

# NEWS SPRINT

The Official Magazine of the U.K. Sprint 15 Association  
[www.sprint15.com](http://www.sprint15.com)

spring 2010



**IN THIS ISSUE** ● WINTER TT SERIES REPORTS ● SPRINT DX UPDATE ● 2010 DINGHY SHOW REPORT  
● TOP TIPS ● 2010 NATIONALS & SPORT NATIONALS ENTRY DETAILS ● HOT NEWS & REGULAR FEATURES



# Editorial

Cover Design & Magazine Logo by George Love : Carsington SC Cartoons by Phil Breeze of Calshot  
 Cover Photo by Pauline Love of Carsington SC - Stuart Snell (eventual 2009/10 Winter TT Champion) hunts down Steve Sawford (runner-up) on Carsington Water at the Winter TT in December.



As the days start to lengthen and the temperatures rise, Spring is finally on the way to herald a new summer season and all that it promises in the world of Sprint 15 sailing. For those who chose to forego hibernation, this Winter's TT season has been one of the best on record. Whilst the wind gods may have been rather more benign than some would have liked, attendances at events have been consistently high and included several sailors making their TT debuts. The Winter Series is, without doubt, the envy of many classes and a great success story.

And, despite the calm weather, the racing has been exciting. It's been tight all the way at the top of the table with the quest for outright victory going right down to the wire - just how it should be. All the events were run despite some atrocious winter weather, especially for the travellers.

The bitter winter conditions couldn't even get the better of the lads from Draycote who were faced with a huge dump of snow and a frozen lake just days before their home event. Undaunted, they simply pulled out all the stops to rearrange the date. In the end, it was a superb day with one of the best attendances. Just sums up what we're all about in my view.

This year's Dinghy Show was a great success. There's more about that inside but the headline items of the imminent arrival of new boats and a deal on sponsorship from Windsport have laid the prospect of an exciting course for 2010.

Membership remains buoyant (around 300) and the availability of boats on the second hand market is at an all time low. Whilst this may be good for sellers, it's not so good for buyers and potential new members, so the new boats can't arrive soon enough to ensure we can move on.

As ever, I am indebted to all those who have contributed articles to this issue - and all the photos, which make the job of putting it together so much more enjoyable.

However you choose to sail your boat this summer, I hope you enjoy it and that we'll have chance to meet on the water (or in the bar for a jar) at some stage.

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

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## NewSprint

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# Your Chairman writes...



**Probably** the single most important thing for most of us is that racing should be as fair as possible – and that delights me because it is what Panthercraft originally designed this cat for and because it has been my top priority.

**Over** the years that objective has been successively honed and I am glad to tell you now that there are further positive developments on this front.

**Initially** you, like me, probably first thought you got bad results because you were not a good racer, but put it down to inexperience. Why then did we continue getting bad results, when we were generally successful individuals in many activities we take up?

**My** first eye opener was to notice that it was possible for Sprinters, then Sparkies, to win when it blew F5 or more but that even Lasers could ignominiously beat us across the water in F1. Pity racing was often cancelled when we could win but others considered it too hairy.

**Then** I noticed in light winds at Marconi that my 15 could beat an 18 around the course using superior tactics, until the final creep along the shore against the tide, whence it still beat me on handicap.

**Therefore**, I wrote a paper for Y&Y about handicaps, suggesting weather condition adjustments. The wind speed posted by ROD at the beginning of the race might change, but something would be better than nothing.

**Similarly** tidal flows vary but, what slower boats win with the tide, they more than lose against it. So if tide (T) = 3 knots and our boat speed (S1) = 4 knots while the competitor sails at 5 knots (S2), the difference up-tide is  $(S2-T)/(S1-T) = 200\%$ , while down-tide it is  $(S2+T) - (S1+T) = 115\%$ . In this example we will spend seven times as long going up-tide  $(S1+T)/(S1-T) = 7$  where we have 200% disadvantage versus only 115% in the much shorter period down-tide.

**So**, does this mean that every Shadow is better than every Sprinter at Gurnard? You decide. Anyhow, there was not even a glimmer of response from the PY Committee at that time.

**A few** years later, the success of our class meant that I was 'volunteered' to represent all cats on the RYA Class Associations Committee, so I could get the raw data on the PY system.

**That** horrified me because I thought it was a performance system i.e. a huge database of reported results for handicap races, but it was really a voting system. Which boats do your club race, how many and do you think the existing handicap is fair? Can you imagine any sailing committee even debating that? Of course, Merlins or Mustos have not been developed to game the system. They win because the best people race them. The polite description if this argument is that it is circular.

**Would** the RYA be interested? No! But we cats could do our own thing provided it was internationally recognised. We had two options, SCHRS or Texel and we adopted the former because there was not much to choose between two reasonable measurement systems and SCHRS happened already to be used in some cat clubs here.

**Hot news!** Once again I have been 'volunteered', this time to be chairman of the ISAF-recognised SCHRS World Council. So I can now see exactly how our class suffers under that as well, because SCHRS takes measurements and our cat not only lacks some of the things that don't get measured, but also wastes some of the things that do, like waterline length.

Sorry I can't change that, but fortunately the new PY Committee invited me, in that capacity, to their annual review recently, so I can report on developments there.

**First** the bad news. Our basic una-rig Sprint version has been downgraded from Portsmouth Yardstick to Secondary Yardstick, even though our Sport version remains. This is because they do not have enough returns. To be fair they have lowered their standards of statistical significance for cats. We know it is not because our fleet is shrinking, but growing, so we do less handicap races.

**However**, the good news is that a new group is running it. Chairman Jason Smithwick works for ISAF and is also a member of SCHRS, so we have a reciprocal relationship. The principle RYA officer is Bas Edmonds, who is refreshingly welcome. The public members include Simon Lovesey, who runs an actual performance system, [www.sailracer.com](http://www.sailracer.com). As more clubs are persuaded to enter their results in his new user-friendly system, so PY will therefore slowly become what outsiders thought it was all along.

**The** other good news is that, as a result, this year many of the PY numbers for cats have moved in a favourable direction. This, therefore, is a long-winded way of lobbying members who have influence at their clubs to put in actual results. The benefit for you is that Sail Racer will spit out what may, in effect, be personal handicaps. The benefit for cats in general is that handicaps may more closely reflect realities.

**So**, as you start the season, remember you are not a prat. It is just that you take fair racing more seriously than others. For those who want to engage in cheque-book racing, may I commend the stock market.

**Winning** makes you richer, not poorer!

Regards,

*Nick Dewhurst*

# Carsington TT



Postlethwaite gets the inside track from Love & Gall

TT debut for Rob Bowen from Netley

Robin Newbold - a solid second place and always in the hunt



**The fourth Sprint 15 TT of 2009** took place on 26<sup>th</sup> & 27<sup>th</sup> September at Carsington Sailing Club in Derbyshire. The sun broke through on a clear morning. A light and very shifty wind promised difficult conditions for the fleet.

**Arriving** over two hours early, you'd normally expect to find other boats in bits with people rushing around rigging and tweaking their machines for the day's battle. As it turned out, most boats were already rigged and ready on the beach. Erling Holmberg, with time to kill, was telling others how he had managed to get from his private equatorial island to Carsington in less than three hours. He then went on to complain about not being allowed into the sailing club when he had arrived at 7.30a.m. No surprises there! Robert England, on the other hand, was spending his time wisely, cleaning cow muck off his boat. God knows how it got there, but it's strongly suspected he may be storing his hulls in fertilizer to make them go faster.

**Race briefing** informed a slight change to the sailing rules, with a 4-2-GO start, to clear the line of boats as quickly as possible. This caused much confusion to the competitors, as no one knew how to change their watch count down from 5 to 4 minutes.

**First race** was staged on a trapezoid course. A good start from Charles Watson, George Love, and Erling Holmberg saw them reach the windward mark first. Erling dropped back a little, but managed to keep a good position in the fleet. On lap four, a huge windshift on the left side on the course meant it was snakes and ladders for positions. John Postlethwaite and Steve Sawford used this to best advantage, with John taking the lead, and Steve picking up at least 7 places. Postlethwaite went on to win the race from Charles Watson and Robin Newbold. Rob Bowen of Netley SC, competing in his first traveller event, and Ian Collyer of Hollowell SC, kept their nerve. With big gains to be had in the troublesome winds, Rob and Ian managed to pick up some places to finish eleventh and eighth respectively. During the briefing we were told not to go through the gate on the downwind leg. A few unsure sailors were confirming their thoughts out on the course, until one conscientious sailor pulled out the SI's from his buoyancy aid. Talk about thinking ahead! A couple of sailors to forget this were Robert England and Howard Hawkes, who later realised their mistakes and retired.

**Race 2** saw light-wind guru Robert England take the lead from the start and hold off stiff competition from Neil Parkhurst. Tactical genius John Postlethwaite found another windshift to take him up to fourth. In the same shift, Keith Chidwick managed to gain around 10 places to put him up the sharp end. England stretched his lead, from Parkhurst, and Postlethwaite third.

**Race 3** had a very port biased line, allowing 7 boats to start on a port flyer. At the windward mark, Watson, Newbold and Parkhurst led, with England gradually catching. Postlethwaite lost out on lap 2 by getting on the wrong side of a windshift. The leading group contained Watson, England, Newbold and Parkhurst, but England was soon to drop back with a mistake, missing a mark and doing his turn. Ray Gall caused carnage in the fleet by approaching the windward mark on port. Disregarding any rules, Ray got squeezed out by fellow club member George Love, and was forced to tack into Gordon Goldstone's water. In Gordon's anguish a colourful array of words were used in response. Watson pulled ahead, but was chased down by Parkhurst. Charles buckled under the intense pressure, temporarily forgetting how to make his boat go forwards and somehow managed to scrape the victory by just a few seconds.

**Later in the day**, sailors and spectators enjoyed a great meal prepared by the Galley which was followed by the usual friendly banter at others expense!



**Come Sunday** morning, the competitors were treated again to bacon and egg rolls. The day brought less wind and the start was delayed in hope the wind would build up to forecasted levels.

**Most boats** started race 4 at the committee boat end. A big group of boats were to round the windward mark together and head downwind six abreast, producing a busy leeward mark. The fleet later split into 2 groups. Gordon Goldstone showed a lack of spatial awareness as he managed to clip a buoy unprovoked. Later in that lap, TT newcomer Chris Hodges was still getting to grips with race rules and got squeezed into the leeward buoy. He moored up for a while as others sailed happily by. John Postlethwaite also chose to hit a buoy and decided to do his turn in the wrong place which luffed Erling off course. Any complaints by Holmberg were duly ignored. Stewart Pegum had a solid race, finishing with his weekend's best placing of fourth, to pull him up the overall standings. Chris Hodges sailed a great race even after his mistake, continuing to improve throughout the weekend, getting better results in each race.

**Race 5** saw the wind die even more, to around a few knots with the occasional gust. At this point there were four leaders within two points of each other, so it was still all to play for into the last race. A big windshift on the start benefitted Charles Watson, George Love and Howard Hawkes who started on port. The remainder of the fleet soon realised that crossing the line on starboard was a daft idea, so everyone tacked onto port. With the wind shifting, Newbold, Watson and Parkhurst kept close to each other, but John Postlethwaite once again managed to make the most of the conditions and snuck away. Erling made a big gain on lap 2 to pull him up to third. Close racing in the middle of the fleet saw Charles Watson, Neil Parkhurst, Gordon Goldstone and George Love battle it out. Robin Gill benefitted from this group of boats holding each other up, allowing him to bag ninth place, ahead of Love and Goldstone.

**With John Postlethwaite's** convincing win, he clinched the title of Northern Champion. Robin Newbold came in two points behind in second, and another 2 points behind was Charles Watson in third.



Event photography by  
Pauline Love : Carsington SC

Local TT debutante  
Chris Hodges



# News & Announcements

In the last issue of Newsprint, we announced the elevation to the peerage by way of the honorary membership bestowed on our long time cartoonist, Phil Breeze.

Not wishing to miss an opportunity, Phil has captured the moment when Class Chairman, Nick Dewhirst, tracked him down to present the citation.

In true style, Phil couldn't miss the chance to produce his own take on the moment!

In Phil's words :

"Thank you to everyone for the honorary membership . It was not expected, but very much appreciated"



For the record, here is a full list of the Class's Honorary Members

- Nick Dewhirst
- Bob Carter
- Brian Phipps
- Peter Ewing
- P. Ansbro
- Carol Smith
- Pat Oxley
- Gerald Lewin
- Ian Fraser
- Jim Jeffery
- Tim Dieu de Bellefontaine

And -  
**PHIL BREEZE**

## The Batten Report



It seems the situation on poor batten quality may now be resolved with the latest batch from South Africa passing quality testing with very few failures. Pictured is Ray Gall giving some samples a good workout at the Dinghy Show. Windsport reckon you can now purchase with a high degree of confidence. Failures should be few and far between as Windsport will only be selling battens that they have rigorously tested themselves before offering them for sale.



## 2010 Summer Events

Clubhouse posters to advertise this year's events are available and were handed out to club reps. at the Dinghy Show. If you would like one for your club's noticeboard, contact Erling Holmberg

Date	Event	Location	Contact	Phone
10-11 April	Training	Shearwater Sailing Club (at New Pinnac)	Neil Carter	01902 85041
14-15 April	Training	Westerly Sailing Club	Steve Carter	01608 35384
18-19 April	Training	Gratham Water Sailing Club (at New Pinnac)	Neil Carter	01902 85041
20-21 May	Training	Shearwater Sailing Club	Neil Carter	01902 85041
26-27 June	Training	Gratham Water Sailing Club (at New Pinnac)	Neil Carter	01902 85041
10-11 July	Training	Westerly Sailing Club	Neil Carter	01902 85041
12-13 Aug	Training	Shearwater Sailing Club	Neil Carter	01902 85041
18-19 Sept	Training	Gratham Water Sailing Club (at New Pinnac)	Neil Carter	01902 85041
24-25 Oct	Training	Westerly Sailing Club	Neil Carter	01902 85041

## Notice of Class AGM & Proposals

**Sprint 15 AGM**  
**1830hrs on Friday 13 August 2010**  
**Location: Netley Sailing Club**  
**Agenda**

1. Chairman's report
2. Secretary's Report
3. Treasurer's Report
4. Events Secretary's Report
5. Election of Officers and Committee
6. Proposals / voting
7. Venue proposals for future National Championships
8. Any Other Business

Notes:

Proposals Received to change the rules  
1.) Proposed amendment to the class rules to allow for the use a reinforcing slug on the foot of the mainsail.



2010 AGM Rule change proposal(s) to be voted on at the AGM on 13 August 2010 at Netley Sailing Club

**Proposal:**

It is proposed that the mainsail can be fitted with a slug to reduce wear on the foot of the sail adjacent to the bolt rope. This is an optional fitting which may be retrofitted to an existing sail or ordered on a new sail (details tbd). Some examples of how this may be attached are shown in the figures on the left. Figure 1 (top left) shows how an existing sail has been repaired with a slug. Figure 2 (bottom left) shows a new sail made with a slug held by a metal fixing riveted to the cringle.

No more than 150mm of the bolt rope should be removed,

**Rationale:** The mainsail is prone to wear of the tape which fixes the bolt rope to the sail at the foot in the area of high stress and friction. Eventually the bolt rope breaks away from the sail. Fitting of the slug will strengthen this area. Durability rather than performance is enhanced. Testing is limited and this is an optional feature.

Proposer: Gordon Goldstone    Seconder: Nick Dewhirst



## The James Gang

**Our investigator** was alerted to this latest and potentially most deadly of assignments when “**WANTED**” posters, delivered by pony express, appeared in our mail room. These portrayed the emergence of the “James Gang” apparently now riding out of Draycote and allegedly set on terrorising the West-Mids. Just like their alter-egos of the Mid-West, they are wanted for such crimes as **drunkedness, false accountin, cheatin, lyin, back shootin & boat ruslin.**

**The trail led**, not to a box canyon as you might expect, but to the archives. Here, a direct line of descendents to the mid 19<sup>th</sup> century wild bunch and airily look-alike mob of the original James Gang was tracked down. (Refer to exhibit 1)

**These mean, wild and lawless critters** consisting of Derek Jesse James and his kid brother Ed Tuite-Dalton-James joined forces with the notorious Younger brothers, Jan Ragnar Elfring Younger and his kid brother, Peter Bob Slater Younger.

**Leader of this mean band of desperados**, “Derek (the odour) James”, is well nicknamed as he is famed for leaving his smelly sailing saddle bags in the deep south west county of Devon (during his time as a drifter) and expecting for others to launder/transport the attire back to the West Midlands. This bandit is armed and dangerous! Gentlefolk, you have been warned! Don’t get down wind! He is also famed for tales of derring-do and changing fact with fiction during their gang whispering sessions! (Refer to exhibit 2)

**Baby faced Ed Tuite-Dalton-James**, alias “The Milky Bar Kid”, is the quiet assassin of the mob. He is the intellectual and book keeper for this outfit and is, by all accounts, brilliant with eight fingers & two thumbs. He is currently trying to educate the rest of the country boys in elementary maths add/take away but it’s thought he could be headed up a dry gulch on that one. (Refer to exhibit 3)

**Jan Ragnar** – it’s a little known fact that this James Gang character was a direct descendent from Norse country. Jan is a big drinker of Viking mead and an out and out hell-raiser. When Jan is stoked, you don’t want to get caught in the crossfire. He shoots first, calls ‘starboard’ or ‘water’ and asks questions later. The anthropometric facts speak for themselves – he’s strong in the arm with not too much happening in the head. But don’t tell him so - unless you want to see VALHALLA! (Refer to exhibit 4)

**Pretty boy Peter Bob** is the re-incarnation of his 19<sup>th</sup> century descendent. This handsome villain is particularly vain where his coiffured elegance is concerned. He spends much of the day cleaning and honing his vast array of choice weapons - that’s comb & brush with hair triggers - to ensure that he always looks his best. But he becomes rapidly mean if a single follicle is out of place. The advice is : don’t brush him up the wrong way. Much better to back off even if he does call you ‘yella’ - you have been warned! (Refer to exhibit 5)



Exhibit 1



Exhibit 2



Exhibit 4 above



Exhibit 3



Exhibit 5  
An uncanny resemblance to his alter ego  
Pics. by Doc Holly



Right:  
Jesse James  
19<sup>th</sup> century  
portrait

***If you have any information to add to this dossier.....we suggest you book your final resting place in Boot Hill first!!***  
***Some say that he can trace his ancestry to the Pinkertons, bêtes-noir of the original James Gang and that he holds true to their motto “We never sleep”.....***  
***.....all we know is - he’s called our Undercover InveSTIGator!!***

# Grafham Finale TT

**The last regatta** of the 2009 Windsport Catparts Sprint 15 Summer traveller series was held at Grafham Water Sailing Club on the weekend of 24/25 October which was also the Inland Championships. There were 38 entries with 30 travellers and a rather disappointing 8 locals which made the Sprint 15 fleet more than twice the size of any other fleet at the Grafham Cat Open.

**Saturday** was forecast for heavy rain and a strong southerly wind but it started as misty and murky with a 12 mph light shifty South wind. Race officer, Peter Saxton, set the preferred trapezoidal course with tight reaches and a port biased start line. Race one got underway with Brian Phipps taking the lead on the pin end from Tom Sandal and David Casale. Mark Aldridge and Steve Sawford elected to take a dodgy port flyer. Meanwhile Nick Dewhurst was just launching his boat at the start so was treating race 1 as a practice. Sportster George Love worked his way into the lead for the second lap and remained there to the finish, chased by Sandal, John Postlethwaite, Phipps and Kevin Kirby. It was tight between the top four boats for the next two rounds but the corrected sequence at the gun was Sandal, Phipps, Postlethwaite and Love.

**The murky** shifty conditions continued into the second race. Once again Phipps lead off the line and at the windward mark it was Phipps from Love, Sandal, Steve Sawford and Richard Philpott. As the race developed Phipps stretched out a huge lead by working the shifts upwind and Charles Watson and Neil Parkhurst also progressed through the ranks. Phipps won the race from a distant Watson, Postlethwaite, Parkhurst and Love.

**By the time** of the third race the weather was clearing and wind was building and had swung 20 degrees to the West necessitating the course to be re-laid. This caused an unfamiliar sequence at the start of the third race as many failed to spot that the windward mark had moved. So Postlethwaite led from Gordon Goldstone and Mark Aldridge after the first beat. These three led the charge whilst the Phipps, Sandal and Erling Holmberg played catch-up. There was no catching Postlethwaite who extended his lead to the gun but Phipps worked his way into second from Aldridge and Goldstone.

**By contrast,** Sunday was bright and sunny with a warm(ish) south westerly gusting force 3-4. It was a superb sailing day and the fourth race was the most closely contended. With big wind swings, the beat became very tactical and each lap had a new leader. Phipps, Watson, Sandal and Sawford (by now he had remembered how to sail) all took their turn but at the line it was Sawford from Phipps as Watson had to take a turn before finishing third. Stuart Pierce had his race and weekend spoilt when a

Grafham Laser 2000 sailed though his boat leaving a large hole.

**The wind** continued to build to force 4 gusting 5 for race 5. Sawford made no mistakes and led from start to finish. Postlethwaite, Aldridge and Watson followed respectively but further down the fleet quite a few swimmers were noted. These included David Ball, Jacob Aldridge, Neil Parkhurst, Rob Bowen, Robin Newbold and many more. Some even claimed they needed to wash the salt off their boats.

**Thus** after an exciting weekend's sailing, **Brian Phipps** was crowned the new **Inland Champion** with a display of consistent performance throughout the weekend.



Mark Aldridge

Steve Sawford







by Bob Carter



Brisk conditions gave exciting racing

Event photography by Bob Carter

Charles Watson



### Footnotes:

- The results were ready and we announced the prizegiving for 1.45p.m. on the Sunday. This was a full 30 minutes before the sailors were ready. We did one less race than the other classes so our prizegiving was over and our sailors had left Grafham before the other classes were ready for their prizegiving. ***I just love it when a plan comes together...*** (Dukes of Hazzard?)
- Grafham Fleet Captain, Frank Sandells (who was sailing a Hurricane and should have been sailing his Sprint 15) was protested by Anglian Water. He tried to sail his Hurricane between an Anglian Water motorboat and a fishing boat it was towing!!!
- Pot hunter and Sprint15 National Champion, Kyle Stoneham, fell off the F18 he was crewing for Hugh Styles when he hooked onto the elastic shock chord by mistake.
- Everywhere you looked around Grafham, Sprint 15 Sailors past and present were on all sorts of boats (from F18s to Hurricanes to Shadows to Catapults plus 38 on Sprint 15s). It makes you realize how much the Catamaran Scene owes to the Sprint 15 class.
- The pre-entry enabled the efficient running of the event. It meant that we could enter the entries into Sailwave properly before the race weekend. We could also identify duplicate sail numbers and allocate sail letters to differentiate between them (On Course B we had three 2006s, two 2004 and two 2007). This meant that the race teams could write down the results correctly and that the results could be quickly entered and produced. So it is worth the pain on a big event like this.

# 2009 Summer TT Roundup



by Bob Carter

## The Windsport Catparts Traveller Series for 2009

was won for the second year running by **Charles Watson** who beat **Erling Holmberg** into second place by his performance in the last event at Grafham. The Queen Mary duo of **Gordon Goldstone** and **Keith Chidwick** took third and fourth respectively with **Howard Hawkes** in fifth place. The leaders were a bit lucky as several of the top sailors were struggling to get in enough events to qualify. This was particularly true of John Postlethwaite who only got back into travelling later in the year but he took a first and a second – so watch out guys for next year!

**The biggest event** of the season was at Grafham with 38 entries and some challenging windy conditions. Brian Phipps of Windsport won but John Postlethwaite, Steve Sawford and Charles Watson gave him a run for his money. John Postlethwaite won from Robin Newbold narrowly at Carsington where we had 17 entries and light and fickle winds. At Marconi we had 16 entries and strong winds and it was a local trio of David Ball, Peter Tovey and Jenny Ball who took the honours leaving the travellers struggling for the minor places. The Open Dinghy Club at Angmering was our smallest event with just 10 entries but it is a nice relaxing venue and Erling Holmberg took first place from the local, Chris Ricard, and Gordon Goldstone took third place. Kevin Dutch stole the show at Seasalter with a masterful performance in Sport mode. Kevin has been recently grounded by the arrival of a baby daughter but he promises to be back in the fray next year. There were 18 entries at Seasalter and the northern contingent of Charles Watson and Ben Tunnacliffe muscled their way to second and third places. This was despite the Tunnacliffes leading the locals astray with a late night drinking session until 5am on Sunday morning.

**Sadly** we did not get enough entries sailing Sport mode to present the Sportster Traveller Cup.

We now look forward to the winter series of one day races which kicks off on 7 November at Stewartby. The teams of Draycote and Carsington are looking forward to their interclub contest. Last year they both seemed to think that they had won – I wonder if someone will document the rules this year?

### Final Results Summary:

#### Overall TT Series Top 5 Places:

- 1st Charles Watson (Halifax) 9 Pts
- 2nd Erling Holmberg (Shanklin) 11 Pts
- 3rd Gordon Goldstone (Queen Mary) 19 Pts
- 4th Keith Chidwick (Queen Mary),
- 5th Howard Hawkes (Thorpe Bay.)

**Southern Champion:** Erling Holmberg (Shanklin SC)

**Northern Champion:** John Postlethwaite (Beaver SC)

**Inland Champion:** Brian Phipps (Restronquet SC)

**Long Distance Cup:** Peter Tovey (Marconi SC)

[www.sprint15.com](http://www.sprint15.com)



Charles Watson



Erling Holmberg

Gordon Goldstone



official supplier of Sprint  
15 and genuine class  
legal replacement parts

Sponsors of the 2009  
Sprint 15 TT Series

# Dress to Impress



with Kyle Stoneham

Our current National Champion, Kyle Stoneham, is noted for being something of a snappy dresser off the water. Well, he would, wouldn't he as Kyle is in the business of branded clothing. You too can be the height of sartorial elegance in the clubhouse with this range of special Sprint 15 clothing which Kyle has produced and is marketing through his own recently formed company, 'Brand Identity'.

Leaving the magazine around the house and open at this page may provide inspiration to your nearest and dearest when it's birthday time! (Ed.)



**£8**

**Sprint 15 Hardwearing Polo**  
 Polycotton Polo Shirt  
 2 Button Self Coloured Placket  
 Suitable for 60 degree wash  
 Available in Extra Small - 6XL  
 Choice of 10 colours



**£20**

**Sprint 15 Fitted Shirt**  
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 Fine Detail Finishing  
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# Antiques Roadshow

## **“FOR SALE Spark 317 One owner from new; never been raced”**

**This was the by line** that caught my eye on eBay back in the spring of 2008. Being an old git, I had never bought anything on eBay before, so it was all a bit of a voyage of discovery.

**Spark 317 is a genuine 1 owner boat**, having been delivered by Panthercraft to its first owner in East Wittering, West Sussex, sometime in the early 80's. It came complete with the original Spark leaflet, (parts of which are shown in the photos). Back then, you could easily access the beach at East Wittering with the launching trolley and 317 started a gentle life of occasional summer sails when the wind and tide were favourable and when there was little chance of the dreaded capsize. In fact, she did capsize once, but not knowing the technique on how to right her (remember that Brian Phipps' excellent Catamaran book hadn't been written back then), they let her drift round the coast to Selsey, where they were washed ashore. Thankfully all were safe and sound. Her life continued like this for ten years or so, probably being used no more than a few times each year. Then West Sussex County Council, under the guise of flood prevention, built an enormous shingle bank at the back of the beach at East Wittering, effectively scuppering any means of launching 317 unless there were a crowd of beefy lads around. So for the next fifteen or so years, 317 sat in a garage feeling unloved. Eventually there were other demands for the garage space, 317 ended up on eBay, and I became the 2<sup>nd</sup> owner.

**So what is a circa 30 year old boat like?** Quite simply, probably better than those which were made in the last fifteen years. You notice little things, like on the rear hatch covers, the deck moulding continued down past the hatch cover fixing ring, so that it gave extra dimensional stability, thus preventing water ingress. But conversely, on the transom, the vertical seam between the two hull mouldings is very pronounced and rough to touch (see photo)

**All the above** is just me doing my usual rambling on, and isn't really what this article is meant to be about. I meant to write something along the lines of - just because it's an old boat, it's still a viable, economic purchase, particularly if it's your first 15.

**Now I know** that not all boats of this age are going to have been as molly coddled as 317- good heavens, the bolt rope on the mainsail was still clean, and it still had its original set of battens (more on this subject later). So let's try and tackle this logically, going over the boat, noting what's good, bad, different from today's 15's. Yes I know that it is a one design, but there are minor differences.

**Let's start with the hulls.** These were in immaculate condition, with, dare I say it, almost virginal skegs - well just a few scratches on them. The gel coat was completely intact including the red stripe - remember that back then it was all done in gel coat- no transfers or anything like that. If the hulls are a bit tired, then our old mate Steve Sawford does a great job at buffing them up to appear like new - using something that he describes as a Spitfire engine, connected to a buffing head!

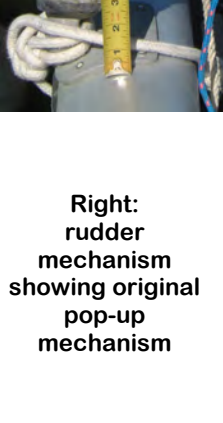


Doesn't she look superb

Right : transom seam a bit on the rough side



Left:: mainsail foot is a good bit lower than you might expect



Right: rudder mechanism showing original pop-up mechanism



Excerpts from the original catalogue

Above right : pvc boots to tiller arms



**Most old boats** are going to have suffered damage to the skegs, but at least with the old boats, although you can't see the construction, the glass fibre matting joining the two hull mouldings together is pushed well down into the narrow part of the skegs, so they are inherently strong and relatively easy to repair. By comparison, when I have carried out the inevitable skeg repairs to my own boat "FREDDIE", the glass fibre matting and resin joining the hull mouldings looks as if it has been pushed into place with a broom handle, compared to a long, thin pencil that was used to make 317.

**Moving on to the mast and beams.** Not much to note here. They were strong then, and still are. 317's one piece mast had been stored outside all of its life (at 22 ft 6ins long, it's far too long to fit into a standard single garage) and had suffered superficial corrosion but nothing major. As you might expect, the halyard blocks at the top and bottom of the mast had both seized solid and needed drilling out and replacing - but if I can do it, so can you. The original masts were also designed to take the longer sails, as the swaged out section that you feed the sail through is approx 5 inches lower than my current mast. (See photo).

**On to the Trampoline.** Now this is something where the modern version is definitely better than the original black version. The diagonal method of construction is still the same, but the modern fabric seems to be of a much heavier weave and is generally more robust. So, over the 30 odd years the original, although seeing little use, and definitely not much UV exposure, has got a limited life. (In fact, 317's new owner is currently advertising on the website for a replacement tramp)

**Original Sparks** had just the mainsail, and a snap shackle fixing for the (non adjustable) forestay. 317's red and yellow main was still clean, and crinkly, but this definitely isn't going to be the case for most boats of this age. So you probably need to factor in the cost of a new or a 2<sup>nd</sup> hand main. One thing to note here is that over time, the mainsail has actually changed shape. Back then it was noticeably narrower and longer. If you look at the photo, you can see that even without any tension on the downhaul, that the foot of the mainsail is a good couple of inches lower.



# Antiques Roadshow

**I found out** about the difference in width of the sail by trying out the Rolls-Royce quality battens on the main of FREDDIE. To my dismay, only the top two would fit. All the rest were about 1-11/2 inches too short. This brings me to the subject of the battens (see pictures). Back then they were indeed of Rolls-Royce quality. Even corrugations, even distribution of resin, very even taper along the length and a different colour (white) external resin, contrasting with the normal red interior. It's difficult to say whether the flex characteristics were the same but the old style battens felt as if they were much more resilient than those of current manufacture - now where have I heard that before?

**You will need to change the forestay** if you are going to fly a furling jib, and at the same time, incorporate the Dyneema tensioning system that most of us use. Again nothing too difficult, but note that all the various bits of gear to install a jib can add up to quite a large amount of cash.

I guess we are now at the stern and it's rudder time. Only minor changes are noted here. 317 had some very nice flexible PVC "boots" covering the tiller arms and the fixing method for the "pop up" mechanism has changed somewhat. (See photo)

**As you all know, rudders** are the most vulnerable and the most expensive parts of your 15, so if the boat you have found has a pair of very tired or knackered rudders, it needs to be reflected in the price.

**I think that just leaves the rigging** to talk about now. Understandably I changed all the fixed rigging, as 30 plus years are long enough for any marriage between a stainless steel wire and a bronze ferrule. The style of the mainsheet was the same except that the large, ratcheted block had seized solid. This had to be drilled out, but that was all.

So, that's it, a quick tour around an old boat from stem to stern - pretty straightforward. No mention of osmosis, delamination, and loss of strength with age etc. - just the sort of problems you would expect to see on an old glass fibre resin boat. BUT NOT ON A 15!

**I did not weigh the hulls of 317**, (the missus didn't want her nice new digital scales being broken on that "other boat that you have gone and bought") but I'm willing to bet that they were right down to weight.

**So there it is.** Please don't be put off by the apparent age of the Spark/Dart 15 that you have found- be it on eBay or on our own website. What does matter is how well it has been looked after and whether it has been upgraded with new sails and the occasional trampoline.

**What became of 317?** Well, I bought her with the idea of exporting her to the Mediterranean where I thought that the 15 class needed more exposure. Sadly it didn't happen. (Maybe that's for another future article). I took her down to my Club (Open Dinghy Club) for her first sail. I ended up selling her to club member (Phil Wicks) who was waiting for me on the beach when I got back! She is competitive even with her 30 year old sail. So there is still plenty of life in the old girl yet!

Hull and skegs in tip-top condition save for a few scratches

Battens are a quality product. Even distribution of resin and taper



How right they were!



**Dear Sprint 15 sailors.** Welcome to 2010! May we have great Sprint15 sailing for fun, at club racing, open meetings and national championships.

**New Sprint 15 boats** are on their way as we speak from South Africa after considerable work during 2009 on quality controls and retraining in manufacturing techniques and specifications. Thanks to Ian Fraser working with the Collins team on that. The cost of buying a new boat is the reality of today's manufacturing and operating costs. The Sprint 15 is not a cheap boat to build but it is a boat that is still very competitive after many years of sailing and a long term investment compared with many other classes. Whilst parts will need replacing from time to time, the Sprint 15 still offers low cost **production one design** sailing compared with other similar classes. There are few boats that can offer the same **production one design** qualities after 30 years whether it be excellent racing or lots of fun.

**2009 saw Windsport** and the class association working together to provide the support which the sailors requested. This support works because it delivers mutual value that allows the class to continue, strengthen and move forward. 2009 saw Windsport attending a number of regatta events, including both nationals, with a full event support trailer kitted out with replacement parts and technical support. We even joined in the odd race! One open meeting in particular stood out to me in 2009. That was the Grafham cat open. What a great turn-out and advertisement for the Sprint 15 class. If you did not make it, make sure you do in 2010! We had the biggest fleet on the water, boats that were truly equal and sailing in a range of wind conditions that demonstrated "**Sprint 15**" **production one design sailing** is still a winner and has a great future.

**Hope to see you on and off the water in 2010.**



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**1978 and the first Spark, (forerunner of the Dart 15 and current Sprint 15), is tested on Windsport's home waters of The Carrick Roads at Falmouth against a Hobie 14**

**Behind the scenes** Windsport have focused on making sure a full range of genuine replacement parts are in stock. Parts that meet class legal specification are quality controlled and are there when you need them. Our technical team support over the phone, on the email and in the dinghy park has been readily available not just for boats but also Sprint 15 sailing techniques. The Windsport open meeting vouchers (which anyone who attends an event can win) have been rolled out and the Sprint 15 sails Windsport provided to the class association have been up for grabs all year. George Love does a truly great job on the Sprint15 magazine and is always on the case to Windsport for a technical article. It takes me a number of goes to get it right but I hope our technical articles have added to your sprint 15 knowledge and been a jab in the arm to a few of the old Sprint 15 hands.

**Windsport** would like to especially thank those members of the class association that we have been working with so that Sprint15 sailors can benefit from this framework of support and ask you the sailors to fully support the class association and ourselves in return.

**So what about 2010?** Well, Windsport plan to continue supporting you, the Sprint 15 sailors, by working with the class association. We will be attending the Dinghy Show in March, preparing a boat for the stand and ready to talk with current and future Sprint 15 owners over the two days.

We want to build on all the work carried out in 2009. All we ask is that Sprint 15 sailors support the work of Windsport and the class association. After all, working together is what makes the world go round and keeps Sprint 15 sailors on the water.



# Stewartby Winter TT

by Robert England



A beautifully bright and clear day suddenly appeared from the gloomy thrashings of autumn in readiness for the opening round of the Sprint 15 Winter TT Series held at Stewartby Sailing Club on 7<sup>th</sup> November. It was clear that spears had been well sharpened as competitors negotiated the intricacies of the new hyper-space bypass construction site on the approach to the venue and local traffic scattered in advance of the ten visitors from as far afield as Yorkshire, Shropshire and the far south-eastern corner of the Isle of Wight. They were welcomed by a hefty complement of eight, woad-free local sailors who had cleared the water ready for battle to commence.

As the last of those changing into their protective clothing finally appeared at the initial briefing, the tricky nature of the contest became apparent. It was to be a square(-ish) course which pleased the majority of the protagonists, some of whom cannot count past four and argue that really the races should just all be steered in a straight line. There was to be a catch, however, and much confusion was seen on at least one competitor's face when it was clarified that the fleet should pass through the starting gate on every lap. ***"That's funny – which is the first mark, then? That's an odd beat... etc"***. ***"Well, if you CAN count Robert, LOOK! One, two, three, four – it's easy..."***

***"Oooh! I see, we're going round BACKWARDS?"*** ***"Yes, old chap, you can if you like but we're going to leave all the marks to STARBOARD. It's a bit of a new idea but you'll get used to it."***

**As boats** sailed out to the start line one of the Stewartby crowd, who shall remain nameless, decided that a team-mate wasn't really paying sufficient attention and taking the competition seriously enough, so he promptly rode his bows over his friend's deck in order to whisper some encouragement and tactical advice into his ear without the opposition listening in. Later in the day he was to be seen sketching the outline of a shark's jaws onto his bows as a reminder of his determination.

**At the start** of the first race Chris Black and Stuart Snell from Grafham Water set off like rockets, taking the right course and, by the second mark had a lead of a couple of hundred yards.



Event photography by Brian Finch : Stewartby SC



**After the third mark**, Pete Slater from Draycote surged past Robert England from Carsington and chased after the leaders. The rest of the fleet occupied their time playing snakes & ladders and discussing impromptu rule changes. On the third beat Steve Sawford from Rutland made use of a very useful wind shift and went from the middle of the fleet to second place as Chris Black dropped into the main fleet to take issue with Robert England and Ed Tuite Dalton from Draycote. At the front Steve Sawford managed to overtake Stuart Snell till the last tack of the race when Snell snatched the place back to take first from Sawford. Erling Holmberg took third after squeezing past Simon Giles in fourth, whilst Pete Slater steamed up in fifth.

**The second race** was called back as too many boats had been over the line. This was fortunate for Sawford as he was well back at the time of the recall. This also allowed time for a second chance for some to realise that they should go for a port tack start if they wanted any chance at all. One or two couldn't be bothered and just wanted to play on their own around the course. After the second start Sawford and Snell were first round windward mark followed by Holmberg and Slater. These positions stayed the same to the second to last leg when Slater sailed past Holmberg for third place behind Sawford in second with Snell coming first.

**At the end** of the day there were happy faces as everyone who entered received a prize of liquid refreshment with Stuart Snell being offered the opportunity to thank the hosts for providing an excellent day's racing in near perfect weather.

**The final order** was 1<sup>st</sup> Stuart Snell (Grafham); 2<sup>nd</sup> Steve Sawford (Rutland); 3<sup>rd</sup> Erling Holmberg (Shanklin); 4<sup>th</sup> Pete Slater (Draycote) and 5<sup>th</sup> Simon Giles (Shanklin). John Finch from Stewartby came ninth whilst Michael Robertshaw from Beaver was thirteenth. The next event at Carsington Water on 5<sup>th</sup> December is eagerly awaited after Draycote disposed of themselves very well in their warm up for this needle match; Stuart Snell has threatened to come, Beaver has shown a leg whilst Shanklin clearly are a force to be reckoned with.

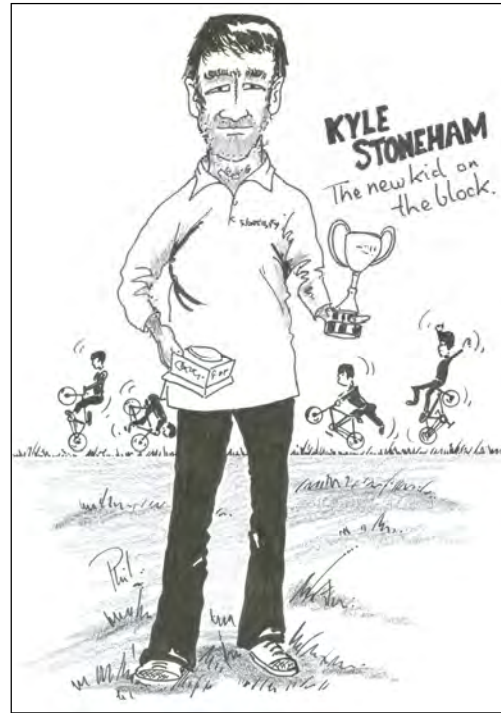


# Fun with Phil & Other Stuff



So, what's our new champion, Kyle Stoneham, been up to this winter? He's not been seen on the Winter TT circuit.. Rumour has it that, in an effort to be even faster, he has been combining his love of trick cycling and sailing with a workshop project in his garage in the long winter nights!

Phil Breeze has the details



## Tom Gall's Latest Dodgy Projects

Since we reported on Tom's success in the 2009 Fastnet race he has, true to form, been up to some more of his dodgy projects in the world of big boat racing. My spies were out in Sydney over the Christmas period to report that Tom was in town, looking very much the 'yotty' (as the picture shows) and taking on some hard partying as part of his preparations for the Sydney Hobart where he competed on board Krakatoa II. Since then, Tom has returned to the UK to work on a more long term commitment to the Concise Team. Pictured is the new Concise 2 which Tom will be fitting out and sea trialing in preparation for a host of events which will include the Open 40 Worlds (Tom was part of the last winning team) and Transat Events including the Route de Rhum. It's strongly rumoured that Pete Goss will figure in the project. You can follow the progress of the Concise Team on Facebook and, like many other S15ers, join its group of friends.

It's a tough life, Tom, but someone's got to do it, so we wish you every success. Ed.



Krakatoa II



Concise 2 en-route from the boatbuilders in Tunisia

## The New Mainsail Raffle

The Class Association were kindly given a new mainsail by Windsport as sponsorship for the Class to use in any way we would like to promote the Class. We decided to use it to promote all our events (including summer events, winter events and both national championships) so, at each event for a whole year, each entrant was 'given'\* a raffle ticket. At the final event, the Grafham Winter TT, we had 288 raffle tickets and the draw was made for the winner of the mainsail. The picture shows the winner, George Love (our magazine editor), being presented with the winning ticket. We hope to get Brian Phipps to present George with his new sail at the Sport Nationals at Swanage in early May. We would like to thank Windsport for their help and sponsorship.

\*In actual fact, Erling kept the raffle tickets for safe keeping but everytime someone entered one of our events he wrote their name on a ticket in his book. (Bob Carter)

Note from Ed.

I was truly delighted to win such a fantastic prize. The digits on the ticket - 2,6 & 1 add up to 9 - my favourite lucky number. Must be something in that!



# Carsington Winter TT



Sawford (above) took the cigar from Snell (below) but it was all to play for right to the line



**The second round** of the 2009/10 Sprint 15 Winter TT series took place at Carsington Water on 5<sup>th</sup> December. 'Windguru' promised ideal sailing conditions predicting sunny periods, 12-16 knots of breeze plus a few gusts to catch the unwary. It was 'Game On' also for the much awaited "inter club challenge" round one between Carsington / Draycote. Race Officer, Dave Cattemole, perplexed some of the visiting Sprint 15'ers (especially the Draycote boys) when he announced that the courses for the day would be a "P" course followed by an inverted "P" course. Much questioning took place and it was left to the knowledgeable person from south island, Erling Holmberg, to articulate the blindingly obvious and call an end to the by now 30 minute briefing by stating - "if you don't know where your going then just follow me"!

**Races** were held back to back for the benefit of travellers. This also allowed time for a comfortable late lunch and socialising over mince pies and mulled wine in the warmth of the festively decorated clubhouse.

**Race One** "P" course with a starboard rounding of the windward mark saw all of the competitors anxious to make a good start and in no mood to take prisoners. With ten seconds to the gun, it seemed that George Love was to be the first casualty as he headed for amen corner at the committee boat end. The frenzied activity saw a plethora of boats accelerating amid much shouting and evasive manoeuvres. Chief protagonists were; Ray Gall, Robin Newbold, Stuart Snell, Steve Sawford and pretty much the majority of the fleet. Not surprisingly, the RO raised the recall flag much to Ed Tuite Dalton's dismay who had made a cracking start and was some way up the beat before his race hopes were dashed, closely followed by 'get out of jail' expert, Love. Much to everyone's relief no boats were holed and only superficial gel coat repairs required.

**The restart** saw a well disciplined fleet, all on starboard tack, get clean away from the line. Leading the fleet up the beat was Sawford, Snell and Holmberg. Half way up this beat, Peter Lea was caught unawares by a strong gust and capsized. On righting his boat, he was hit on the forehead by the underside of his hull on his forehead (a manoeuvre known as a 'Bartlett'), which caused severe bruising and early retirement.

#### Results:

- 1st Steve Sawford : Rutland
- 2nd Stuart Snell : Grafham
- 3rd Robin Newbold : Carsington
- 4th George Love : Carsington
- 5th Ed Tuite-Dalton : Draycote
- 6th Erling Holmberg : Shanklin

Event Photography by Pauline Love

After much public debate, it was generally accepted that this event represented a decisive 'win' for Carsington in the first round of the much contested inter club match with Draycote



**First** to the windward mark was Newbold from Love sailing Sport closely followed by Snell and Sawford. As the race progressed all had found the way around the "P" course and seemed to be enjoying the reaches where places were being traded in the middle of the pack between Holmberg, Peter Slater, Gall sailing Sport and Dalton. Further back and trying to make progress through the fleet was Derek James sailing Sport from Chris Black and local rookie Chris Hodges. As the race progressed, Love passed Newbold and continued to build a convincing lead to eventually take line honours by a wide margin. After six laps the race result, on corrected time, was 1<sup>st</sup> Love, 2<sup>nd</sup> Sawford and 3<sup>rd</sup> Snell.

**Race Two's** inverted "P" course with a conventional port rounding saw all of the fleet again starting on starboard tack. Quick to make a good start was Sawford, Snell and Newbold. Also making a good start was Love who, halfway up the beat, decided to throw himself inexplicably off his boat, (some overseas betting scam was mentioned but he later confirmed he had simply failed to hook on!), putting paid to a good result and a podium finish. Meanwhile, and first to the windward mark, was Sawford from Snell who were to pull away from the fleet and have a very close fought battle for the duration of the race. In the middle of the pack and battling hard for places was Dalton, England and Holmberg closely followed by James and Gall who were at each other's transoms and trading places. Further back Goldstone, Black and Slater pulled away from Hodges.

**Fight back** of the day, however, belonged to Love who had by now righted his catamaran and was hauling himself back fast into the race and making up places. The two reaches on the inverted "P" course were an absolute delight bringing a smile to all competitors' faces and much appreciation of an excellent course. After five laps and with Snell at his heel, it was Sawford who hung on to take the race win from Snell with Newbold in third.

**Prizes** were awarded to the first six boats over a glass of mulled wine and mince pies in the warmth of the clubhouse.



Robin Newbold posing in third place



Ed Tuite-Dalton stalks Stuart Snell on a flying beat



Winter TT debutante and local sailor, Chris Hodges was pleased - "I didn't finish last!" Great stuff



Sportster George Love, sailed swimmingly well in Race One, but more just swimmingly in Race Two

# Draycote Winter TT



Steve Sawford

Race start in light and shifty airs

Stuart Snell just pipped Sawford for event honours

Event Photography by George Love : Carsington SC

## The Sprint 15 Draycote Winter TT

event (also known as the Draycote frozen soft fruit event) and scheduled for the 9<sup>th</sup> Jan 2010 was called off due to adverse weather. This is possibly the first time that a Sprint 15 event has been called off due to a frozen lake. After some quick reorganising by Pete Slater, the event was rescheduled and piggy backed onto a pre-scheduled Super Nova event on the 23<sup>rd</sup> Jan 2010. To fit in with our hosts for the day, this dictated a 10.30 am start for the first race. Even this early kick-off didn't offput a hardy band of sixteen Sprint 15 sailors who were pumped and raring to go for the two back to back races that promised an early finish over a leisurely lunch.

**Some pre-race** tuning by one Draycote sailor and an over reliance upon gravity lead to a spectacular de-masting before the racing had even started. Following some quick repairs all boats were ready and the first race was scheduled to start 5 minutes before the Super Nova start.

**For the first race** the wind was moderate and the start line congested with Sprint 15's. Steve Sawford and Ed Tuite battled up to the windward mark approaching it on port tack. Sawford rounded first and Dalton was squeezed onto the mark resulting in him dropping 6 places as he completed a 360 penalty turn. Much to the amusement of the chasing pack, Sawford sailed off towards the second wing mark before the howls of laughter of his fellow competitors (particularly Erling Holmberg) alerted him to his error. The unflappable Sawford quickly corrected his course and rejoined the race and, thanks to some great sailing, got straight back into the race and fought back into contention by the first wing mark. Competition in the chasing pack was intense with club rivals James (Draycote) and England, Newbold and Gall (Carsington) engaged in a tough dual around the first wing mark which resulted in an unassailable lead being established by Gall from James both of whom were sailing Sport mode.



Pete Slater paving the way for the home side





The second lap found the fleet spread out with sailors competing strongly for positions at the windward mark. Again the mark was kissed, this time by our very own Doctor (Simon Giles). A brief encounter it may have been but it saw Giles kiss good-bye to any chance of a top ten finish. At the line it was very close with Sawford and Snell battling for glory with the honours eventually going to Sawford.

The first race of just two laps, and completed in just over 37 minutes, was short but fiercely contested and left the Sprint 15 fleet champing at the bit for the start of the second round. The wind had other ideas and by the gun had dropped to a whisper. The normal high energy Sprint 15 start was reduced to a slow, almost no motion drift. Robin Newbold decided to take full advantage of the quiet conditions by skilfully mounting the committee boat. Amidst much heckling and cat-calling from fellow competitors, he pondered how best to deal with the windless start. After disengaging from the committee boat Newbold decided to follow the "wind sniffers", Erling and Slater who had tacked off to port and sailed into a pocket of wind leaving the rest of the starboard starters creeping along. The slow start meant that it was inevitable that the Super Nova's, who started 5 minutes behind the Sprint 15's, were soon up with and amongst the fleet like a flock of swooping swallows.

The front runners Holmberg, Slater, Snell, Sawford and Newbold managed to stay clear of the rest of the fleet and the finish was closely contested between Holmberg and Slater with the experience of Holmberg eventually winning out against the local knowledge of Slater.

New boys to the winter TT circuit Jack Turnball (Seasalter) and Mark Norman (Stewartby) sailed consistently and turned in very good first time results with Mark finishing 5<sup>th</sup> in the first race .

Special thanks goes to the Super Nova fleet for extending the hand of sailing camaraderie to the Sprint 15 fleet which was very much appreciated. Cheers lads!



Derek James in the chocolates on home waters



Robert England holding ground for Carsington

Erling Holmberg : a solid third place and smiling all the way



Results:  
1st Stuart Snell : Graham  
2nd Steve Sawford : Rutland  
3rd Erling Holmberg : Shanklin  
4th Pete Slater : Draycote  
5th Robert England : Carsington  
6th Derek James : Draycote

After much public debate, it was generally accepted that this event represented a 'win' for Draycote in the much contested inter club match with Carsington

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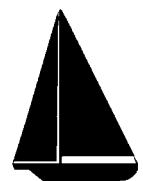
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# Travellin' Man



by Mark Norman

**It was with some trepidation** that I headed off to Draycote Water for the re-arranged winter TT. I am a raw novice in travellers. No, I tell a lie. I did go to a Phantom Open at Haversham once, but spent the entire day upside down floundering about in waves you couldn't believe could get so big on a small pond, and broke a load of bits. There ended my going to opens experience.

**I have** only sailed for a few years. I wish I had started as a child but a family that disliked the water was never going to entertain it. So I 'taught' myself in a laser about 10 years ago. You'll note the inverted commas, as most of my sailing could best be described as floundering with style [that word again, and I'm sure it won't be the last] with the occasional upright bit. My age and waist overtook me and I found a home in a woodie Phantom which, forgive me, I still have, and enjoy on the lighter wind days. In anything over a F3 I needed fins and gills, and so I looked for an alternative foil.

**Why didn't I do this years' ago!** I found a Sprint 15 [1431] at a very good price, and have loved every minute of it.

**I owe Robin Hall** at Stewartby a great debt for his many guru moments and good humour as I have steadily improved with his tuition.

**In November** the Sprint fleet dropped in for their annual beer collection at Stewartby and I took part in my first TT event. I really enjoyed it, as did all the new Sprint sailors at the club. We have added another two racing helms since I started and made Jon Finch, new helm and top club boat at the event, the new fleet captain. That will teach him to be so good! Everyone was so friendly. I felt guilty calling starboard on a boat near the finish line which caused him to lose a few places. I apologise again as I did at the time. Although I am sure he will exact his revenge at some point in the future.



After Draycote, Mark was out at Queen Mary and Grafham posting some solid mid-fleet results including a qualifying position for the Winter TT Series in his first travelling season - brilliant! The regulars at the front of the fleet need to keep looking over their shoulders.  
*Ed.*

**Following** that I decided to try a traveller again and, with the guidance of the 'Chat' forum on the Class website, I bought a road trailer and learnt how to drop the mast alone. (Steve Sawford will bear witness I still haven't got it quite right yet!). I never realised there was so much to remember to take and to do. It's almost worse than packing for a holiday with kids.

**Finally**, late in January, I arrived bright and early at Draycote Water, laid claim to a bit of verge behind the other Sprints and, for a first attempt at rigging from scratch alone, seemed to do OK. And I still had time to watch the Shanklin contingent speed rigging from their car rooftops.

**The first race** started in light winds and I hung back from the start for fear of getting in the way/shouted at/hitting something. I needn't have worried although it all looked a bit tight to me. However, a gap opened at the committee boat and I was just about on the line in the right place at the gun. By the top of the beat I was astounded to be level at the front and, having rounded the mark, saw Steve Sawford bear away downwind. I thought he was heading off to do a turn. Instead he was heading the wrong way until Erling kindly corrected him. For a few glorious yards I was in the lead! And George Love had photographic proof which is now proudly my desktop background at work! It didn't last beyond the run though and I was overtaken by a few boats to end up fifth to my real surprise.

**Having** read that soft fruit is useless as a mid-race snack in the cold, I partook of some malt loaf, highly recommended, but a little flat if you have knelt on it during the last race.

**The second race** started, in my case a loose expression, in almost drifting winds.

**A rubbish start**, but at least I had a couple of new friends to keep me company as I crept over the line amongst the Supernovas waiting to start. The experience of the regular helms soon showed and the Sprints pulled away. It wasn't long before I ended up where I expected to be - at the back! And I stayed there for the rest of the race. But hey, there's only one way to go from there.

**To all of you** thinking about it, but have not yet tried travelling....**DO IT!!** It was a thoroughly good day out in great company. And it can only get warmer and windier! All hints, tips and advice will be gratefully received!



Leading the leaders and up with the leaders!

# Queen Mary Winter TT

by Gordon Goldstone



On Saturday February 20<sup>th</sup> the Sprint 15 fleet visited Queen Mary for the fourth event of their Winter Series. Once again for this winter series, the forecast was for a cold day with light wind. Even so, there was a terrific 19 boat entry, coming from IOW in the south to Carsington in the north.

**Race officer** Andrew Craig and his team performed wonders to set a course in the light, constantly changing wind.

**There** was immediate drama at the start of the first race, with the two boats of Robin Newbold and Pete Slater over the line and, with the light wind, neither made it back to the start line.

**The first leg** was very difficult. Sailing in hardly a breath of wind required utmost concentration. The leading pack of Steve Sawford, Stuart Snell, Chris Black and Erling Holmberg were coping best but, on a day like this, a change in the wind is always likely. So it was. With the lead pack in a no wind zone almost the whole fleet arrived at the 2nd mark virtually together.

**From this point** it was almost anyone's race but Stuart Snell skilfully pulled out a lead on the last leg only to suffer the disappointment of seeing the wind fill in behind allowing the fleet to catch him yards from the line. 1st place went to Grafham's Chris Black with a welcome return to form, 2nd was the unlucky Stuart Snell, closely followed by Steve Sawford, Tom Gall, Erling Holmberg, Robert England and Stewartby's Mark Norman. Queen Mary sailor, George Stephen managed to squeeze past Simon Giles to take 8th.

**By the time** of the 2nd race, the wind had swung round nearly 180 degrees causing more problems for the Race Officer.

**At the start**, half the fleet had sailed to the port end of the line to take advantage of the heavily biased line. With seconds before the gun, the wind swung back the other way giving the advantage to the starboard tack boats. It was that sort of day.

**Steve Sawford** and Derek James took full advantage of the situation to get away and build a lead, followed by Pete Slater, Robin Newbold, George Love and Simon Giles.

The wind continued to swing as it had done all day. By the time the leaders reached the last leg, this had now become another beat. Sawford sailed well to hold off Derek James to the line. They were clear ahead.

**The following pack** was struggling to get to the finish in the difficult conditions. As most of the fleet went to the right of the course, several including Chris Black and Gordon Goldstone noticed a band of wind on the other side and tacked off to try and gain advantage. It helped, but wasn't enough.

**In a close finish** for the places, Robin Newbold took 3rd, followed by Pete Slater, Tom Gall, Stuart Snell and Gordon Goldstone, Chris Black came in 8th.

**After 2 races** in very difficult conditions, the overall winner was Rutland's Steve Sawford, from Grafham sailors, Stuart Snell and Chris Black.

This means that Sawford and Snell are now equal on points with the last race in the series at Grafham Water on March 21st.



Let's dance!

Let's dance some more!

Do the Conga - Get in line 1825!

Downwind in light airs



# 2010 Dinghy Show Report

by Ed.



## The Sprint 15 stand at the 2010 Dinghy Show

took on a new air from previous years with the inclusion of an AV screen playing a range of videos and photo slides to compliment the centre piece of boat and other information about the Class and all that Sprint 15 sailing has to offer.

Without doubt, the highlight of the show was the visit by Le'ana Elliot, wife of Grant Elliot who owns the family business that is Collins Fibreglass in South Africa and builds the Sprint 15. Le'ana spent a considerable time chatting with members of The Association. I feel sure that her visit reinforced just what a vibrant and enthusiastic group we are, how passionate we are about the boat and the vital role that Collins is playing in the future of The Class in both the UK and further afield. Le'ana took away some back copies of 'Newsprint' and promised to write an article on Sprint 15 sailing in South Africa – can't wait for that!

The Show was also a good chance for representatives of The Committee to meet with Windsport to discuss the future, the situation on new boats and sponsorship for 2010. The cost of new boats was discussed at length with particular emphasis on comparative costs of other types of craft. Brian Phipps was asked to look at this and the text of his response is printed opposite. It was generally felt that, whilst the projected cost of a new Sprint 15 had increased, this was not disproportionate relative to other similar boats.

A deal on sponsorship for 2010 was agreed with Windsport. In return for the Class Association promoting to its members the services of Windsport through the summer TTs (to be named the "Windsport Race Series"), website and other media opportunities, advertising on boats and providing the names of sailors winning vouchers, Windsport have committed to a package of sponsorship which will include:

- Providing Windsport vouchers (Gold £15, Silver £10 & Bronze £5) at six events
- Supplying a new mainsail for raffle purposes
- Attending the National and Sport National Championships and up to three other 'TT' events to provide technical support and replacement parts
- Supply a boat for the Dinghy Show
- Contribute regular articles to 'Newsprint'

This is a deal intended to be mutually beneficial in strengthening the Class Association and continuing the working relationship with Windsport developed over the past years.

Whilst all agreed that the Show had perhaps been generally quieter than previous years, around ten people signed up for demo sails. This is not far off the usual number.

So, is The Show worth all the hard work? I have no doubt the answer to that question is a resounding 'YES!' We would have been most conspicuous by our absence had all the volunteers and Windsport not put in so much hard work to keep us in the spotlight at this showcase event.

Having walked and talked my way all around the show it is encouraging to find that the Sprint 15 continues to keep its unique place in small boat sailing and the demand for what the Sprint 15 offers is not going away. The Sprint 15 meets the needs and ticks many of the boxes for families and individuals, and it is my/our job to make sure those USP's reach those potential owners.

The Sprint 15 started life in 1978 (32 years ago) for around £1200 and currently a new boat will cost you around £7800 which might seem to some a big increase over 32 years whilst others will consider it still great value? Whether it is good or not depends on what angle you want to take, but compared with other dinghies and catamarans of a similar construction, a new Sprint 15 still offers good sailing value despite the huge increase in manufacturing and business operational costs along with a reduced demand for catamarans in the last 10 years.

Sometimes I have to remind myself what the Sprint 15 is and also what you are investing in. The Sprint 15 is not plastic. The hulls are not roto moulded or produced in an hour. The power to weight ratio of a specialist GRP hand layup gives the Sprint 15 its feel, speed and edge across a range of conditions. Sprint 15 No.1 (Spark) is the same boat as number 2012. Every boat part can be interchanged or upgraded to fit. Your investment has not been superseded. Production one design racing gives fair and fun racing. Look at the class success and comprehensive spares support. There are only a handful of dinghies or catamarans that can boast these unique points and all of them are still very successful.

**Here are a few current price comparisons taken from the show. Prices incl. VAT**

**Sprint 15 ready to race £7844**

**Shadow ready to race £9199**

**Solo single-hander ready to race £6000**

**Laser 1 ready to race £4368**

**Musto Skiff ready to race £9200**

**RS 200 ready to race £7150**

So what do you get when you buy a new Sprint 15, apart from a bit of Sprint 15 street cred?! Well, every bit works. Ropes run, travellers slide, sails are crisp, mast rotates, wires are new, the hulls are shiny and it makes you feel good. Will you go any faster? Well, if your old boat can already do the above because you have maintained it in perfect working order the chances are – No! However, no-one can get the best out of a boat or their sailing if they are using gear that they have to fight with. So, the question is – is it better to upgrade your old boat to make it work well, albeit that it has a finite market value, or start afresh with a new boat that all works smoothly and will command a higher price if or when you come to sell it in the future?

The new Sprint 15s are currently sitting in a container in South Africa waiting to be joined by Dart 18 hulls to complete the first 2010 delivery. We anticipate that by May / June we will have new boats ready for delivery to customers and that will hopefully translate into a few more second-hand boats on the market and might well raise the value of the boat you are currently sailing.

**Brian Phipps : Windsport**



# Grafham Winter TT



by *Bob Carter*



**On Sunday 21 March** the final event of the Sprint 15 fleet winter series was held at Grafham. 16 visitors joined (a slightly disappointing) 6 sailors from the home club on a bright day which started off sunny with an absolute calm. The race officer, Phil Bevan, postponed for half an hour after which a slight and variable South wind kicked in and so he set a square course and got the proceedings under way.

**At the start of race 1** both Steve Sawford and Simon Farthing were over the line and had to return and restart. The fleet split but those that tacked early to try the right side of the course sailed into a hole while those who held on the starboard tack sailed into freshening wind and were lifted. At the windward mark Robert England led the charge but was soon overhauled on the first reach by Stuart Snell. As the race progressed the wind improved to a Force 2/3 but there were big swings in direction making it very tactical. Frank Sandells made good use of the conditions to grab the lead from Snell after a lap. Farthing had recovered to third from England, Ray Gall (sailing Sport mode) and Sawford. These six had opened out a huge gap from the rest of the fleet. Sandells hung onto the lead for a couple of laps only to surrender it back to Snell. On the final run after 4 laps Farthing passed Snell and took the gun at the finish from Snell, Sawford and Sandells. Leading Sportster, Ray Gall, sailing his son's boat was next and Richard Philpott closely followed.

**After lunch** the course was swung to adjust to the wind direction, which was now more a South Westerly. The line was well set with a slight port bias and the fleet filled the line cutting out any options for the single port tack chancer who had to duck the fleet.

**Many of the fleet** had not noticed the course change and headed for the wrong mark – the old windward mark was now mark 2 as a new windward mark had been laid. This left much of the fleet playing catch-up after reaching to mark 1 and also left the wily Farthing with a huge lead at the windward mark. The wind shifts and tactical sailing enabled Philpott to take the lead on the second lap from Farthing followed by Peter Slater, Sawford, Snell and England. In this race the Club Flying Fifteen fleet were sailing the same course as the Sprint 15s and were sailing slightly faster in these light airs. This caused the fleets to intermingle and impede one another with the differing boat characteristics. Slater took on the lead for lap 3 before being eclipsed by defending Winter Champion Snell, who led to the gun. Philpott was second from Slater, Farthing, David Casale and Ed Tuite-Dalton.

**Thus,** after a slow start, it turned out to be a nice day's sailing in force 2/3 winds and brilliant sunshine. Snell was the convincing winner from (son in-law) Farthing, Philpott and Slater. It was great to see many new faces and also that Stewartby had a team of 3 boats (Mark Norman, Robert Finch and Jon Finch) as well as Draycote (4 boats) and Carsington (3 boats).

**The fleet** now rest for a short period until the Summer Traveller Series gets under way at Herne Bay on 24/25 April.

## **Overall Results:**

**1<sup>st</sup> S Snell** (Grafham) 3 pts, **2<sup>nd</sup> S Farthing** (Grafham) 5 pts, **3<sup>rd</sup> R Philpott** (Grafham) 7 pts, **4<sup>th</sup> P Slater** (Draycote) 11 pts, **5<sup>th</sup> F Sandells** (Grafham) 12pts, **6<sup>th</sup> Steve Sawford** (Rutland) 16pts, **7<sup>th</sup> D Casale** (Marlow) 19.5 pts, **8<sup>th</sup> C Black** (Grafham) 20pts, **9<sup>th</sup> S Petts** (Grafham) 21pts, **10<sup>th</sup> G Goldstone** (Queen Mary) 23 pts.

# Sprint DX - The FAQs

As interest spreads with DX sails amongst our sailing community, I thought it would be beneficial to put together a Q&A of most frequently asked questions by interested / potential clients and increasingly other classes who are actively considering square top sails as a means to generate new impetus and compete to retain their market share.

**Q: Have I ever tried sailing DX format with 2 people on board and how did it perform?**

Yes, Liz and I sailed DX Sport 2-up at Pentewan last year during the fun event activity. We sailed DX main and standard jib. Liz really noticed and enjoyed the additional horse power provided by the square top sail and also commented on the smooth acceleration of the boat. Basically the boat seems to handle the additional crew member weight whilst maintaining performance, thus allowing the crew to enjoy this format and keep up with the fleet of standard single handed boats.

**Q: Sailing DX 2 Up, which is the better sail configuration-standard jib or DX jib?**

It's really down to personal choice. Sailing with the standard jib works well especially for those who may want to cruise. Should the breeze pick up, the DX main will still provide additional inertia whilst allowing the jib to be easily furled. Perhaps (respectfully), the less experienced crew may want a little less exhilaration and white water. The real advantage of this sail combination is that it requires no additional rigging. Sailing/cruising with the DX jib in strong breezes will be appreciated by those who like to trapeze/hike the boat flat to optimise performance. Basically it's what suits the crew and their sailing needs on the day.

**Q: Is the DX difficult / impossible to sail in strong breezes?**

I have ventured out and raced DX Sport in all breeze conditions that I would have sailed standard sport. When racing DX Sport, it is not for the novice helm but equally it is important to recognise that the DX square top will fall away automatically (as designed) if gusted to reduce some of the excessive unwanted power. If you have an inexperienced person on the helm he/she will go for a swim if gusted in strong breezes and the boat controls, together with trim and balance, are not correctly adjusted. Having said this, I don't mean to imply that the DX is wild and difficult to sail. Far from it! The DX is no more difficult to sail than standard set up but it is more efficient and you do have to work harder either trapezing or hiking so physical fitness is tested a little more than usual.

**Q: Is it possible to furl the DX jib?**

If you opt to sail DX main & jib, then it is possible to furl the semi battened jib contrary to popular belief. What you will need to do is go to a "Hove-To Position", uncleat the jib fairleads from the clew, wrap the jib around the forestay and, finally, reconnect the jib fairleads onto the clew. This will hold the jib 'furled' until required.

**Q: Does the DX jib really make a difference?**

It is important to maintain balance between main sail & jib. It was, therefore, always a design intention to increase jib sail area as a consequence of DX increase in main sail area so as to maximise air flow through the slot. This I can demonstrate quite easily on the DX Sport. After tacking, if I set up the jib first against a poorly set main sail you will, in a breeze, notice that the main sail (at the luff) backs excessively against the lightweight sail material. This phenomena is highlighting the power generated through the slot but is not as well demonstrated with the standard jib and DX main sail.

**Q: Do I need additional rigging for the DX Main & Jib?**

The DX main sail requires no additional rigging. Just purchase your DX main sail, attach main halyard and hoist. If you want to sail DX Sport (main & Jib), it will be necessary to remove the following standard parts; forestay, jib slave halyard, furling drum & top furling swivel. You will need to replace with DX forestay & jib slave halyard which are both longer.

**Q: Does the DX jib pull the bows down and have a tendency to pitch pole more frequently?**

Clearly our boat has limited buoyancy particularly at the bows. I have learnt through testing/racing that DX rig requires a different set up to my standard Sprint Sport settings. Basically my mast is further aft. This allows improved air flow over the DX square top main sail and holds on to the apparent wind longer. By making some minor changes to my sailing technique, I believe there is no significant increase in likelihood of pitch-poling for the experienced helm.



Tom Gall gives the DX a good shakedown in his inimitable style



Centre:  
The jib  
furled



**Q: Are the DX sails really faster than standard sails?**

The DX sails are clearly more efficient. This is no longer speculation but fact and shortly I hope to have an official PY handicap for the DX Sport. Currently I race at Carsington off a provisional trial handicap of PY 844 or 1.23 ISAF/SCHRS.

**Q: Can I race DX at my local sailing club?**

You will need to discuss this with your local sailing club "Management/Sailing Committee" but in principal, the answer is yes. You will need to make a proposal which must include an agreed "trial handicap rating" for DX Sport or DX Una. It's probably best to discuss this proposal with your multi & monohull colleagues/fleet captains well in advance to reach an agreed local handicap rating. If permission is granted, then you should ensure that your club submits its annual handicap returns to the RYA.

**Q: Do DX sails place additional stress on the mast?**

The Sprint 15 does not have a legacy of mast breakages. Far from this, it actually has an excellent record despite being sailed all year round and in some extreme conditions over many years by many of our class members. This is in addition to some rather extraordinary manoeuvres carried out by novice helms getting it slightly wrong and capsizing / pitch-poling spectacularly. Despite all of this, our mast remains upright and has an excellent record, hence low insurance premiums. The only cases of mast breakages in recent years, that I am aware of, is basically due to cat inversion causing the mast to be dragged on the bottom and subsequent damage. Clearly we have an inherently tried and fully tested strong mast which is most unlikely to be compromised by the addition of a little more sail area which has been specifically designed to fall away at the top and reduce excessive pressure build up.

**Q: Is it more expensive to insure the Sprint 15 DX compared to standard Sprint 15 formats?**

W.H. Insurance, (David Lloyd), insure the vast majority of Sprint 15s. Consequently, and since the DX project was first launched, W.H. has been informed of progress. W.H. have always been positive in our discussions but obviously they need to substantiate risk / likelihood rates (particularly any perceived increase potential of mast damage/breakage) as this affects their business - mast failure rates equals higher insurance premiums. W.H. Insurance is pleased to inform that they will insure Sprint 15 DX (boat & mast) at no extra cost to the policy holder. They will, for an interim period, place an additional policy 'excess' on the mast but this, in time, will be reduced to standard rates as commercial confidence based on actual DX sailing time and failure rate data proves that mast breakage is not an issue. David Lloyd is very pleased to be associated with the DX project and is fully supportive of the development of square top sails.

**Q: Where can I buy DX sails?**

DX sails can only be purchased direct from Steve Sawford. For further information, log on to [www.speedysports.co.uk](http://www.speedysports.co.uk) where you will also be able to purchase the longer forestay & slave halyard kit.

**Q: Is the DX really so much different to sail?**

The best way that I can answer this is to say that on a personal note that, other than at official Sprint 15 events, to which I am fully committed, my future sailing will consist totally of DX configuration sailing. I doubt that you will ever see me sailing standard sails. DX is simply just far too much fun! It affords me excellent racing where I can not only race my Sprint 15 club colleagues but also take on the catamaran handicap fleet, F18s, A Class, Dart 18s etc.

**Please Note : DX sails are out of class rules and cannot be used at official Sprint 15 events**

# Tips from Phipps

## The stress and strain of shroud & bridle hull plates.

As Sprint 15's get older they need a bit of love and attention (a bit like their owners!). The Sprint 15 (Spark) was launched in 1978 and many of us sail boats that are ten or more years old so they should be entitled to a bit of special attention once in a while!

The Sprint 15 hull construction method is probably one of the most serviceable you could find anywhere. The design team kept away from potential water absorbing layups such as foam sandwich, yet still managed to produce a light stiff hull with the facility to carry out a wide range of repairs. Nothing is perfect and in the early days the reinforcing for the shroud and bridle plate positions was a series of extra thickness laminates in the area where the plates were screwed through which were secured with a nut and washer on the inside before the decks were added. In fact, if you go back further, the original Dart 18 prototype had plates riveted in position! To prevent the internal nut from becoming loose the nut and thread were covered in gelcoat and the job was done. In later years the need to replace a shroud or bridle plate demonstrated the short comings of this system, often and normally requiring some keyhole surgery via the deck edge, if a nut fell off the back of a screw etc. In later hulls a stainless steel plate with threaded screw holes was glassed in place internally so that bow and shroud plates could be replaced easily.

The first indication that a bridle or shroud plate may need replacing is a distortion where the plate emerges above deck level. Further investigation could reveal a crack in the plate across the top screw hole or what looks like a rust line (oxidisation) in the same area.

For those Sprint 15 sailors who potentially have a hull with the original fixings here are a few suggestions that could save you money and time.

**Question:** How will you know if your hull has glassed in backing plates or not?

**Answer:** It may not be that easy to tell but if it was made in the last 10 years it is likely it does.

**Removing and replacing plates.** The perfect solution is that everything internally stays in place. The best chance of making that happen is to carry out the following especially if there is no backing plate.

1. First turn all screw heads clockwise (doing up the screw) as this breaks the gelcoat seal on the thread whilst still encouraging any plate or nut to stay gelcoated to the internal hull. If all that works on all three screws you are almost in business.
2. Remove the screws carefully without pushing the screw forward against any internal nut.
3. Offer up the new plate and check all three holes line up correctly. Slight variations in plates may require you to drill out the plate holes to next size up.
4. Apply lock-tight or similar to the screw threads and carefully re-insert the screws picking up the original threads and while not applying any screw head pressure tighten up the screws firmly.
5. The job is done if the exercise can be completed on all three screws successfully.



Above :  
Bow with  
bridle plate  
being re-  
moved



Right :  
Rivet insert  
being tested  
in hole for  
size



Above : Rivet fitted to rivet tool ready for use

Below : Rivet nut and tool ready and in position to pull up (commercial rivet nut tool shown)





by Brian Phipps



Left : Rivet pulled up and tool being un-screwed

Below : Rivet nut in position with two more to do



All three screw holes replaced with rivet nut and new bridle plate fitted



The latest technique to replace a plate when an internal nut has come loose or fallen off inside the hull.

1. Remove the original plate by whatever means, allowing the internal nut to fall inside the hull.
2. Purchase a threaded rivet nut tool that can handle s/s rivet nuts.  
See item <http://www.shopmania.co.uk/shopping~online-tools~buy-hand-rivet-nut-gun-10in-nut-riveter-with-4-heads~p-2330877.html> or similar.
3. Purchase a pack of s/s rivet nuts 5mm for bridle plates and 6mm for shroud plates.
4. Drill out the original hole positions to accept the rivet nut (e.g. 5mm rivet nut requires 7mm hole - check)
5. Screw a rivet nut onto the thread of the tool place it in the hole and expand it rather like a normal rivet. (Practise on a similar thickness sheet if unsure)
6. Once the rivet nut is pulled up firmly, un-screw the tool from the rivet nut and your new fixing is ready to go.

Windsport has been using this system for a number of years very successfully saving time and money for Sprint 15 sailors. At events where the Windsport support trailer is present this equipment is part of our technical support kit.

## 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](mailto:catparts@windsport.co.uk)

Website [www.catparts.windsport.co.uk](http://www.catparts.windsport.co.uk)

Home page:- [www.windsport.co.uk](http://www.windsport.co.uk)



# Winter TT Roundup

by Bob Carter

## The Sprint 15 Winter Traveller Series

was concluded at Grafham on Sunday 21 March on a bright sunny day with a 22 boat entry. All five events of the winter series were completed mostly in light winds (we seemed to get an anticyclone for each event) and a record number of 15 entries qualified for the series with three or more results.

**At Stewartby** in November there were 18 entrants (including 6 locals) battling it out in a Force 2 wind. Stuart Snell narrowly won the day from Steve Sawford, Erling Holmberg, Peter Slater and Simon Giles. The competition was hot and several were lucky that a general recall in race 2 gave them a second chance.

**We moved on to Carsington** in December and 17 boats (including 5 locals) took part on a bright day with a force 2-3 breeze but also with the odd tricky gust coming over the hills. Team Carsington were out in force to repel the challenge of Team Draycote who had 4 boats at the away match. After a general recall in the first race, Sportster George Love flew away to win the first race from Steve Sawford and Stuart Snell but the second race was back to normal with Sawford and Snell from local hot-shot Robin Newbold.

**It was impossible to sail at Draycote** on 9 January as the pond was frozen but the event was moved to 23 January and we shared the pond with the Supernovas. It was a murky cold day with only a light breeze. 14 travellers joined 4 local sailors but the competition was hot. Erling Holmberg won a race as did Sawford but it was consistency that caused Snell to win the event from Sawford, Holmberg, Robert England and Sportster, Derek James.

**At Queen Mary** on 20 February it was icy cold. Brilliant sun with hardly a breath of wind greeted the 19 contestants. Undaunted, the QM race team ran two races and each consisted of just one lap! The first race took 90 minutes and each leg of a square course turned out to be a beat. The tension in the air was electric with concentration. To the spectators it was like watching the grass grow.

Even so, at the end of the day, the same two names were at the fore. Sawford won from Snell but third and fourth were taken by Chris Black and Tom Gall the latter of whom was having a break from big boat sailing in warmer climes.

**Thus, after 4 events**, Sawford and Snell each had two firsts and two seconds with three results to count in the series. It could not have been closer. So it all had to be settled at Grafham on 21 March. It was sunny and mild for a change but once again the competitors found themselves waiting for wind. Fortunately the wind got up to a Force 2/3 after a half hour wait, but not before a few impatient contestants had left. Nevertheless, twenty two sailors did battle in pleasant but tricky sailing conditions due to the variable wind swings and the close proximity to the Grafham Flying Fifteen fleet! The racing was tight with eight different sailors in the front during the 2 races. Finally Snell won from Simon Farthing, Richard Philpott, Peter Slater and Frank Sandells. So, it was Snell who retained the Winter Series Trophy with (1, 1, 1) after the closest winter series in the history of the class. Sawford (1, 1, 2) retired to a beer and to dream of what might have been.



Above: Stuart Snell leads the way from Robert England

Above: Steve Sawford



Right: Pete Slater from Erling Holmberg



Winter's Winners left to right  
Steve Sawford (2nd), Pete Slater (4th),  
Stuart Snell (Champion for 2nd year running)  
Ed Tuite Dalton (7th), Robert England (5th)

### Overall Series Results:

**1<sup>st</sup> S Snell** (Grafham) 3 pts. **2<sup>nd</sup> S Sawford** (Rutland) 4 pts. **3<sup>rd</sup> E Holmberg** (Shanklin) 12pts, **4<sup>th</sup> P Slater** (Draycote) 12 pts. **5<sup>th</sup> R England** (Carsington) 17pts. **6<sup>th</sup> C Black** (Grafham) 20 pts. **7<sup>th</sup> E Tuite-Dalton** (Draycote) 20 pts. **8<sup>th</sup> R Newbold** (Carsington) 22pts. **9<sup>th</sup> D James** (Draycote) 22 pts.

# 2010 Sport Nationals : Event Details

## Swanage Sailing Club NOTICE OF RACE SRINT 15 SPORT National Championships 8<sup>th</sup> to 10<sup>th</sup> May 2010

### 1.0 Rules

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.

### 2.0 Advertising Category

Category C as restricted by current class rules

### 3.0 Eligibility and Entry

The event is open to boats of the Sprint 15 Sport Class (PY 883).

Entry forms from Swanage Sailing Club Web Site, or you can request by post or email from Richard Miller - Postal address; 8 Bon Accord Road Swanage, BH19 2DR, email [richard.miller@intel.com](mailto:richard.miller@intel.com).

### 4.0 Entry fee

£30(including BBQ on Saturday evening). Late Entry after 16<sup>th</sup> April 2010 is £35

### 5.0 Schedule

Registration from 10 a.m. on 8<sup>th</sup> May 2010

**Number of races 7 (4-6) (1-3)**

**Number of discards 2 (1) (0)**

**Race one** not before 14.00hrs, Saturday, 8<sup>th</sup> May

**Race two** ASAP after race one

**Race three** not before 10.30 hrs, Sunday, 9<sup>th</sup> May

**Race four** not before 14.00 hrs Sunday 9<sup>th</sup> May

**Race five** ASAP after race four

**Race six** not before 10.30 hrs, Monday, 10<sup>th</sup> May

**Race seven** ASAP after race six

The last race on Monday shall not start later than 14:00

**6.0 Venue** Swanage, Dorset - 8<sup>th</sup> May to Monday 10<sup>th</sup> 2010 inclusive. Organizing Authority: Swanage Sailing Club

### 7.0 Course

The Course will be a trapezoidal within the confines of Swanage Bay. The length and position is to be determined by the weather conditions.

### 8.0 Catering

Catering and bar facilities will be available at the clubhouse for the duration of the event including a BBQ on the Saturday evening.

### 9.0 Parking

Boat drop off is available at the Sailing Club. Car parking is available on roads and in the council car park (200m from the Sailing Club). Trailer storage will be available at the Sailing club.

### 10.0 Accommodation

There is a lot of accommodation in Swanage from B&B to Camping, the following web site is a good place to start.

<http://www.virtual-swanage.co.uk/>

### 11.0 Disclaimer of Liability

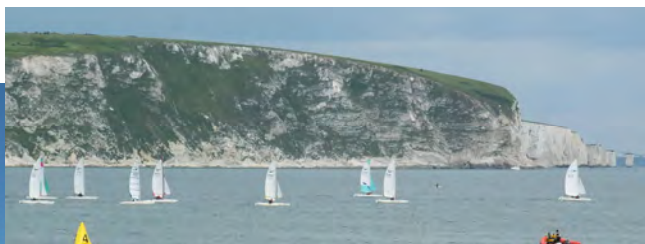
Competitors participate in the event entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event

### 12.0 Insurance

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.

### 13.0 Further Information

Please contact Richard Miller, Email: [richard.miller@intel.com](mailto:richard.miller@intel.com) Phone 01929 426358 - Postal address; 8 Bon Accord Road Swanage, BH19 2DR



Swanage Bay and Sailing Club -  
a beautiful venue



Sponsors of the 2010  
Sprint 15  
Sport Nationals

# 2010 Sport Nationals Entry Form

## Swanage Sailing Club SRINT 15 SPORT National Championships 8<sup>th</sup> to 10<sup>th</sup> May 2010 Entry Form

Name of Boat .....  
Sail Number .....  
Class ..... PY Number.....  
Club .....

### Helm Details

Name ..... Age.....  
Address .....  
.....  
.....  
Tel Home ..... Work.....  
E Mail .....

### Entry Fee Paid

.....

### LIABILITY

I hereby acknowledge that the host club, their officers, members and volunteers do not accept liability for loss of life or property, personal injury or damage caused by or arising out of the above event, and that I take part in the event entirely at my own risk. I understand and accept that personal accident and health insurance is my sole responsibility. I agree to be bound by the Racing Rules of the Sailing 2009-2012 (RRS), the sailing instructions and the official race notices.

Signed .....

Date .....

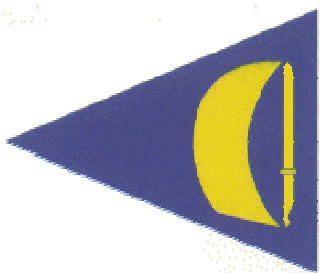
### Completed Forms to be sent to:

Richard Miller, 8 Bon Accord Road, Swanage, Dorset, BH19 2DR

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 it's available.



# 2010 Nationals Notice of Race



## Netley Sailing Club (ASA)

### Notice of Race for the National Championships 13<sup>th</sup> - 15<sup>th</sup> August 2010

The Organising Authority for this event is: Netley Sailing Club A.S.A., Victoria Country Park, Netley Abbey, Southampton, SO31 5GA. Tel. 023 8045 4272. This Notice of Race may be downloaded from the Netley Sailing Club Website and the Sprint 15 website. The content may be changed at any time before the event. The current version of the NoR will be that shown on the website.

#### Notice of Race

##### 1 Rules

- 1.1 Racing will be governed by the 'rules' as defined in the Racing Rules of Sailing. (RRS)
- 1.2 Competitors should note that at this event the RYA Racing Charter will be implemented and that they will be required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2009-2012) or at [www.rya.org.uk/racing/charter](http://www.rya.org.uk/racing/charter)
- 1.3 The rules of the Sprint 15 Class Association, this Notice of Race and the Sailing Instructions. In the event of any conflict the SI's shall prevail.
- 1.4 The regatta is designated Category C Advertising category.

##### 2 Entries

- 2.1 The Championship 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 unrig 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.
- 2.2 Each entry shall have a Sprint 15 Class Association member aboard
- 2.3 Each participating boat shall be insured in accordance with Section 16
- 2.4 Entries will be required to display a [www.catparts.windsport.co.uk](http://www.catparts.windsport.co.uk) sticker on their boat on the outside of their hull or on the side of their mast

##### 3 Fees

- 3.1 Postal entries are at the discounted rate of £75\* if received by 14 July. Completed entry forms should be sent together with a cheque for £75\* made payable to **Sprint 15 Association** to Erling Holmberg, 7 Hope Road, Shanklin, Isle of Wight, PO37 6EA

- 3.2 Entries can be accepted at the event with an entry fee of £95\* (cheques should be made payable to **'Sprint 15 Association'**).

\* includes one ticket for the Sprint 15 Saturday Evening Dinner (further tickets available for £15/person and £8/under 12 year olds).

##### 4 Event Information

- 4.1 The race office will be upstairs (above the club bar).
- 4.2 The official notice board will be located in the wet area on the ground floor.
- 4.3 All event timings will be taken from the Principal Race Officer's clock.

##### 5 Registration

- 5.1 Registration will take place in the race office from 0830hrs to 1200hrs, Friday 13<sup>th</sup> August.

##### 6 Measurement

- 6.1 Boats shall be made available at any time to be scrutinised throughout the event.

##### 7 Schedule of Races

- 7.1 National Championship Schedule

Day & Date	Warning Signal	
	Not Before	Not After
Friday 13 <sup>th</sup> August		
Briefing	1300 hrs	
Practice Lap	1400 hrs	
1 <sup>st</sup> Championship Race	1430 hrs	Race Two back to back
Saturday 14 <sup>th</sup> August		
Race Three	1100 hrs	
Race Four	1330 hrs	Race Five back to back
Sunday 15 <sup>th</sup> August		
Race Six	1100 hrs	Race Seven back to back
Prize Giving	1500 hrs	

No warning signal will be made after 1430 hours on the last day of racing.

# 2010 Nationals Notice of Race contd.

## 8 Sailing Instructions

8.1 A printed copy of the Sailing Instructions will be available upon completion of registration at Netley Sailing Club, having satisfied the Eligibility and Entry Requirements (see Section 2)

## 9 Race Area

9.1 Racing will take place in Southampton Water, east of the main shipping channel

## 10 The Courses

10.1 The courses will be defined in the Sailing Instructions

## 11 Scoring

11.1 The low points scoring system in Appendix A will be used. Each boat's series score shall be the total of all her race scores, except that discards shall be applied as follows:

Races	Discards
1 – 3 races completed	No discard
4 to 6 races completed	1 discard
7 races completed	2 discards

11.2 A minimum of three (3) Championship Races must be completed to comprise a National Championships

## 12 Replacement of Crew

12.1 Substitution of competitors will not be allowed without prior written approval of the Race Committee

## 13 Prizes

13.1 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 helm under 18

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

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

## 14 Boat Parking

14.1 While ashore all boats, complete with their trailers and any gear, must be parked in the areas assigned to them by the Shore Officer, Netley Sailing Club.

## 15 Safety Regulations

15.1 All competitors shall wear a buoyancy aid or life jacket to an appropriate standard at all times when afloat. Wet suits and dry suits are not an appropriate standard.

## 16 Insurance

16.1 Boats are required to be adequately insured including insurance against third party claims of at least £2,000,000.

16.2 Each Boat shall be able to provide the Organising Authority with a Certificate of that Insurance

## 17 Rights to Use Names and Likenesses

17.1 Competitors automatically grant to the organising authority without payment the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of or relating to the event

## 18 Local Provisions

18.1 At no time will the Racing Area infringe upon the Deep Water Channel leading to/from the Port of Southampton. Competitors who do enter the area of the Channel do so at their own risk and need to ensure that they stay clear of all vessels using the Channel.

18.2 Safety support: Competitors shall comply promptly with directions from safety patrol boats. This may include abandoning a boat and boarding the patrol boat if deemed necessary by the patrol boat crew.

## 19 Disclaimer of Liability

19.1 Competitors are entirely responsible for their own safety, whether afloat (see RRS Rule 4) or ashore, and nothing reduces this responsibility.

19.2 It is for competitors to decide whether their boat is fit to sail in the conditions in which it will find itself. By launching or going to sea competitors confirm the boat is fit for those conditions and that they are competent to sail and compete in them.

19.3 Nothing done by the organisers can reduce the responsibility of the owners and/or competitors, 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.

19.4 The organisers encompass everyone helping to run the event. The provision of patrol boats does not relieve owners and competitors of their responsibilities.



Action at Netley last time



Sponsors of the 2010  
National Championships

**STOP PRESS**



*David Lloyd of WHIC insurance has kindly agreed to sponsor our National Championships at Netley. He is offering:*

*- One years free insurance for a Sprint 15 to be provided as a raffle prize.*

*- A further £5 reduction in your Sprint 15 insurance next year for all entries of the National Championships. This is in addition to the £25 reduction all Sprint 15 Association Members already get on their premiums over the standard rates.*

*We thank David for his support and point out the benefits of insuring with WHIC.*

*PS David plans to enter the Nationals again this year.*

# 2010 Nationals Entry Form

## **15 SPRINT**

**Sprint 15 National Championships**  
**organised by the Netley Sailing Club and the Sprint 15 Class Association**  
**13<sup>th</sup> – 15<sup>th</sup> August 2010**

### 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 > 95Kg (14stone 13 lb) Y / N \* Helms Age > 50? Y / N\*  
Helms Age under 19? ^ Y / N\* Helms Age > 60? Y / N\*  
Extra Tickets for Sunday Evening Dinner# . . . (please specify if Adult/ Child/Veggie)  
Entry Fee £95/£75\*

\* Delete as appropriate. Postal entries are discounted by £20 if received by 14 July. Completed entry forms should be sent together with a cheque for £75 made payable to 'The Sprint 15 Association' to Erling Holmberg, 7 Hope Road, Shanklin, Isle of Wight, PO376EA  
The entry fee at the event is £95 made payable to 'The Sprint 15 Association'. #The entry fee includes one ticket for the Sunday Evening dinner. Additional dinner tickets can be ordered with your entry for £15/head & children under 12 £8/head they must be paid for before the event.)

^ A Parental Consent form (available at the event) will be required for helms who are under 18 years.

I agree to be bound by the ISAF, RYA Rules, the Sprint 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 'Disclaimer of Liability' 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 Netley Sailing Club as if I were a member and to abide by those rules.

SIGNED ..... Date .....

### 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 or Netley Sailing Club website : [www.netleysc.co.uk](http://www.netleysc.co.uk) when it's available.**

## Events Programme

Events Secretary: Erling Holmberg 01983 865012

### Summer 2010 Events

Watch [www.sprint15.com/events](http://www.sprint15.com/events) for details of events not yet finalized.

Date	Event	Venue	Contact	Phone
10-11 April	Training	Stewartby Water Sports Club - Brian Phipps training weekend	Bob Carter	01438 354367
24-25 April	Traveller	Herne Bay, N Kent	Bruce Vigar	01580 761294
8-10 May	Nationals	Sport National Championship, Swanage Sailing Club - Sat, Sun, Mon	Erling Holmberg or Mike Cemm	01983 865012  01929 481586
22-23 May	Training	Grafham Water Sailing Club - Brian Phipps training weekend	Bob Carter	01438 354367
26-27 June	Traveller	Southern Championships, Thorpe Bay Yacht Club, Essex	Andrew Hannah	07855 289795
10 -11 July	Traveller	Seasalter, N Kent	Steve Willis	07980 416422
13-15 Aug	Nationals	National Championships. Netley S.C. - Note: Fri, Sat, Sun (2,3,2 races/day respectively)	Erling Holmberg	01983 865012
	<i>Fun Events</i>	<i>Note: No Fun events this year</i>		
25-26 Sept	Traveller	Northern Championships, Carsington Water Sailing Club, near Ashbourne	Ray Gall	01332 671016
16-17 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 Netley is for PY916 format

**Sport Nationals** at Swanage is for PY883 format



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