charles Watson
(with daughter Elenya)

Final Results Summary:

Overall TT Series Top 5 Places:

- 1st Charles Watson (Halifax Sailing Club) 9 Pts
- 2nd Gordon Goldstone (Queen Mary Sailing Club) 17 Pts
- 3rd Howard Hawkes (Thorpe Bay Yacht Club) 18 Pts
- 4th Ben Tunnacliffe (Halifax Sailing Club) 20 Pts
- 5th Steven Tunnacliffe (Halifax Sailing Club) 20 Pts

Una and Two-Up Fleet Top 3 Places:

- 1st Charles Watson (Halifax Sailing Club) 8 Pts
- 2nd Howard Hawkes (Thorpe Bay Yacht Club) 17 Pts
- 3rd Gordon Goldstone (Queen Mary Sailing Club) 17 Pts

Sport Fleet Top 3 Places:

- 1st Ray Gall (Carsington Sailing Club) 6 Pts
- 2nd Steve Sawford (Rutland Water Sailing Club) 27 Pts
- 3rd Mike Cemm (Swanage Sailing Club) 27 Pts

Southern Champion: Mike Cemm (Swanage Sailing Club)

Northern Champion: Howard Hawkes (Thorpe Bay Yacht Club)

Inland Champion: Kyle Stoneham (Thorpe Bay Yacht Club)



Gordon Goldstone

Ray Gall

Steve Sawford



George Carter

a profile by Bob Carter

When George was very young we did not want him to sail until he was a good swimmer, so despite the fact that I was a keen sailor, George did not come sailing until he was 6 or 7. Once George could swim well, he started to crew in an Enterprise with me. At the age of 10 in 1985 George was part of a team of four of us won the WGC Punch Bowl relay pursuit race. The Enterprise was OK but it was hard to sail with a light weight crew because it would easily heel and then developed heavy weather helm. To avoid this we soon bought a Graduate dinghy which had much more neutral characteristics and George crewed for me for several years. We kept the boat at the Dovecote Sailing Club and ventured on to a few open meetings – never doing very well, against the likes of Steve Cockerell (now of Rooster Sailing). One year we were camping in Devon and took the boat to Instow Week. It was a very windy week and we only got out once – for a race up the Torridge to Bideford old bridge and back. It was blowing old boots and we capsized on the way up to the bridge only to be jeered at by some of the Darts (18s) who were sailing back. This was our first encounter with Darts.....

When George was about 10 or 11 he signed up for a training series at Stanborough Lakes run by the WGC Council to teach school children to sail Toppers in the summer holidays. This was a great introduction to helping for George and soon afterwards we bought him a Topper to sail at Dovecote S.C. For a couple of years George would sail his Topper unless it was too windy whence he would crew for me in the Graduate.

By early 1988 we were getting a bit disinterested in sailing as it was not very exciting but we bumped into Peter Ewing at the Dinghy show and we signed up for a demo ride on a Dart 15 which looked like it could be fun. On a day in April Peter came to Grafham with a couple of the (orange sail) demo boats. He just pointed to the boat that was rigged on the shore and said "There it is - help yourself!" It was a nice day with a stiff breeze (about F4) and we tanked around Grafham half out of control, but had a super time. We were hooked. Six days later we bought an old Spark (525) from Mike Breech of Thorpe Bay Yacht Club who had bought one of the new colour scheme (Tonga) boats, re-launched as the Dart 15, from Peter at the London Boat show after being plied with a few gins (Peter's favourite sales technique at the boat show). We put on a jib kit, moved to Grafham and were transformed. From being generally disinclined to go sailing we would be sailing every week. George, who was now 13, would drag me there even if I

was not keen. Grafham was a whole new world. There was an active fleet of people who could offer advice and we quickly improved. There were also many opens and some of the top sailors of the country would often be in attendance. In those days our Olympic hopefuls would sail at Club Opens. We loved it.

The Nationals was held at Grafham in the summer of 1989 and it was won by a 2-up boat helmed by a young graduate engineer from Grafham, Linda Moss, and crewed by Stuart Snell. George and I were third, also 2-up and, as there were 43 entries, we were pretty pleased with ourselves. In those days the Dart 15 open meetings circuit was run by fellow Grafham sailor Mike Cemm, aided and abetted by the then treasurer George Wood. They were as keen as mustard. Mike quickly leant on George and I to do a few events of the open circuit as he preached - "the only way to improve is to experience a variety of venues and conditions", which is very true. So we started doing the open circuit. In those days the keen guys (like Mike, Nick, George Wood and many more) would buy a new boat every year to get the new colour and to replace the sails for new ones. I picked up 1329 from Mike when he traded up to 1515. It was great fun, but after a year or so there were quite a few discussions on the boat of the style - "Dad, why did you do that?" and "Oh Dad, don't point up so high". The writing was on the wall.

In those days the Laser Centre entrusted two demo boats and a huge 2-up trailer to the Dart 15 Association and these would be taken round the open circuit. People were able to try the boats out at our opens. The boats were kept to winter at Grafham and so, through the winter of 1990/91, George was able to use one of these boats in the Grafham Club racing. This solved my ear ache problem. Once the circuit started again in the Spring of 91 the demo boats had to travel so I solved that problem by buying 1517 (*my first boat : Ed*) for me and letting George use 1329 (Slam Dunk). Our friends and neighbours (the Howdens) also had a Dart 15 at Grafham and they soon bought their son and George's friend, William, a Dart 15 (178). William was on the front end of our Olympic Tornado in 2008. Once George and William had their own boats there was no stopping them. They would go sailing at Grafham whenever the opportunity arose. Quite often in the holidays they were the only two boats out and, although on water the size of Grafham, it amused Philip and I that they would sometimes come home with the boats crunched despite all the space!



WGC Punch Bowl Winner 1985

At the helm in a Topper at aged 10

1989 Nationals at Grafham
- third place with dad

George Carter

a profile by Bob Carter



The other influence of Mike Cemm was his enthusiasm to get the Dart 15 Sprint mode going. He got a number of us from Grafham sailing Sprint mode and soon set up our second Nationals for this format.

During 1991 and 1992, George progressively became better and was starting to beat me on a regular basis. We would take two boats to open meetings and he started to win in both modes of sailing. He became a voracious reader of books and articles on sailing and sailing tactics. When the Y&Y turned up each fortnight he would be the first to read the race tactics and catamaran sections. By this time he was in the lower sixth form at school and he did one of his school projects on sails and sail cloths.

He won his first Nationals in 1993 at Pentewan at the age 18 – from Phil Neal and John Postlethwaite. He had a good week – he got his A-level results and won the Nationals. Those were the days when Team Beaver turned up with about 12 boats and 27 people including the families. The Beaver ladies would cheer their menfolk on from the beach helped by a crate of white wine. Good days!

In the period from 1993 –1996, George was at Sheffield University doing a Chemical Engineering Degree. He tried his hand at team racing with the university in a Laser 2000, but found it needed too much commitment, so his sailing was limited to his Dart 15 in the holidays. He won his first Sprint Nationals in 1994 (and again in 1995) and was back at the front of the standard fleet Nationals again in 1996, after John Postlethwaite won in 94 & 95.

After graduating in 1996 he took a job with ICI at Billingham. He took his boat to Beaver and would travel 90 miles each way to sail it because the competition was so good. At this time travellers to an open at Beaver would seldom get a place above 8th because the locals were so good. It took George nearly a year to win races at Beaver due the skill of the locals on their small pond. Prior to his spell at

Beaver, George was a fast sailor on big courses in open waters but it was undoubtedly his time at Beaver which improved his boat handling in tight situations. On a small pond you might do 10 laps with 50 buoy roundings, 40 tacks and 20 gybes in a one hour race. You have only got to lose 8 feet or so on each turn to be a lap back. Also you get a good chance to see what the good guys are doing when they lap you! There is a lot to be said for training on a small course. George's job moved him to Warrington in 1998 but he remained at Beaver as it was still about 90 miles each way and the sailing was worth the trip. He speaks very fondly of his time at Beaver particularly racing against Paul Smith and Steve Hanby who with Stuart Snell probably remain the best Dart 15 sailors never to have won the Nationals (though they both have been runner-up a number of times).

In the summer of 2001 George took a job at Tate and Lyle and moved to Walthamstow and once more brought his boat back to Grafham. From 1998 he has never been beaten in a National Championships of either format.

He is one of the few Sprint 15 sailors who can turn up a gear whenever necessary and storm through to the front even after a bad start. John Postlethwaite and Roger Hodgkison are notable others. With George his whole body language changes when he has got behind and he needs to try hard – you can see it happening. Our Webmaster, Martin Searle, has compiled a competitor summary based on points for each major event win from 1980 to the present time and George has more than double the points of the next Sprint 15 sailor - see

<http://www.sprint15.com/events/EMS/compstats.php?id=111>

This includes 13 standard format National Championships, 9 Sport format National Championships as well as winning virtually every trophy we own. It is doubtful whether anyone overtake this record – **time will tell.**



Top two
On the limit but in full control
2008 Nationals prior to 'retirement'

Above and below
Revelling in some high wind action on
home waters



Thanks to Bob for compiling this article as only he could and to John Dutch for the inspired idea in the first place : Ed.



Stewartby Winter TT

by Steve Wakelam

On a reasonably mild and windy morning on the first day of November, eleven boats in total arrived at Stewartby to kick off the 2008 Sprint 15 winter series.

Adopting a large square course that utilized the majority of the lake, two races were run, one each side of a short lunch break.

The morning race was won by Stuart Snell, with Steve Sawford second and Ed Tuite-Dalton third. The afternoon race was again won by Stuart, with "Tiger Shark Steve" (as opposed to Seasick Steve) again second and Mark Aldridge third. Mark was judged in third place overall for the event when combined timings were taken into account.

With several capsizes and various equipment breakages within the rest of the field, the overall placings of the other sailors were ; 4th Ed Tuite-Dalton, 5th Chris Black, 6th Frank Sandells, 7th Steve Wakelam, 8th = Derek James, Joint 9th Keith Bartlett and Robin Hall, 11th Tony Skinner.

After a good days sailing and just prior to the forecast rain, everyone retired back to the clubhouse for the results and customary crates of beers.

Many thanks go to all the participants, organisers, safety crew and galley staff who enabled this event to occur.



Chris Black & Frank Sandells (library pics.)

Sorry no event specific photos

0-0-0

Ed.



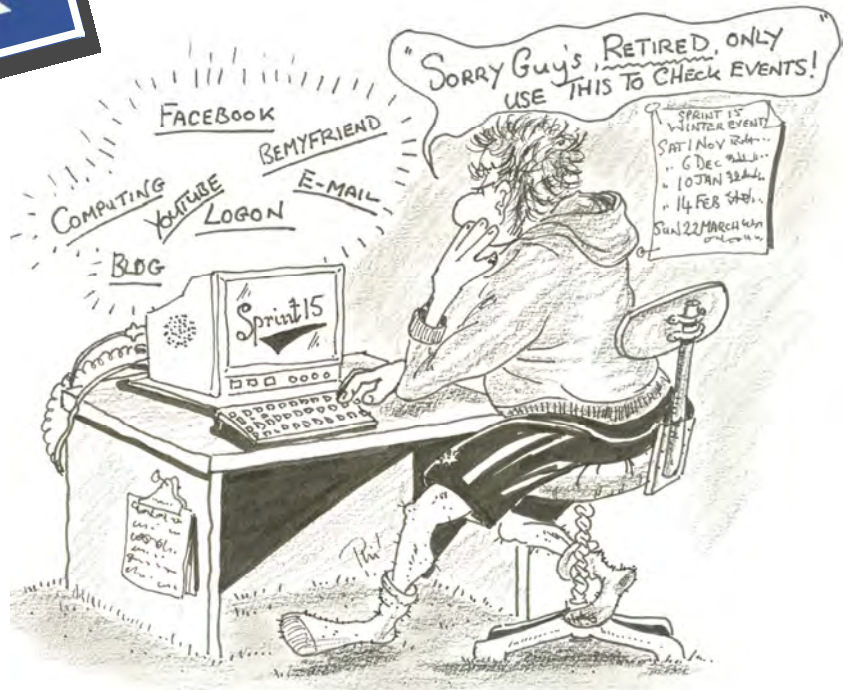
Just For Fun

by Ed.

facebook

Thanks to our own David Lloyd (W.H. Insurance), "getting down with the kids" has never been easier. David has set up a 'Facebook' page called Sprint 15 Sailors (Dart15)(Spark) which, presently, has 28 members. It's free to join. All you have to do is create your own Facebook account, join the group and then 'make friends' with the other members. You can then blog, chat, share photos and messages with your pals. It's a bit like the 'Chat' pages on the website (which it can't replace) but with a few more options in the vein of personal social networking. Yachts and Yachting magazine are part of the group.

(Since I joined it's helped me keep in touch with my own kids one of whom is working in the Pyrenees and the other at Uni. In Plymouth. I have also chatted with Tom Gall on his global travels with Team Puma in the Volvo Ocean Race and enjoyed looking at his photos taken along the way). Ed.



Phil Breeze catches Andrew Hannah (Thorpe Bay) getting to grips with Facebook .

According to Andrew - "I never knew so many people wanted to be my friend!"

Sprint 15 DX : First Look

by Ray Gall

There will be those who say the Sprint 15 is a one class design with two formats and that's the way it should remain. It has been doing very nicely thank you over the last 30 years and as they say, "if it isn't broke then leave it alone". This is, I have to say, a fair point of view. So why I have decided to put my head above the parapet and, not only open a debate on whether there is potential for a further format option (Una/Una DX, Sport/Sport DX), but actually develop some hardware for consideration by others?

I would like to think that the DX project is, in effect, my commitment to the Sprint 15 Association. Past and current committee members have done a magnificent job of promoting, improving and making our class the best single hander catamaran in the UK. This is a position that I would like to see maintained well after I hang my sailing boots up. However, projecting forward in time, there are issues which must be addressed and like any good business you need to steer a course and develop a long term plan.

Our average fleet age has been rising over the years. Look how many youngsters sail our boat and how many youngsters are flocking to our fleets. I don't profess to know the answer but feedback from training the youth at Carsington suggest they do not want Una-rig cat sailing. They want exhilarating sailing out on the wire and, if at all possible, with a spinnaker. Therefore my thoughts are that we need to compete for our market share if we want to remain as UK number one class leader rather than be considered by others as a classic catamaran that may be on borrowed time at the top.

We have a marvellous starting point compared to other classes. The Sprint 15 was designed and built strong and, as we all know, an old version sailed with a good helm can compete extremely well. The cost of a second hand cat will not cost you an arm and a leg which is music to mum & dad when their offspring request such a machine. The package of a well maintained second hand Sprint 15 together with new sails means that for around £2000 it is possible to have a very nice rig. With this in mind, and the move generally to square top sails, the youngster can now have a classic catamaran / performance and modern styling i.e. DX

So what is the DX all about? It's a square top sail which has approximately one square metre more sail area than the standard mainsail. A change of sail cloth, namely Technor Dimension Polyant ODO6, potentially gives greater efficiency and, with this set up, no changes are required to the Sprint 15 rig.

The jib is also made of the same sailcloth which has also been designed slightly larger and is fully battened. This obviously means that it no longer furls and the new, larger jib requires a longer forestay and new bridle wires which are set slightly lower.

So how does the DX perform? Early testing indicated that the first cut design of the main sail was pretty good. It also highlighted that the jib required more design/development work and, as a consequence, efforts for now are being ploughed solely into the main sail for the time being. When sailing with DX mainsail and standard jib, the rig performs well. Sailed and tested in wind strengths from 4 – 16 knots, I have experienced no adverse effects on the controls and pleasingly no digging in of the bows beyond the norm for our craft when powered up. Acceleration of the cat is very smooth and it is clearly apparent that helm can get out on the wire earlier. Sailing the beat, DX can sail closer to the wind on a similar angle to Una rig. Reaching is a sheer pleasure and downwind is a new experience and clearly more efficient.

Design changes to the DX mainsail are, as I write, in hand and the re-cut mainsail will undergo further testing/trials during March/April with the expectation that the finished article will be available around May. After this the DX jib project will be picked up again and progressed. Knowledge gained through early testing means that jib re-design is at an advanced stage.

Clearly the DX rig is out of class rules and unavailable to be used during TT & National Sprint 15 events. However, with agreement from my fleet at Carsington, I intend to race the DX during the coming season to begin the task of evaluating a handicap rating and, as a consequence, showcase the DX rig in addition to providing demo sails. The DX will travel with me to events around the country where the rig will be on display and perhaps may stimulate some interest, comment and healthy debate.

I sincerely hope that DX endeavours are seen as raising positive discussion on potential development rather than a negative and unwelcome annoyance.



“ I would like the DX Project to be seen as my commitment to the Sprint 15 Class and Association ”



Carsington Winter TT

by Robert England



The 2008 Sprint 15 Northern TT

at Carsington Water on 6th December promised to be an interesting event. After a season of dull and wet sailing days, the sun shone out of a cloudless sky as eleven travellers joined four local boats in scraping the ice off hulls, covers and trailers. Although the 20kt gusts previously forecast by Windguru were nowhere to be seen, ten knots was reported at the start line in the morning so the conditions were set to be fair, if not hectic. Races were held back to back for the benefit of long distance travellers and this allowed those of advancing years to get onto the water in time to reach the start of the first race (which was a little later than originally planned). Others looked forward to the extra time afforded for packing away and time also for socialising over mince pies and mulled wine provided in the clubhouse after sailing.



Ed Tuite Dalton (1940) with the chasing pack

Charles Watson (1237) on his own in clear blue water

Clive Latham (861) samples his first TT - great stuff!

Chris Black - looking good and keeping a cool head

Pete Slater (Techno Fear) goes round the outside for Draycote



Race Officer Ged Bellamy set a slightly port biased start line at the beginning of an inverted "P" course for both races. At the first start a group of port-hand flyers, led by Steve Sawford wove their way through the starboard tack flotilla led by Charles Watson, who charged down the line to cut off any advantage sought. It looked as though a long port tack to the lay line of the first mark might be a good strategy, but the left hand side of the beat gave more wind and better lifts allowing Watson to create a healthy lead to the first can, pursued by Sawford, Ed Tuite-Dalton and Chris Black with Derek James well in contention. As the race progressed the wind began to fade a little and the leaders held onto their advantage. Further down the pack there were some changes in order as the downwind/upwind characteristics of Sport and Una rigs came into play. After four laps Watson stayed ahead and on corrected time Black came second, Tuite-Dalton third and Sawford fourth. After finishing, Ray Gall was to be seen creeping away towards the shore and he later appeared on the water shadowing the second race whilst trying out the new, experimental "DX" rig of which more will no doubt be heard in due course.

Carsington Winter TT

by Robert England

In race two the start was delayed slightly when the wind backed significantly, requiring the line to be re-set. This time the majority opted for a starboard tack start, looking for the favoured left hand side of the course. Tuite-Dalton was the most dogged of these, holding on almost to the lay line and keeping tags on Watson who was also using the same tactic. Others played with the middle of the course, including Sawford, Pete Slater and Robert England. The first downwind leg saw a tight formation approaching the starboard-hand mark but Watson again managed to hold onto the lead with Tuite-Dalton hard on his heels as they rounded mark four and greeted the rest of the pack coming along on starboard tack to cross and round the same mark. Comments were cordial, but heart-rates were slightly raised as gybes were completed in just sufficient time to avoid any warning shouts. Robin Newbold, Black, George Love and Erling Holmberg were all keeping up the pressure at beginning of the second lap and England was having a tussle with Slater, approaching the gate. Again the left side of the beat paid off but Sawford lost ground after a header on the lay line to the windward mark. This necessitated a penalty turn and allowed England to slip through into third place, followed by Slater. Newbold unfortunately lost ground owing to a lull in the wind on the right hand side of the course where he had unwisely ventured. The final corrected order was another definitive win by Watson with Tuite-Dalton hard on his heels. Slater and Black followed up with England relegated to fifth on handicap, followed by Holmberg who returned characteristically consistent results by coming sixth in both races. At the prize-giving the receivers of nice wine and etched glasses were Charles Watson (Halifax) who gave the customary winner's speech, supported by Ed Tuite-Dalton (Draycote) in second place with Chris Black (Grafham) third. Fourth, fifth and sixth were Pete Slater (Draycote), Steve Sawford (Rutland) and Erling Holmberg (Shanklin). This was the first Inter-Club friendly challenge between Carsington SC and Draycote SC. No matter what ingenuities were devised to "rig" the scores afterwards in the bar, it had to be accepted that Draycote had come off better and Carsington members are now keen to try and even the score during the next event at Draycote on 10th January.



Robin Newbold puts his feet up ("C'mon lads, I'm waiting!")

George Love & Chris Black cope with an interloper at the windward mark ("take those turns-you've hit it!!")



Event photography By Pauline Love & Chris Hodges CSC

Ed Tuite Dalton steals a country mile on the fleet



Una Fleet

Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Charles Watson	1237	Halifax Sailing Club	Una Rig	1	1
Ed Tuite Dalton	1940	Draycote Water Sailing Club	Una Rig	2	2
Chris Black	2005	Grafham Water Sailing Club	Una Rig	3	3
Pete Slater	1827	Draycote Water Sailing Club	Una Rig	4	4
Erling Holmberg	2007	Shanklin Sailing Club	Una Rig	6	5
Gordon Goldstone	2004	Queen Mary Sailing Club	Una Rig	7	6
Robin Newbold	991	Carsington Sailing Club	Una Rig	10	7
Jan Eifring	1348	Draycote Water Sailing Club	Una Rig	11	8
G Collet	1941	Draycote Water Sailing Club	Una Rig	12	9
Clive Latham	861	Oxford Sailing Club	Una Rig	14	10

Sport Fleet

Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Steve Sawford	1733	Rutland Water Sailing Club	Sport	5	1
Robert England	1351	Carsington Sailing Club	Sport	8	2
George Love	1825	Carsington Sailing Club	Sport	9	3
Derek James	1744	Draycote Water Sailing Club	Sport	13	4
Ray Gall	1914	Carsington Sailing Club	Sport	15	5

Draycote Winter TT

by Jan Elfring

January 10th, North Pole, Draycote. First TT of 2009

Baby polar goes to his mum: *'Mum, mum, am I really a polar bear?'*

Mum: *'Of course you are darling, I gave birth to you, I am a polar bear, your dad's a polar bear, now get on and eat your fish.'*

A few days later baby polar says to his dad: *'Dad, dad, am I really a polar bear?'*

Dad: *'Of course you are son, you have white fur so that you a camouflaged against the snow, you have big feet for walking on the snow, and I am your dad and I am also a polar bear.'*

A week or so later baby bear is talking with his grandma and grandad: *'Granny, Grandad, am I really a polar bear?'*

Grandma and Grandad: *'Of course you are baby bear. All our family are polar bears and we live at the North Pole where we can swim, walk on ice and catch and eat fish and seals, you have white fur to camouflage you against the snow, you have big feet to help you walk on the snow, and your mum and dad are both your parents and they are polar bears. Why do you ask?'*

Baby Polar Bear: *'Because I am flippin' freeeezzin!'*

We knew that the forecast was going to be cold. Some correspondence on the Sprint 15 website confirmed there was no ice formed on the lake the preceding week. But even this didn't quite do justice to how cold it felt once we all had de-iced and rigged and got onto the water. (Pouring some water over my inspection hatch covers to break the seal before launching was a mistake as it just froze on the hulls.)

Considering the forecast, and the distances travelled, there was a good turnout of 19 boats and the home fleet managed to muster 7 boats. As usual, a number of regulars shamed us with their dedication to this series, travelling from far and wide. Having the races back to back helped and I think this format will be retained by popular demand from these travellers. If Draycote were not going to beat Carsington in the inter-fleet rivalry with seven boats, we may as well just outnumber them and create a lot of moving obstacles. Despite this, first time racer from Draycote, Phil Taylor, managed to finish both races without getting in the way!

The first race set by Race Officer Justin Edwards was started on a short line in poor visibility with the windward mark was just visible. The fleet got off cleanly. As soon as the boats got moving and some spray started to hit the tramp and hulls, it became apparent that several of the helms were sliding around the tramp on the tacks and that travellers and sheets were becoming stiff, as well as some foodstuffs taken onto the water to sustain the racers in this two race/back to back competition.

Race 1 saw Robin Newbold (Carsington) take the bullet, closely followed by Stuart Snell (Grafham) in second and Steve Sawford (Rutland) in third.

The second race was started again on the crowded line without major incident and was finished in a freshening breeze. Stuart Snell was enjoying himself closely followed by youngster Robin Newbold, who the race officers commented had made several places on one lap. Carsington veteran Robert England showed the other sport sailors how it should be done taking line honours but dropping to fifth place on handicap behind Snell, Charles Watson (Halifax), Sawford and Newbold.

All the competitors were pleased to get ashore with most heading for the showers to defrost before packing boats away.

Carsington sailors posted an 'away win' in the inter-fleet rival competition to reciprocate the same result for Draycote at last month's TT at Carsington so it's all to play for in the next battle on neutral water at Queen Mary.

I think we can safely say this has been the coldest race this year but, with the Queen Mary and Grafham events to come, who knows? However, warm welcomes and companionship around the country from our fellow Sprint 15 sailors keeps the competition alive and our class developing.



Some competitors said their bananas froze!!



Even the photos look cold - Brrrrrr!!!!!!!



Final Results:

Pos	PY	Helm	Club	Sail No	R1	R2	Pts
1	916	Stuart Snell	Grafham	1982	2	1	3
2	916	Robin Newbold	Carsington	991	1	4	5
3	916	Steve Sawford	Rutland	1733	3	3	6
4	916	Charles Watson	Halifax	1237	6	2	8
5	916	Chris Black	Grafham	2005	4	6	10
6	916	Frank Sandells	Grafham	1986	5	8	13
7	883	Robert England	Carsington	1351	10	5	15
8	916	Erling Holmberg	Shanklin	2007	11	7	18
9	916	Ed Tuite Dalton	Draycote	1940	9	9	18
10	916	Simon Giles	Shanklin	1944	8	12	20
11	916	Jan Elfring	Draycote	1913	12	11	23
12	916	Gordon Goldstone	Queen Mary	2004	7	17	24
13	916	Stewart Pegum	Oxford	1918	16	10	26
14	883	Ray Gall	Carsington	1914	14	13	27
15	883	Derek James	Draycote	1744	13	14	27
16	916	Peter Slater	Draycote	1627	15	15	30
17	916	Graham Collett	Draycote	1941	17	16	33
18	916	Phil Taylor	Draycote	1426	18	18	36
19	916	John Leybourne	Draycote	1827	19	19	38



The Freeze from The Breeze

Phil Breeze gives his own take on some of the more poignant moments from a memorable winter TT series

According to most, the Draycote TT was one of the coldest in memory with boats icing up and the biting temperatures playing havoc with mid-event tiffin.

Frank Sandells, however, maintained that it was not cold and that he could have sailed in his kilt! As always, Frank made a big impression!



The huge crowds of loyal spectators were rewarded with grandstand views of the action both on the water and on the boatpark catwalk where the 'Savile Row' elegance of the best dressed sailors was very much in evidence as they strutted their stuff between green room and the main arena

The Tortoise & The Hare

by Keith Bartlett

You all know the scene - a few sailors gathered round with a few beers, talk turns to "how fast does yours go?" Well how do you think a humble Sprint 15 compares with the mighty ex Dennis Connor's *Stars & Stripes*?

First a few facts about our Dennis. He won the America's Cup four times, in 1974, 1980, 1987 and 1988, but was also the first man to ever lose the famed cup to a challenger, Alan Bond's *Australia II* in 1983 (the America's Cup always previously being won by the American team defending the Cup for the New York Yacht Club), as well as the first man to lose it twice. The first loss and subsequent win allowed Connor to claim the Cup for his home yacht club, the San Diego Yacht Club.

Now which *Stars & Stripes* are we talking about? In fact all of Connor's America's Cup boats were called *Stars & Stripes*, but here I'm talking about USA 34. She was built for Dennis Connor's 1995 Americas Cup challenge, and was funded by Connor's San Diego YC syndicate. She was built in Bristol, Rhode Island, by Goetz Custom Boats. Designed to sail optimally in 8-10 knot winds, she has about 18 tonnes of lead suspended several feet below the waterline.

Stars & Stripes (USA-34) won the defender series, the Citizen Cup, against *Young America* (USA-36) and *Mighty Mary* (USA-43), essentially by use of superior tactics. However, she was the slowest of the three defending yachts, and as the defender can choose which boat to use, Team Dennis Connor elected to use *Young America*, considered the fastest defender, instead of *Stars & Stripes* in the America's Cup final,

and eventually lost the America's Cup to Team New Zealand.

To sample the buzz of an America's Cup boat you can hitch a ride on *Stars & Stripes* almost 365 days a year in San Diego, California. For a cool \$99 you get about 2.5 hours of sailing experience.

Getting under way. Pretty easy in a Fifteen; shackle the main on to the uphaul; a few pulls to haul it up the mast; make sure its on the hook; yank hard on the downhaul, and you are ready to go. On *Stars & Stripes* we needed acres of empty water around us before we could even start. It took six of us just to pull up the jib by hand. The main, however, was winched up by one of the enormous 2 man coffee grinders. Kill the engine just as she is moving onto the wind, and watch as first the mighty \$190,000 Kevlar and Carbon fibre jib fills, followed by a somewhat tired looking main. Then whoa! She heels a bit, and takes off majestically.

Beating. Upwind it takes two beefy lads on the winch to set the jib, and another two for the main. She responds almost instantaneously to every gust, but with the main well past its best (see photo), it's clear that most of the drive is coming from that mighty jib. Spare a thought when you complain about the cost and durability of your 15's sails, when you learn that in America's Cup competition, each jib only does twenty, yes that's right twenty tacks, before it is deemed sub optimum. Apparently if we really did crank up the tension on the tired looking main, and put some real shape into it, we would be rewarded by a snowstorm of Kevlar as the sail delaminated before our eyes!



"Abracadabra", sister ship to "Stars & Stripes"

Taken from the flight deck of the aircraft carrier "Constellation"

Note the Netley Sprint 15 Nationals hat worn specially for the occasion - and doesn't he look happy!!





We all listen attentively to how it's done

The sail numbers don't match - this main has come from another Cup boat. Note the shape dictated by the poor condition of the sail.

Maker's nameplate



Hoisting that immense jib - it's muscle man work so I stayed well clear!

Tacking. *Stars & Stripes* has only got one rudder but makes up for it with two, very large wheels, (which enable one to pose rather elegantly, pretending to be the man himself). However, this one rudder is rather large, so one of the many cardinal sins you are told NOT to do, is put on too much helm, as the rudder starts to act as an enormous brake. So the technique is gently does it, get it swinging head to wind, take the pressure off the main, otherwise it will start shredding again, do zillions of turns on the jib winch to pay off the jib, wait for the jib to start moving across, then repeat the zillions of revolutions on the winch to crank it in again- oh and don't forget to put a mere tad of pressure on the main. All that eighteen tonnes of lead ballast is obeying one of Newton's Laws of motion during this process and manages to keep you moving throughout all of this winching and cranking, and the new tack seems to get going without hardly any loss of speed. Now that's a technique I could really do with on my fifteen, but I don't think adding a lead keel is the right answer.

Downwind. Sadly the bureaucrats who are in charge of the US Coastguards will not allow any of the commercial operators of these wonderful vessels to hoist a spinnaker, so downwind is a bit tame. Slack everything off, see if you can spot any seals or other interesting water born life, or take the chance to talk to your nearest \$99 pleasure seeking crew (maximum of 12 persons as ruled by the Coastguards). On my voyage, 10 guys were all baseball fans out on a fun weekend and didn't know one end of a boat from the other, which just left me and my new mate Ron, from Florida, (who sailed a large cat called a Stiletto from somewhere down in Florida), as the only real sailors. We both thought that the main was completely knackered, but agreed that commercially it probably wasn't feasible to replace it.

Shame we were not allowed to use the mainsheet traveller either - yep it's them coastguards again- they deem it necessary to have a 4th professional crewman

on board if you are going to use the traveller. Very safety conscious these Coastguards. This was the first all carbon fibre sailing vessel to be given their approval. It just took two years! The removal of all the boats hydraulics; removal of the deck and addition of more bulkheads; replace the deck; and then the removal of any non essential items on the mast. So all the fancy instrumentation went as well. Once all this had been complied with, she got her certificate of sea worthiness to carry passengers- but only within the confines of the San Diego harbour (actually it's a pretty big sailing area so this restriction isn't a problem)

I said in the beginning that this *Stars & Stripes* (I thought there was only one, but apparently Dennis Connor has had something like 34 other boats all called *Stars & Stripes*) was built to race optimally in 8-10 knot winds. Much above the 10 knot design max it gets progressively overpowered and there is real fear about the vastly expensive carbon fibre mast and boom. So unlike a Fifteen, which is pretty much bomb proof, these fancy boats really need to be cosseted. Can you imagine a Sprint 15 Nationals which had to be called off because the wind was over 10 knots!

So what's my conclusion? Well, it was great fun to be able to experience just what one of these magnificent boats feels like. To be able to control it through a tack and get just a bit of the sensation of the latent power that was locked up in this highest of high tech rigs was truly magnificent. But at the end of the day, it requires an almost bottomless purse just to keep it in half decent shape, plus you need several really beefy guys to handle the sails and the winches. So our little (by comparison) Fifteen actually comes out quite well, and although it might get pipped to windward in a 9 knot wind- just wait until it is blowing 15 knots and then see who is the fastest. I think you all know the answer to that! Well this is a Sprint 15 magazine isn't it?

Sprint 15 Sport Nationals 2009 : Instow

SPRINT 15 SPORT NATIONALS : NORTH DEVON YACHT CLUB
30th May – 1st June 2009

Well here we are again; it's that time of year when we start thinking about the Nationals. The Sprint 15 (Sport) Nationals once again is to be held at Instow (North Devon Yacht Club).

Anyone who attended last years sport Nationals will know how good the sailing is at Instow. As for the venue, hospitality, value for money and warm welcome, just ask anyone who has visited before. This year is going to be even better.

As last year, there is a limited amount of **FREE** accommodation. This is provided by very generous members of the fleet. For availability please contact ALYZON MAYOH on 01271 860282 or e-mail alyzon@freeuk.com.

You may also try one of the following for accommodation:

Griggs B & B -01271 860676

Eastleigh Barton B&B- 01271 860576

Pins at Eastleigh B&B – 01271 860561

Lower Yelland Farm B&B – 01271 860101

Wayfarer Inn – 01271 860342

Ellerton – 01237 470393

Carlyn B&B – 01271 860672

Tarka Holiday Park – 01271 343691

There is also a limited amount of space on the club car park for motor homes.

The cost for this year is £45.00 if booked before 1st May and £55.00 thereafter. It includes 6 Races with full rescue boat cover, entertainment on Saturday evening, 3 Course Dinner on Sunday evening and the very collectable commemorative T-shirt.

This represents incredible value for money and can only be achieved by lots of hard work and good will by the enthusiastic band of volunteers.

Please consult the program for times and events. As usual, none of these are set in stone and may vary due to conditions.

THE TEAM @ NDYC look forward to seeing you all again soon.

Keith Heason (Fleet Captain)

NORTH DEVON YACHT CLUB : NOTICE OF RACE **SRINT 15 SPORT NATIONAL CHAMPIONSHIPS, 2009**

Racing will be governed by the rules as defined in the Racing Rules of Sailing **2009-2012** (RRS), the prescriptions of the RYA, this notice of race, the class rules and the sailing instructions. This notice of race may be amended by notice to competitors. Where there is conflict between this notice of race and the sailing instructions, the sailing instructions will prevail.

Event	National Championship
Venue	Instow, North Devon
Date	Saturday, 30th May to Monday 1st June, 2009 inclusive
Organising Authority	North Devon Yacht Club
Type of Event	Open
Advertising Category	Category C as restricted by current class rules
Scoring system	Low point system of Appendix A
Number of races	6 (4-5) (1-3)
Number of discards	2 (1) (0)
Schedule of races	Race one not before 10.00hrs, Saturday, 30th May Race two asap after race one Race three not before 10.30 hrs, Sunday, 31st May Race four asap after race three Race five not before 12.00 hrs, Monday, 1st June Race six asap after race five
Sailing instructions available	March, 2009
Contacts	Keith Heason, Email: kdh1@fsmail.net Phone 01271 861047 Postal address; 57, West Yelland, Barnstaple, Devon EX31 3HG Post or email or NDYC website from March, 2009
Entry forms available	£55 including dinner for competitors & commemorative T-shirt
Entry fee	£45 for entries received on or before 1 st May
Catering	Full catering and bar facilities will be available at the clubhouse for the duration of the event

Entrants must be current members of the Sprint 15 Association

All entrants shall be required to hold third party insurance indemnity for racing with their boat with a minimum cover of £2,000,000 (two million) sterling.

Sprint 15 Sport Nationals 2009 : Instow

Sprint 15 Sport Nationals @ NDYC Programme

Friday 29th May 2009

17.00 – 21.00 Club Open for registration, meet & greet .

Saturday 30th May 2009 (HW 11.18)

07.00 – 08.00 Club Open for breakfast & registration
08.30 Official Race briefing at club
10.00 1ST Race. Race 2 ASAP after Race 1
19.00 Italian Meal at club with live entertainment
Tickets £5.00

Sunday 31st May 2009 (HW 12.20)

08.00 – 09.00 Club Open for breakfast
09.00 Race briefing at club (If required)
10.30 3RD Race. Race 4 ASAP after race 3
19.00 3 Course Dinner at NDYC
Menu
Starter – Fresh vegetable soup
Main – Chicken in a white wine and mushroom sauce
with new potatoes and fresh vegetables
OR Vegetable Lasagne with seasonal leaves
Dessert – Cold Desserts

Extra Tickets £10.00
Entertainment & speeches provided by Sailors

Monday 1st June 2009 (HW 13.28)

09.00 – 10.00 Club open for breakfast
10.30 Race Briefing at Club (If required)
12.00 5TH Race. Race 6 ASAP after race 5
15.00 – 15.30 Prize Giving & Farewells

**For further details please contact
Keith Heason on 0772- 395-9894 or 01271 861047**



Idyllic Instow
Keith Heason

Principal Race Officer Richard Stone -
a master at setting a great course



Sponsors
of the
2009
Sprint Sport
Nationals

Gill[®]
RESPECT THE ELEMENTS™

Sprint 15 Sport Nationals 2009 : Instow

North Devon Yacht Club Entry Form Sprint 15 Sport National Championships May 30th to June 1st, 2009

Helm Name _____ Club _____

Hull Colour _____ Sail No _____

The race organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner / competitor, his skipper or crew, as a result of their taking part in the races. Moreover, every owner / competitor warrants the suitability of his yacht for the races.

DECLARATION

I agree to abide by the Sailing Instructions of the North Devon Yacht Club and RYA Rules. I confirm that I have full Racing Insurance including Third Party Liability for a minimum of £2,000,000.

Signed _____ Date _____

Fees £55 per boat to include one ticket to the Dinner.
£45 per boat if entered on or before 1st May, 2009.

Post entries and pay cheques to North Devon Yacht Club, Instow,
Bideford, N. Devon EX39 4HW

Classification: Please enter me for; Veterans (60+) Tick here _____
Cadets (Under18) _____

Dinner Please indicate if vegetarian option required. Number: _____

T-Shirt Please indicate chest size required; _____

Note from Editor : To keep your copy of this magazine issue in original condition, may I suggest you make a photocopy of this entry form or download a copy from the Sprint 15 website when its available or enter on-line at the NDYC website at www.ndyc.org

REVIEW OF SPRINT 15 MANUFACTURING OPTIONS JANUARY 2009

This note summarises the discussion which took place at the London Boat Show on 11th January 2009.

Present: Ian Fraser; Brian Phipps; Nick Dewhurst; Gordon Goldstone; Martin Searle; Keith Bartlett.

Summary of current manufacturing, sales and name rights.

Sprint 15 Collins Fibreglass Plastics (based in South Africa) own the world manufacturing rights to produce the Sprint 15. Collins has the sales rights for the Sprint 15 in all parts of the world EXCEPT Europe.

Dart 18 Following the Laser Center's recent decision to stop sale of Dart 18's, Collins now only have rights to make and sell D18's in South Africa.

Dart name This will continue to be owned by Performance Sailcraft (Laser Centre). 15's have already embraced the name change to Sprint. The 18's still need to decide what they will do.

Supply and availability of spares for 15's & 18's. Following the decision by Performance Sailcraft to drop the Dart 18 from their sales range, their entire stock of spares for 18's has been purchased by Ian Fraser, and is physically stored at Brian Phipps' Windsport business, alongside Brian's existing range of 15 spares. Thus 15 and 18 spares will in future be run as an integrated service by Windsport. Brian has said that replacement parts, sails, and other Sprint 15 user parts are in stock and already rolling out the door. Windsport is now the world wide licensed supplier of the Dart 18 and "class legal" replacement parts. Economies of scale will therefore apply as a number of parts are the same for both boats. This is good news for the future.

The way forward. A number of key points which will underpin any new manufacture of 15's have been identified. These will include:

- New Sprint 15's will be sold from a stock held by Windsport. Every new Sprint 15 sold will have been inspected at Falmouth, prior to sale.
- A strict set of quality control rules, will be in place from day 1 and will include testing specified components at Windsport. (E.g. all rudder blades tested to withstand a 12 stone weight applied to the tip of the blade).
- A breakages/QC report which can be filled in on line is seen as a key way to address ongoing issues of quality.

Any future manufacturer of 15's must address these key issues of quality control and adherence to manufacturing specifications. Building hulls at a slow, but constant rate, using a small, dedicated workforce is seen to be the key to meeting the quality control requirements.

No final decision on the future manufacture of 15's has yet been made. However, Ian Fraser and Brian Phipps are continuing further detailed discussions, with, amongst others, Collins. Collins' recent experience with the Laser Centre over the supply of 18's and with Windsport over the supply of 15's has shown where both their strengths and weaknesses lay. Both Ian Fraser and Brian Phipps are committed to getting new boats produced as soon as possible, subject to the manufacturer meeting all of the above requirements.

When a final decision is taken, it will be based on the successful manufacturer having already supplied a trial delivery of hulls and components to Windsport, which will have been fully inspected and tested by Ian Fraser and Brian Phipps.

So it's a question of keeping the faith and being patient whilst these key issues are dealt with - and keeping an eye on the website for further updates.

Window on Windsport

by Brian Phipps

Sailing in the 2008 Sprint Nationals was a bit of a bonus for me. I managed to make a flying one day visit to the Sport Nationals at Instow this year but missed out on the sailing, so it was great to sail una-rig again and meet new faces and match names that I only know of from the "Windsport Catparts" website.

During the event a number of sailors asked just how Windsport works, what else do we do and who is who, so here is a quick run down on the Windsport team.

Like most small marine business we are just that "small" with a big heart! And whilst we all have a key role, we all overlap to keep the wheels turning.

Probably the most important person to start with in our team is "**Cookie**". Cookie, as everyone calls her, is the front of house, admin., accounts, trouble shooter and keeps us all in line. Cookie sailed with me for many years on the Dart 18, and whilst she would never suggest she is an expert on Sprint 15 replacement parts and information, you may be surprised by just how much she does know!!

Tom P (Tom Phipps) was, until recently, campaigning a Tornado via the RYA Olympic Development Squad but, with that drying up for 2012, he has taken the decision to go back to education for at least a year. Tom carries out much of our boat and replacement parts testing. He has come through the Windsport way of life, been through the RYA junior and youth multihull coaching programme and can out perform the old man (me) on most occasions. Tom has been around Dart and Sprint 15 parts since he was in nappies so he knows about most things, can rebuild a rudder in minutes and enjoys the technical and test side of the business. As a dinghy and catamaran instructor he really makes cat sailing come alive for the young sailors visiting Windsport, and, on the coaching front, is now a key part of our out and about coaching team when he is not away racing.

Alex M. (Alex) has been working with Windsport for over 10 years, both full and part-time, as he worked his way through university. He is Mr. Helpful, never flustered, and one of the best cat instructors we have for those who are a bit nervous first time out. Alex can turn his hand to most things and works along side me to get boats repaired and back to the customers as quickly as possible. You may not see or hear much of Alex but, I assure you, he is our brick around the place.

Katy P (Katy Phipps) Katy is all singing and dancing, still at college doing A levels. Weekends and Cookie's day off is when you will find Katy on the end of the phone. Does Katy sail? Yes but on Katy terms!! That means loads of fun, minimum racing and great social. In the office Katy is Miss Helpful. If she cannot answer your question immediately she will make sure we get the message and respond.



Tom Phipps testing downwind



Windsport boat park



No repair too tricky!

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



Well stocked on-site
chandlery

Finally **Brian P** (Fippsy). What do I do? Well, I guess I head up our little operation and act as the operations face. Having said that, it is our team that make things happen. Yes. I have a pretty long history in Sprint 15 and Dart 18 going right back to early days on the shop floor laminating Tornado catamarans for Panthercraft during my gap year and seeing the Dart 18 and Sprint through their development stage. When the phone goes for "Catparts" or an order comes in, it normally passes across my desk, and I am happy to pick it as part of stock control. . Questions on parts, fitting, sailing, technical problems come my way and, provided I am not away coaching, I like to think I respond pretty quickly. Working with the class representative, Bob Carter, we try to make sure the class is as healthy as possible, the system works, and through everyone's efforts we appear to be keeping ahead.

What else do we do? The best way to find out is to visit us! We have a great rambling farm area down by the water with plenty of boat parking for customers and car parking. We work with the adjacent Restronguet Sailing Club to host regattas and championships, manage a small but very convenient camp site and operate the Windsport Dinghy and Catamaran (Cat Clinic) sailing school and coaching facility, with multihulls to train on, hire and buy, both new and used. Performance boat repairs for dinghies and catamarans are now a valuable part of the business with a regular delivery and collection service of hulls and equipment around the country.

As the "Topper Sailing Centre SW", we service all Topper dinghy products from customer care to new boats and repairs.

Our immediate sailing area is just 50m away from the boatpark and approx 2 miles long x 1 mile wide. It's perfect for cat sailing and accessible at all states of the tide. Outside into the bay you can sail left or right to beaches and harbour all along the coast. Pentewan Sands is a mere 15 miles east and I have often sailed there in the past and back again for an open meeting.

So that is us at "**WINDSPORT**" If you dial up Google earth and type in 'Windsport International', it will take you straight to us. You can even see the cats parked in the dinghy park!

The Windsport team wish you great Sprint 15 sailing and hope you will visit us at some time. We're 5hrs from London by car, a 1hr flight from Stansted /Gatwick to Newquay + 40 min drive. Not sure by train – I've never done it!! It's a great weekend away with great coaching. We can also get you up and running on dry land at our landyachting facility on the north coast.

All the best.

Brian


windsportTM
official supplier of Sprint 15 and genuine
class legal replacement parts

Grafham Winter TT Finale

by Bob Carter

On Sunday 22 March the final event of the Sprint 15 fleet winter series was held at Grafham. 14 visitors joined 12 sailors from the home club on a bright day with a fresh force 4-5 north westerly breeze. The race officer, Alisdair James, set a large trapezoidal course with tight reaches – just what the fleet like. The line had a port bias and at the start of the first race it was Chris Black in pole position from Ed Tuite Dalton at the pin end. On the beat Mark Aldridge quickly established a lead from Tuite Dalton, Stuart Snell and Ray Gall. Peter Slater, however, decided to test the water with the first capsizes of the day. There was a big fleet of Club Flying Fifteens and Lasers also sailing and at the end of the first lap both the Flying Fifteens and the Sprint 15s converged on the gate just as the Lasers were trying to restart, owing to having had to return on a general recall. The race progressed with the leading pack extending their lead. The wind was swinging some 30 degrees but it seemed like the right hand side of the course paid big dividends overall. Kevin Dutch was giving the experimental DX sails an outing and was visibly fast downwind but tended to lose out on the upwind legs. Meanwhile at the front, Aldridge and Tuite Dalton kept ahead of the pack to win from Snell, Erling Holmberg, Black and Steve Sawford, who had made steady progress through the race.

By the time of the afternoon race the wind had increased to the top end of a force 5. The race team had wisely changed the length of the Flying Fifteen course to prevent them coming round to a cross over point with the Sprint 15 course at the same time. At the start it was once again Chris Black in pole position from Peter Slater at the pin end. Mark Aldridge had tried to take a port flyer but was cut out by Black and had to duck about 15 of the fleet before he could start. By the windward mark however, Aldridge and Simon Farthing had a huge lead from the rest of the fleet. This was achieved by taking the favourable right side of the course while most of the fleet had gone left. These two were followed by Gordon Goldstone, David Casale and Richard Philpott, who were all determined to improve their performance over the morning race. As the race continued Stuart Snell worked his way up to third place but could make no impression on Aldridge and Farthing. After some 70 minutes of racing Dutch (with the experimental DX sail) just managed to get a few seconds in front of Aldridge but on handicap it was Aldridge who took his second gun of the day a few feet ahead of Farthing and followed at some distance by Snell, Casale, Holmberg, Philpott and Tuite-Dalton.

Thus after an exhilarating day's sailing, Aldridge was the convincing winner from Snell, Tuite Dalton and Holmberg. Everyone enjoyed the sailing in superb conditions and agreed that it was Grafham at its best.

The fleet now rest for a short period until the Summer Traveller Series gets under way at Seasalter on 25/26 April.

Overall Results: 1st M Aldridge (Grafham) 2 pts, 2nd S Snell (Grafham) 6 pts, 3rd E Tuite-Dalton (Draycote) 9 pts, 4th E Holmberg (Shanklin) 9 pts, 5th D Casale (Queen Mary) 11 pts, 6th R Philpott (Grafham) 15pts 7th Steve Sawford (Rutland) 15pts 8th S Farthing (Grafham) 17pts 9th C Black (Grafham) 19pts 10th H Hawkes (Thorpe Bay) 21pts



“Grafham at its best!”



Winter TT Roundup

by Bob Carter

The Sprint 15 winter traveller series was concluded at Grafham on Sunday 22 March in glorious conditions and a 26 boat entry. Four events of the planned five were completed in the series – sadly we got no wind at Queen Mary, so that event was cancelled but all the other events were held with a variety of sailing conditions. At Stewartby on an overcast day in November we got strong winds with good racing and a number of capsize but a disappointing attendance of just 11 boats. Stuart Snell won the day from Steve Sawford and Ed Tuite Dalton taking third. We moved on to Carsington in December and 15 boats took part on a bright day with just 10 knots of wind but the competition was hot. The increasing rivalry between Carsington and Draycote was apparent with Draycote boasting a strong team of 4 travellers. It was Charles Watson of Halifax who won from an improving Tuite-Dalton with Chris Black and Peter Slater in third and fourth so Draycote had 2 in the top 4 places! Watch out Carsington!

At the third event it was bitterly cold in a light breeze and the sailors had to contend with sliding on the ice on the trampolines and the sheets freezing making sheeting out difficult. An impressive 19 boats took part and Snell took the event with Robin Newbold very close behind in second place. When the fleet came in all of the talk was of how cold it was. One claimed that his banana he had taken to eat between races (I think) had frozen solid. Another claimed that a melon

would have been a better bet as it is more resistant to freezing. The grubguru (from Scotland originally) claimed that they were a load of pansies and that he would have gone sailing in his kilt. Queen Mary got a beautiful sunny St Valentines day in February for their open but sadly there was not a breath of wind so that they had to cancel.

Finally, Grafham had a glorious bright day with force 4-5 winds with gusts to F6. A new record of 26 boats took part in superb sailing conditions – some of the fleet had complained that they could not come as it was Mothers Day so we could have got more (This may be addressed in future as the new Events Secretary is more of a romantic than the retiring events secretary who thinks a mans gotta do what a mans gotta do (i.e. go sailing)). The grubguru did not sail in his kilt but he showed us that he is made of sterner stuff by sailing on his wedding anniversary. Grafham sailor Mark Aldridge, dominated the event from Snell and Sawford making him kick himself he had not done enough events to qualify in the series.

Thus Snell wrapped up a successful series to take the Winter Series Trophy (affectionately called "The Urn") with two firsts and a second and Tuite-Dalton (4,2,3) took second place. Carsington and Draycote went into a huddle to decide who should buy the beers after their unofficial inter club contest. Sadly no one had documented the rules so it all depends on interpretation.

Overall Results:

- 1st S Snell (Grafham) 4 pts
- 2nd E Tuite-Dalton (Draycote) 9 pts,
- 3rd S Sawford (Rutland) 10pts,
- 4th C Black (Grafham) 13pts,
- 5th E Holmberg (Shanklin) 18pts
- 6th F Sandells (Grafham) 26 pts.

Winter's Winners

Stuart Snell with winner's trophy, 'the Urn' (he was too quick to be snapped on the water!)



Steve Sawford



Ed Tuite-Dalton



Chris Black



Frank Sandells



Erling Holmberg

Dinghy Show Report

by Ed.



There was a good deal of interest on the Sprint 15 stand at this year's Dinghy Show. Representatives of the Association manned the display with Steve Sawford's "Tigershark" taking centre stage. The sixteen year old boat looked stunning. A visit by Ian Fraser was one of the highlights of the weekend. Ian spent a good deal of time talking with members and visitors and his enthusiasm after so many years was as fresh as ever.

A 'Special Edition' of Newsprint was produced to go with a host of other handouts for interested parties. Several visitors to the stand, (13 in all over the two days), signed up for demo sails, so club reps. will be contacted shortly to make the necessary arrangements. Such showcases are a vital way of spreading the word about our Class and all it has to offer a wide variety of potential new members. Thanks to all who gave their time to keep us in the spotlight. If any club reps. would like a copy of the Show Magazine please get in touch with me for a pdf version which can be e-mailed to you.

W.H. Insurance Consultants

The Original Sprint 15 association insurance scheme! We have loads of experience in dealing with claims on Sprint 15s, even successfully dealing with claims for others in this arena! Our policies offer racing risks as Standard, and legal liability limits of £2,000,000 or £3,000,000 or £5,000,000, cover in the E.E.C. for when you go on holiday or racing abroad, and we can offer a choice of insurer, policy excess and level of cover. Fasttrack claims assistance we have many approved repairers (or we can use yours if they are up to our standards), New for Old on most things, except sails, up to the value of the vessel, and even New for Old on sails if you want to pay extra.

TEL 02392 754000

email sprint@dinghyinsurance.com (plain text only)

web site www.dinghyinsurance.com



The World's Biggest Dinghy Show
Saturday 7 and Sunday 8 March 2009

Tips from Phipps

“The mast heel plate story”

Much has been talked about mast heel plates in the last few months so here we go with the history of mast heel plate.

1976 saw the launch of the Dart catamaran concept, and the design team which included Ian Fraser had been over the boat and tested it for over a year. The mast, beams and extrusions were made by IYE based in Essex under the guidance of Terry Pearce, a well respected small boat engineer who provided very valuable input to the project.

The mast heel casting was designed to do the job it needed to do with an additional safety feature that prevented the mast jumping off the mast ball when raised and lowered using the mast pin. The wear point on the mast heel was protected by a s/s mast heel plate held in position by a 2 x rivets. More recently the mast heel castings have been produced by a number of casting foundries with slight variations in the s/s plate rivet position leading to “one drilled plate” does not fit all. The thickness of plate supplied is also important as it can affect the mast pin hole in the heel casting lining up with the mast ball hole for the mast pin.

Over a period of time with compression loads and wear, the plate spreads and goes thin, requiring replacement. If the plate is left unattended the mast ball wears into the casting surface causing a hollow. Replacing with the standard thickness s/s plate when this has happened means there is no support under the plate leading to additional wear.

Solutions:-

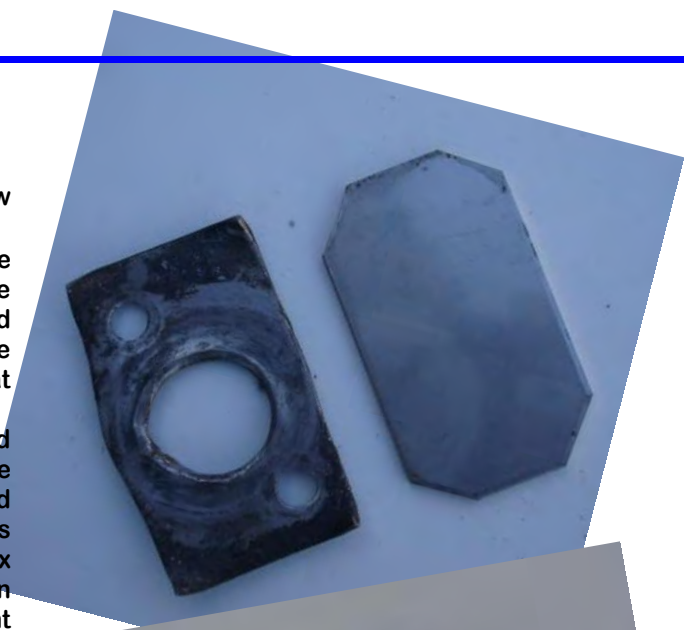
- 1) Replace the original before it wears through “catparts item 02107”. You can copy the original hole positions using a paper template or copying the removed old plate.
- 2) If the casting itself has been worn hollow you can replace it with a slightly thicker round plate “catparts item 02286” providing additional support to the damaged area.
- 3) You can replace the whole casting “catparts item 02106” if the casting wall has also been worn unevenly on one side causing the mast to sit off centre on one tack.

In all cases when replacing the s/s plate check the mast ball pin is free to locate and the mast heel can rotate through 90° aft without binding on the mast pin.

The South African manufactured mast heel castings, until recently, have had the s/s plate glued into position with some success. However, the newer versions are now riveted although the standard plate is round.

So the choice of plate is yours, the rivet hole positions may vary from casting to casting but you will need to use Monel rivets to hold the plate in position.

Brian Phipps (coach)
Windsport International
Official Dart supplier of replacement parts
www.catparts.windsport.co.uk



Photos from top

Original badly worn mast heel plate and rectangular replacement

Round, slightly thicker mast heel plate ready to fit

Mast heel plate replaced on damaged mast heel casting

Bits & Pieces



Clubhouse Event Posters for 2009

Two A4 size posters as shown have been produced for club notice boards.

They were handed out to club reps. at the recent Dinghy Show.

If you didn't get to Ally Pally don't miss out - give either Erling or me a call or e-mail your address and we'll get one in the post to you. Ed.

A (small) Plea from Me!

I really do get a kick out of putting this publication together and especially enjoy trying to cram in as many topical and recent photos as possible.



So, if you are one of the chosen and have been asked to stage an event on either the summer or the winter TT circuit, it would be soooooo good if you can arrange for some event photography. It makes such a difference (give the guys on the RIB a digital and tell them to get in close, keep out the way and press the button lots!). Cheers, Ed.



What's this?? A clandestine photo proving that the great Royal Navy is, like many, feeling the effects of the credit crunch?! No. I found it in the Paul Smith archive and all will be revealed in a later issue so watch this space! Ed.



Whilst the lads from Carsington have been out playing on the water, their other halves have not been idle. Not to be out-done, the girls with attitude have been quietly building their own one-design class fleet!!

Pictured are Liz Gall, Pauline Love and, newest recruit to this class, Rosemary England. "Race you to the red line!"

Carsington Wags

2009 Nationals

by Erling Holmberg

Sprint 15 Nationals 2009 Pentewan Sailing Club, Cornwall

23- 28 August



It's six years since we visited Pentewan so we have decided to return to our roots and hold the Sprint 15 Nationals at Pentewan Sands Sailing Club. We had 86 boats the last time we came for a Nationals here so we hope we can entice old and new punters to our favourite Nationals venue.

For those that have not been to Pentewan before it is a glorious east facing sandy beach located in Mevagissey Bay, just south of St Austell. It is a private beach adjacent to a large holiday park which offers 450 touring pitches, 105 luxury static caravans, a swimming pool, games room, shop and much more (see site map on the holiday park website). Adjacent to the holiday park is the Pentewan Sands Sailing Club which is a catamaran centric (mostly Dart 18s) club with a really friendly group who run and take part in our events. Then just beyond the sailing club, still in easy walking distance, is the Pentewan Harbour and village. The harbour is a disused old harbour once used for exporting china clay but the entrance from the sea is now blocked. The village is very picturesque and has 2 pubs, several shops and a couple of restaurants. There are many scenic walks around the village and a booklet is available to guide you. The walk to Mevagissey takes 40 minutes and is a super way to spend a morning. All of this is within a few minutes walk of the campsite, so it is easily possible to book in for a week at the campsite and abandon the car for the entire time.

The approximate draft programme we are arranging is as follows:

Saturday 22 Aug Travel Day. Welcome Drinks in the Bar in the evening.

Sunday 23 Aug. Practice 1 lap only. Lunch.
Race 1 & 2 Back to Back.
Evening AGM followed by social in the Club

Monday 24 Aug 3 further Nationals Races (2 will be Back to Back)

Evening Championship Dinner at Pentewan Sailing Club.
After Dinner Entertainment featuring local band 'Tom Pig' who boast a former Pink Floyd member in their line-up!!
(For extra dinner tickets see Entry Form)

Tuesday 25 Aug 2 further Nationals Races back to back. Lunch followed by Prize-giving.
Evening Free.

**Weds 26 Aug to
Friday 28 Aug.** Fun Events

Thus hardened sailors who just want to take part in the Championship racing can get away Tuesday afternoon. Those who want to stay the full week will be free to organise their own amusement. There are many places of scenic beauty and places of interest within easy reach or take part in the Sprint15 fun events.



Sponsors of the 2009 Nationals

2009 Nationals

by Erling Holmberg

The full fun programme has not been finalised but the following are examples of sort of thing we are thinking about:

- **Wednesday 26 10.30 Crews Race** – a chance for junior, wife, partner, etc. to sail the boat with the assistance of another more experienced member of the family
- **Wednesday 26 14.00** Go-Kart Knock-out competition
- **Thursday 27 and Friday 28**
- Things in the past we have done.
- Sail in-group, 5 miles east across St Austell Bay (with rescue) to Polkerris for a pub lunch with cars bringing any non-sailing members to meet up for lunch.
- Evening treasure hunt around the picturesque village of Pentewan. Followed by drinks in the bar to recover.
- Games on the beach
- Sail in-group to Fowey, 7 miles east.
- Water Ski-ing or riding ring behind rescue boat (no wind days).
- Fishing trips out of Mevagissey (picture) in fishing boats.

It is great fun. In the past many members who do not care much for racing, have come for a family holiday and to take part in the fun events. If you race a little but have never sailed in an open meeting or Nationals don't be put off. The standard at the front of the fleet is good but many novices take part and there is fun to be had at all levels. Also the campsite and beach is so good that we find spouses and families have a great time on the beach while dad (or mum) is out sailing.

If you want more information on the Pentewan Sands Holiday Park call them on 01726 843485 or Email them on: info@pentewan.co.uk
You can also view the website at: www.pentewan.co.uk

There are many other lodgings, bed and breakfast places, hotels, etc in the vicinity – see the accommodation list on the Pentewan Sailing Club website : pentewansailingclub.org.uk. For more details watch this magazine or the website at: www.sprint15.com
I hope we have wetted your appetite and I look forward to seeing you there. Get your holiday and campsite booked **NOW!**

Erling Holmberg : Events Secretary



Left
Pentewan
Sands
Holiday Park
with Sailing
Club in the
foreground



The Harbour - Pentewan

NOTICE OF RACE

INTRODUCTION

The Sprint 15 National Championships will take place at the Pentewan Sands Sailing Club, Cornwall, on 23rd - 25th August 2009.

AUTHORITY

The organising authority will be the Pentewan Sands Sailing Club in conjunction with the Sprint 15 Class Association and will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the RYA, the rules of the Sprint 15 Class Association, this Notice of Race and the Sailing Instructions. In the event of conflict the SI's shall prevail.

ELIGIBILITY

Racing is open only to fully paid up members of the Sprint 15 Class Association and to Sprint 15 craft which comply with the rules of the Sprint 15 Class Association that are sailed either single handed in unarig mode or alternatively two-up with the mainsail and jib. The use of the trapeze and fittings will not be permitted in the championship races.

ADVERTISING CATEGORY

The regatta is designated Category C.

SAILING INSTRUCTIONS

Copies of Sailing Instructions will be available at the Pentewan Sands Sailing Club for all competitors who have satisfactorily completed the entry requirements.

INSURANCE

All owners / competitors **MUST** hold a valid and current certificate of insurance which covers them whilst racing (including third party insurance of not less than £2,000,000).

PROGRAMME OF RACES

Races are scheduled as follows:

Race	Day & Date	Time of first start
Practice	Sunday 23 rd August	1100 hours (One lap only)
1 & 2	Sunday 23 rd August	1300 hours race 1, race 2 to follow
3, 4 & 5	Monday 24 th August	1030 hours races 4 & 5 to follow*
6, & 7	Tuesday 25 th August	1030 hours race 7 to follow

*It is the intention to sail no more than 2 races back to back such that a lunch break is possible each day.

No starting signal will be made after 1530 hours on the last day of racing.

REGISTRATION AND DOCUMENTATION

Registration will take place either by advanced entry or at the Pentewan Sands Sailing Club on Saturday 22nd August between 1830 - 1930, and Sunday 23rd August between 0900-1015 hours.

BRIEFING

There will be a briefing at 1000 hours on Sunday 23rd August unless advised differently on the official notice board in the Sailing Club.

ENTRIES

a) Postal entries are at the discounted rate of £70* if received by 11th July. Completed entry forms should be sent together with a cheque for £70 made payable to 'Sprint 15 Association' to Erling Holmberg 7 Hope Road, Shanklin, Isle of Wight. PO37 6EA. *The entry fee includes one ticket for the championship dinner and the fun sailing entry fee.

b) Entries can be accepted at the event with an entry fee of £90 (cheques should be made payable to 'Dart 15 Association').

SCORING

The Low Point scoring system, rule A2, will apply. Seven races are scheduled of which four races shall be completed to constitute a series. Discards will be as follows;

1 to 3 races - no discard; 4 to 5 races - 1 discard 6 to 7 races - 2 discards

2009 Nationals

Notice of Race contd.

PRIZES

Prizes will be awarded to the first 12 places.

There will additionally be prizes for:

the first 3 two-up boats

the first lady helm.

the first 3 competitors over 50 years old

the first helm over 60 years old

the first 3 heavyweight competitors

the 3 most improved helms since last year

the first sailor who normally sails Sprint mode and has never been in the top 10 of the Standard Nationals before

Plus a Pro-Am competition and a number of novelty prizes.

GENERAL

The Pentewan Sands Sailing Club, Cornwall is located on the B3273 south of St Austell. See club website www.pentewansailingclub.org.uk for directions and accommodation links. A programme of fun and social events has been organized for the evenings and also for 26 – 28 August.

COMPETITOR RESPONSIBILITIES

A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or going to sea, the boat confirms that she is fit for those conditions and the crew is competent to sail and compete in them.

Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and including the organising authority, the race committee, the race officer, rescue boats and the beachmasters. The provision of rescue boats does not relieve the boat of her responsibilities.



10% discount to all competitors from the local watersports shop!



O'Neill **OCEAN SPORTS** **AQUAPAC**

The one stop watersports shop

Childs wetsuits from: £15, Adults £25

SAILING WEAR,

Masks, Fins, Snorkels, Chandlery, Diving, Waterskis, Body boards.

Spend £125+ & receive a £20 discount, 10% for sales under £100. (must show your 09 membership card)

For more details contact us at:
Email: ocean.sports@virgin.net
www.ocean-sports.co.uk

17 West End, Pentewan, Cornwall. Tel: 01726 842817

Plastimo **HENRI LLOYD** **Holt**

Typhoon **CREWSAVER**

Spint 15 National Championships

Organised by the Pentewan Sands Sailing Club

and the Sprint 15 Class Association



23rd to 25th August 2009



ENTRY FORM

Sail No Sailing Mode: 1 up / 2 up*

Name of Helm Name of Crew

Helms address
..... Post Code

Tel. No. Sailing Club

Helms Weight > 93Kg (14.7stone) Y / N* Helms Age > 50? Y / N* Helms Age > 60? Y / N*

I plan to stay for the Fun Events Y / N* I normally sail Sport mode Y / N* Entry Fee £70/ £90 *

I would like extra tickets for the dinner on Monday evening :No. Adults(£15ea.)No. under 12s(£8ea.)

* Delete as appropriate. Postal entries are discounted by £20 if received by 11th July. Completed entry forms should be sent together with a cheque for £70 made payable to 'The Dart 15 Association' to Erling Holmberg, 7 Hope Road, Shanklin, Isle of Wight, PO37 6EA.

The entry fee at the event is £90 made payable to 'The Dart 15 Association'

I agree to be bound by the IYRU, RYA Rules, the Dart 15 Association Rules and the Sailing Instructions. I am a full paid up member of the Sprint 15 Association. I agree that I and my crew will wear adequate personal buoyancy at all times when afloat (I understand that wet suits and dry suits are not deemed to be adequate personal buoyancy), and I understand that failure to do so will lead to disqualification. In particular I have read the section headed 'Competitor Responsibilities' of the Notice of Race and confirm that I agree to its provisions and that my boat will conform to its requirements throughout the event. I hold valid insurance cover for a **minimum of £2M** in any one accident. I agree to be bound by the Rules of the Pentewan Sands Sailing Club as if I were a member and to abide by those rules.

SIGNED

Date

On Wednesday 26th I would like to enter the Go-Kart Knock-out Y/N* Please enclose £10 deposit.

(This will be booked if enough interest.)

FOR RACE OFFICE USE ONLY

Entry Fee Cash/Cheque

Class Association Membership Y / N* Entered on Computer

Note from Editor : To keep your copy of this magazine issue in original condition, may I suggest you make a photocopy of this entry form or download a copy from the Sprint 15 website when its available or from Pentewan Sands Sailing Club website at www.pentewansailingclub.org.uk

Sprint 15 Events Programme for 2009

Events Secretary: Erling Holmberg 01983 865012

Summer 2009 Events

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

Date	Event	Venue	Contact	Phone
25-26 April	Traveller	Seasalter, N Kent	Steve Willis	07980 416422
		Training - TBD		
30 May -1 June	Nationals	Sport National Championship, NDYC, Instow, North Devon - Sat, Sun, Mon	Erling Holmberg	01983 865012
20-21 June	Traveller	Southern Championships, Open Dinghy Sailing Club	Keith Bartlett	01243 778087
18-19 July	Traveller	Marconi Sailing Club, Essex	Fenella Miller	01376 329974
23-25 Aug	Nationals	National Championships. Pentewan Sands S.C. - Note: Sun, Mon, Tue. (2,3,2 races/day respectively)	Erling Holmberg	01983 865012
26-28 Aug	Fun Events	Cruising & Fun sailing. Pentewan Sands S.C. (Wed, Thurs, Fri)	Erling Holmberg	01983 865012
26-27 Sept	Traveller	Northern Championships, Carsington Cat Open	Ray Gall	01332 671016
24-25 Oct	Traveller	Grafham Cat Open / Inland Championships, Cambridgeshire	Bob Carter	01438 354367

Traveller Series is for all sailing formats (Standard PY916 and Sport PY883). Five events with three to count.

First race Saturday at 12 Noon unless otherwise stated.

National Championships at Pentewan is for PY916 Format

Sport National Championships at Instow is for PY882 Format



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

