

NEW 15 SPRINT

The Official Magazine of the U.K. Sprint 15 Association
www.sprint15.com

spring 2012

THE CAT WITH 4 LIVES!

NEW BOAT PRODUCTION
SET TO RETURN
TO UK IN 2012

2011-12 WINTER TT SERIES
A ROUND UP OF
ALL THE ACTION

**2012 NATIONALS
& SPORT NATIONALS**
ENTRY DETAILS

**THE LATEST
NEWS, TIPS
& REGULAR
FEATURES**



CRUISING IN ESSEX

IOS LONG DISTANCE EVENT

HISTORY LESSON

COMMENTS

from the ED



As another new summer season beckons, I feel there is a great deal to be optimistic about for 2012 and beyond.

The **BIG NEWS** which you'll read about in this issue is on the arrangements that are already well in hand to bring production of new boats back to the UK. And if our new boat is anything like the new Dart 18's rolling off Rob White's production line, we're in for a real treat. I looked at one of the new 18's on the stand at the Ally Pally Dinghy Show and it was nothing short of superb. The substantial investment and commitment by Ian Fraser and Windsport to make all this possible should be seen as a huge vote of confidence for our class future. We, the members, need to seal that future and I believe it is within our powers to do so. We're already doing a lot of it. How many other classes have such a vibrant winter circuit - this year's being the best ever in terms of attendances. Most go into hibernation. We have a superbly supported summer circuit and Nationals. In last year's catamaran class attendance league table we were second and third for Una and Sport Nationals respectively behind only the Dart 18 in first.

But, I also believe we can still do more. We can continue to spread the word at grass roots level to potential new members as to just why they should sail a Sprint 15. We all know the reasons - we just have to keep getting the message across. And now we can reinforce that message with the spectre of new boats of superb quality and value.

So who are the best salesmen for the job? Quite simply, it's **all** of us. We have the knowledge, the experience and, above all, the enthusiasm for a boat that has so much to offer and can still cut the mustard against many a young pretender.

My sincere thanks, as ever, to all who have contributed to this issue. Without you it wouldn't happen.

However you enjoy sailing your boat, have a great season in 2012 and I hope we'll meet on the water at some stage.

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

Cover Design & Magazine Logo by George Love : CSC
Cover Photo : Paul Roberts 'In the Zone' by Pauline Love : CSC
Cartoons by Phil Breeze of Calshot

WHO TO COMPLAIN TO:

Chairman	Nick Dewhirst	dewhirst@btinternet.com	01227 282625
Secretary	Keith Bartlett	membership@sprint15.com	01243 778087
Treasurer	Howard Hawkes	treasurer@sprint15.com	07973 388553
Events Secretary	Erling Holmberg	southern@sprint15.com	01938 856012
Northern Rep.	Ed Tuite Dalton	northern@sprint15.com	01788 816116
Southern Rep.	Erling Holmberg	southern@sprint15.com	01938 865012
Magazine Editor	George Love	newsletter@sprint15.com	01773 747731
Technical Rep. & Publicity	Bob Carter	technical@sprint15.com	01438 354367
Webmaster	Martin Searle	webmaster@sprint15.com	

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YOUR CHAIRMAN WRITES....



This time I shall wear my grandest hat in reporting to you the benefits for our class from the revised handicap numbers now published by www.schrs.com. Having witnessed at first hand the problems of the PY System when I represented the cat classes on the RYA Class Associations Committee, I know how difficult the task is if you run it as a political process and are relying on clubs to make returns and only ask them what boats they sail, how often and if the club thinks the ratings are fair.

I could not stop wondering why we always seems to lose – whatever the weather conditions that were actually raced and be disappointed when clubs refused to race in conditions where we might win. No doubt I am not alone among us.

Therefore when Robin Smith in the Hurricane 5.9 Association started lobbying for the UK to adopt a formal measurement system, he found in me a willing ally – and as so often happens with people who volunteer, a decade later I find myself lumbered with running it. NB – fortunately, there too, I am surrounded by people who actually know what they are talking about.

Measurement systems have several great advantages – less labour, objective, crew skill factor eliminated and they are inclusive new boats and configurations, which will please some of my sailing friends especially.

However, they need a supply of race results against which experts can eye-ball the rating's numbers and check whether they seem reasonable. Our French colleagues have now provided that.

Therefore we have now been able to carry out the most comprehensive review in the formula's history. This is necessary for technology. It makes things possible on new designs that were not possible on old designs and it is not desirable to force sailors to switch boats simply to stand a chance on handicap or for everything to become a development class.

There are all sorts of such design issues that have arisen – dreadnought bows, square-top mains, deeper dagger boards. There is also a major organisational issue in the elimination of reaching legs at major cans events.

The combination of these changes has been particularly disadvantageous to the generation of strict one-design boats that marked the peak of the beach cat boom in the Seventies i.e. Dart, Hobie and Prindle typically 15 and 18 foot boats i.e. us.

As sailing clubs in the UK sometimes find difficulty handling anything other than PY numbers, we have a set of PY Look-A-Like ratings. These are also due for revision when we have agreed an adjusted conversion factor with the RYA.

Please study the new numbers carefully. By the standards of rating systems you will see some massive changes – up to 5%! Hooray! We never really thought that we were prats. Now go and prove it by entering big handicap events like the Grafham Grand Prix, the East Piers Race or Carnac!

As part of another project in the works, I have been playing with the formula to see the effect of crew weight. While that is not quite the same thing as inanimate weight, it is nevertheless interesting to note that every additional 10kg slows cats down by between 1% and 2%. In our case it is about 1.75%, so if you have suffered the handicap of client lunches during your business career (like me), see that as consolation.



Nick Dewhurst

*** President of the World Council**

P.S. : Jimmy Johnson is the third key person in our class to have sadly died while he was still involved, if no longer sailing. Joe Armstrong has written an obituary elsewhere in this issue, so here I would only like to add a couple of personal comments.

One: Jimmy was the first fleet builder with whom I came in contact when we started re-building the class in 1984. There he was sailing is 15-foot Dart alone, when everyone else had 18-foot Darts, but he did not fall for the siren song of joining an established class. This boat was just right for him. Increasingly others seeing his persistence - in all weathers – decided it was just the boat for them too. Our fleet there has been growing at an average rate of one boat a season now for quarter of a century. That is a template which has inspired me to inspire similar singles at other clubs.

Two: Jimmy provided us with our first crazy sailing story – and it is one that has still to be capped. That was when he lent his boat to his son, another RN Captain, to take on his frigate to South Georgia and sail around the icebergs. That is the sort of newsworthy story that sets us apart from other dinghies.

Three: Whenever I go down to an Open at NDYC I drop in for tea at the Johnson's and I see through a window into the past, when men were men and not elf n' safety wimps as he relates to me sea stories of the past, without boasting, but because being courageous was nothing special to gentlemen like him of that generation. That is a message to inspire our newcomers when faced with their first windy race in their new high performance boats.

Reconstituted C.R.A.P.

Memories of Cat Racing And *PPotterING* (around the Thames Estuary over 20 years or so.)

It's George's 10th magazine as Editor. Five years ago, in his first issue, he published an article written for the TBYC magazine 'Newsbuoy' about our small group of cats who mess about in the Thames Estuary, and has asked for an update.

Unfortunately C.R.A.P section activities have been curtailed by TBYC replacing their boat friendly wooden ramp with a 4x4 friendly, boat unfriendly, concrete one, which single handed cats cannot land on in most winds. (You couldn't make it up!) The enforced struggle up the beach exacerbated by increasing age has taken the edge off our mid-week trips and Bob Scott, one of the mainstay crappers has left the Club.



Bob Scott with our boats on Whitstable Beach

Our main fear, long distance cruising in Sprints, was gear failure, and Bob is a sailor who I felt confident to have around amongst the ships, tides and sandbanks of the Estuary. When he was over 60 he was still surfing his Sprint through the wake and close across the stern of large container ships in the Thames. I recall a ship's captain shrugging his shoulders in despair. We never had a serious incident or stranding and perhaps it is good to quit while you are ahead!

Bill Brech started the informal C.R.A.P section in the late 1980's and Nick Dewhirst will have memories of Bill sailing his 15 alone to Whitstable from Thorpe Bay. Bill introduced me to Darts and in 1989 I bought Spark 1078.

Having never sailed a cat, Bill helpfully offered to come out on his boat with me for what I took to be some gentle tuition, how to tack etc. In a force 3/4 he sailed straight out 5 miles across the shipping lanes to Kent and into the Yantlett Creek, where he landed. I followed as I didn't know how not to. Now this creek is narrow and to land you have to tack back in a confined area before hitting a concrete sluice. I had never tacked and was terrified! Getting out was just as difficult and I never forgave him, but I was hooked!

I traded the Spark for a Sting (1235) in 1991 and Bill gave up cat sailing in about 1993 at 50, when most Dart sailors are just getting into their stride.

Our main C.R.A.P trips were from the mid 1990s to 2010. Cats included Dart 15s and 16s, Glen Stoneham's (Kyle's father) Hobie, Prindle and even an Australian Windrush. The Thames, although not a scenic delight, has a certain attraction with mud flats and creeks. Favourite trips from Thorpe Bay include the 17 odd miles to Whitstable, the Medway up to Rochester, and the Medway creeks such as Stangate and Lower Halstow. We also sailed the 52 miles or so round trip to the QE2 bridge at Dartford and back on one tide, many

times up Benfleet creek and, on one occasion, Bob and I sailed round Foulness Island, some 42 miles or so.

For Whitstable we take two 2m lengths of gutter on the front beam and tie them under the hulls so the boats slide up the wicked flints unharmed.

The Sting was a great boat, but difficult to right single handed, and after 9 years of getting away with it, I reluctantly sold her and bought a second-hand Dart 1755 from Laser Centre in May 2000 and then my present Sprint 1973 new in late 2002. 1755 has since returned to TBYC.

As for random memories of *Cat Racing And PotterING* around the Thames Estuary? Well, in note form, no particular order, and re-constituted in part:-

- Fresh seafood at Whitstable fish market and disgust on Bob's face as I relished baby squid, cockles, mussels etc.
- Sailing between the two halves of the wrecked wartime Mulberry Harbour off Thorpe Bay with a few inches spare either side. Silly really as there are wicked iron bars projecting one side! The Mulberry came adrift on the way to the Normandy landing beaches in 1944 and broke its back on a sandbank. It is a great navigation aid for us and the sand at low tide next to it is a welcome resting place.
- Wondering why the Thames was so quiet on a hot day with Bob and Glen, then landing on a beach for lunch to discover Glen was sailing with a lifejacket on – but nothing else. Couple of hours after he dressed before we felt well enough to even look at our sandwiches!
- Meeting Bob in his Dart and Simon in the Windrush off the Mulberry on a cloudy morning with a cool 4/5 north-easterly. Flying to Whitstable on one broad reach in 1h 10m (tide assisted) with Bob claiming to see clear air beneath the hulls. Rescuing a small fish washed onto the tramp. Returning in a record 1h 9m with Bob 50yds ahead (as usual). A year later we managed 1h 6m but never got near that again.
- Returning from Whitstable in a dead calm taking 6h 30m (another record). A nightmare as the turning tide threatened to take us out to sea again - and the next stop is Rotterdam!
- Roger Pimm, who sails a Hurricane, bought a Sprint for winter sailing. Out in a blow with Kyle Stoneham he gybed but forgot the Sprint was narrower and dived straight over the side. His Sprint carried on towards Kent. Kyle picked him up and they gave chase. The Sprint headed straight for the concrete Mulberry Harbour, missing by about 10 ft, but then headed for a moored tanker. The tide took it behind the ship by about 20yds and they finally caught it just off the Kent shore after about 4 miles.
- Sailing alone off Southend pier head and passing 2 ft from a seal with his head out of the water. Could have patted his head, but decided at last moment that it may not be such a good thing if he caught my wetsuit and decided to dive!
- Spending the night in the Whitstable YC bunk room (before refurbishment) with 5 beer fuelled cat sailors from TBYC, and being kept awake all night by Dave, who snored for England. A deep vibrating snore which shook the glasses off the bar two floors below. Kicked, punched and attempted to smother him with a pillow. No avail. Took to beach for a rest at 7am. Vowed to pay for a separate room for him next time – in the next street.



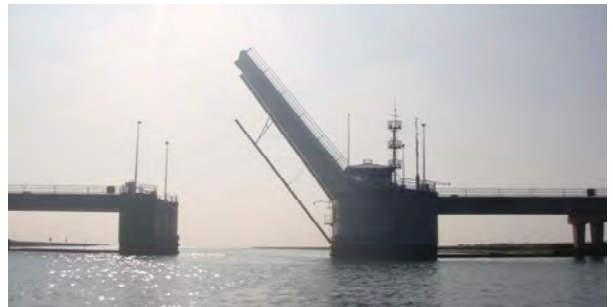
- Sitting becalmed and terrified in the shipping lanes while a container ship headed for me, changing course three times before passing close astern. Had to hot wash the wetsuit! Little wonder Southend pier has been hit more than once over the years.
- Sailing into the Medway and up Stangate creek to Lower Halstow for the first time. Left 5 cats pulled up on the saltings and went to The Three Tuns, where the Landlord seemed quite happy to have dripping wetsuits in his bar! Local sailor came in half an hour later to ask if the Prindle he had found sailing itself down the creek was ours! It was a lesson learned and I always moored to a stake on future trips.
- Trip to Gravesend with Bob and stopping for lunch on their sliver of beach, which was surprisingly empty. Slightly curious about locals being dressed as Roundheads and Cavaliers, but this was Gravesend after all! Just opening sandwich when approached by man and told there was about to be a battle re-enactment and we were about 10ft from a large explosive charge due to be detonated in less than five minutes. We left in less than one!
- Close view of a porpoise west of the pier, rolling gracefully as they do. Seen 3 or 4 over the years.
- First trip to the QE2 bridge at Dartford in 2001. North-westerly 4/5 and no landing area known to us after Gravesend. There and back, some 52 miles, non-stop in 4½ hrs. Exhilarating and exhausting. In later trips we found a small beach almost under the bridge on SE side allowing a lunch stop.



QE2 Bridge – a favourite venue

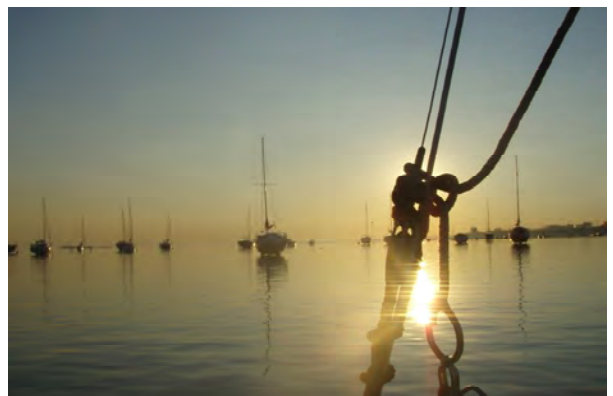
- We tried several times to get further up the Thames but the fierce tide as the river narrows really only allows one tide trips. Got a couple of miles further at Purfleet once but the wind turned against us on the return and we had to beat the last 10 miles or so and missed the tide, grounding some 400 yards off TBYC, much to their amusement.
- On one QE2 trip we played cat and mouse with the Hamburg Sud container ship for about 10 miles, catching him on the bends, and finally losing out having to heave to while he docked at Tilbury.
- Crossing the shipping lanes with Bob Scott on a hot day in light wind and being attacked by thousands of black flies over us, the boats and the sails. Finally forced into the water and had to steer hanging onto the rear beams. No idea what the passing container ship thought of two crewless "Marie Celeste" cats!

- Leaving the beach at Gillingham one day (not the most scenic destination but a good sail up the Medway and, often, back at high water behind the saltings to Lower Halstow and then Stangate Creek) and being chased by a very irate motor boat as I came out of the moorings. Not sure what his gripe was and can only assume he hadn't seen me coming (thought motor gave way to sail anyway). He was very angry about something and chased me, shouting obscenities, for about 3 miles until I escaped into the channels through to Lower Halstow. Some of the locals there can be somewhat strange! One man on the beach asked us for a sail once. When we refused he asked if we could take his dog!
- Being frightened halfway back from Whitstable when a 5/6 northeasterly blew up with large breaking waves mid channel. We needed to point up, but also bear away when possible, to cross the shipping lanes. A yacht under power came right across my bow while I was fighting to keep upright, and I just managed to avoid his stern. The helm never even glanced at me let alone got out of my way! I remember looking out to sea when we were safely ashore and it was a mass of breaking surf.



The lifting Havengore Bridge – gateway to the Crouch creeks and Foulness

- Leaving with Bob at 8 a.m. in thick fog and feeling our way a couple of miles to the Shoebury boom, a wartime submarine defence. Following the boom out as the fog cleared and ringing the Havengore swing bridge to allow us into the creeks by Foulness Island. Sailing in sunshine and light breeze via the Roach to the Crouch River. Unable to reach Burnham against the tide we were worried about stranding on the Maplin Sands so sailed out about 10 miles to the Whittaker Beacon where we hove to for a sandwich. Then back round the outside of Foulness and up the Thames arriving at TBYC on the first of the flood in a beautiful sunset. Fairly sore in some areas after over 11 hours on the boat, but what a day!



A gorgeous sunset after a round Foulness trip

A Last Bit of C.R.A.P.



- In the following 10 days we sailed to the QE2 bridge again and also to Whitstable, broad reaching the long way via the Red Sands Forts and then through the wind farm, all in all sailing about 132 miles in 3 trips.



Red Sand Forts – a familiar and haunting waypoint

- The Nationals at TBYC in 2008 and the fun sailing afterwards. Great to welcome so many boats to Thorpe Bay and hope to again. Arranged the Sprint 30th birthday cake and, when I collected it, found they had put the mast on the rear beam with the sails facing forward! (and also a ship's lifebelt on the tramp)
- Fun sailing after the Nationals was a little thin on boat numbers. Bowing to pressure from Nick, agreed to make the trip to Canvey Island YC with a gusty forecast. Hove to off Thorpe Bay at the appointed time while Nick calmly erected his mast on the beach and then seemed to go off for a nap! Guard boat under instruction to go in to Canvey first to land boats on jetty but they headed off up the wrong creek and disappeared. As Howard Hawkes took my bow he nosedived into the muddy Estuary! Knew I had been right about weather when we were fighting to stay upright off the pier on our return in 30mph gusts.



It's amazing what we saw on our trips – this rare visitor, washed up on the Essex shore, is shedding its winter plumage

- Day 2 of fun sail was to the wreck of the SS Richard Montgomery still carrying 1,400 tons of highly fragile TNT. (Unexploded bombs and mines are still found in the Thames. Glen Stoneham once moored his Hobie to a yellow buoy off Thorpe Bay to fish. After a while a patrol boat hailed him (from a safe distance) to say that the buoy was marking an unexploded bomb! Some bite he could have had!)
- The fun cruise continued up the Medway and Nick disappeared up a creek for 20 min on his own. Transpired he landed on Dead Man's Island for his lunch – not a good idea as the soil is still black from the bonemeal of buried Napoleonic French soldiers who died on prison ships from goodness knows what. Hope he washed first!
- Post Nationals Nick called to say he had forgotten his wetsuit. Dark night but I got downwind in the boatpark and traced it easily hanging on a fence. Needless to say no-one had ventured near it. Put it in a dustbin bag with the aid of tongs and a clothes peg. The following week I attached a 25 yd line to it and towed it 17 miles to Whitstable where it almost walked itself up to Nick's house!



2011 Model name: HSJ3A Price: Usd 5900, FOB Jiujiang
2011 Model name: HSJ5A Price: Usd 6200, FOB Jiujiang
2011 Model name: HSJ7B Price: Usd 7900, FOB Jiujiang

Dear Customer,

We would like to introduce you the good performance jetski, jetboat with the original SUZUKI 1400CC engine. we truthly believe in mind that only our customer's success make us going further.

2011 model Jet Ski:

Model name: HSJ3A
Engine : 1400cc Suzuki engine, 4stroke
Warranty: 3 years for Hull, one year for engine
MOQ: one unit
Leadtime: 10-15 days
Price: Usd5900, FOB Jiujiang
your sincerely
HISON Motor Boat Manufacturing Co.,Ltd.
Johnny Lee(sales manager)

Our Secretary Keith seems to receive quite a few e-mails from China these days such as the one that we print here just for fun. I think the red one would suit you best, Keith, to go with your racy image! Might be a bit on the noisy side, though. Ed.



Here come the (post) girls!

Meet Liz and Kay

When the latest issue of 'Newsprint' is ready for posting, they spring into action and stoke up the franking machine to ensure that the next copy of your favourite magazine reaches you in double quick time - no mean feat at 300 plus copies. They're a couple of stars and like a nice glass of full-bodied to celebrate despatch of another issue! Thanks, girls. Ed.

Undercover Report *by our Undercover InveSTIGator*



As a follow up to the report of two issues ago, our inveSTIGator is once again on the trail of that intrepid explorer, Cdr. C. Watson BBE (Berk of the British Empire) in this second part of his mission to conquer the twin peaks of Katmandoo. Our man needed more than crampons and a hot toddy to keep on his trail as Watson set about plumbing depths hitherto unknown, not for the faint-hearted or, indeed, clean living citizens!

Time to go caving

Having conquered the twin peaks of Katmandoo it was time, decided our intrepid explorer, to go down. Down into the bowl of those peaks to see what horrors he could find. It was a dangerous trip but Watson knew it had to be done and, as such preparations were long in the making, more loins had to be girded and more than a couple of sniffers taken before sufficient Dutch courage was achieved.

If he came back alive it would be another first in this region, that of plumbing the depths of Katmandoo, generally considered too testing for westerners & rarely attempted by the local tribesmen.

Before he could go down on Katmandoo, Watson had to traverse some very unsafe ridges, made up of assorted layers of crust laid down over many years, mostly during the post-Pantheolithic period.

Once across the ridges it was time to explore the soft, pink underbelly of Katmandoo and slip into a convenient entrance - no mean feat on such an ancient specimen. It was getting late in the day and the sun was well over the yard arm, so Watson dug in for the night in a makeshift bivouac of cardboard boxes & bubble wrap, held together with that old staple of insulating tape (&, as he had a stinking cold, the tape was supplemented with catarrh in a manner Watson had seen employed by small, indigenous mammals of the upper Congo when building their makeshift mating arbours). Early the next morning, with the frost making his handle bar moustache stand out more rigidly than usual, Watson broke camp and set out to search for the elusive caves of Katmandoo. It was said that the caves were often covered by the white stuff, but they could be discovered by the observant. The adventurer was renowned for being able to spot even the smallest crack at twenty paces and to work his way in finding often cavernous voids. The foothills of Katmandoo offered up a number of entrances and gave him possibly the best opportunity for internal inspection he had had for many a long year.

Watson spent some time in the cave and uncovered a number of treasures & artefacts.

But soon it was time to return to the outer world and close up Katmandoo, preserving her inner workings for posterity & possibly the next generation of explorers. An external mould was made, which would be carefully located just inside the cave entrance and when appropriately rendered would not yield to just any Tom, Dick or concrete slip; providing an invisible seal over the entrances.

Once this stage was complete and Watson was satisfied that no ingress or egress was possible, he felt it was worth the additional subterfuge of disguising Katmandoo as a younger, altogether more flighty mountain range. To this end he elicited the inside knowledge and assistance of Capt. Andy "Wraparound" Smith of the 1st Halifax Buffoons. With nothing else but a deal of moisture, an old credit card and some sticky-back plastic the transformation of Katmandoo from loved but wizen old crone into sprightly fliberty-gibbet was completed.

Finally a new bi-lingual (English & Aussie) sign to mark the way was erected.

And, as in all the best stories, the lovers (in this case Smith & Kat) sail off in to the setting sun... or more likely disappear into driving rain & low cloud.

The unsafe ridges and pink underbelly



Treasure!



A hand crafted mould to seal the entrance



The setting sun beckons, albeit slightly hidden behind a thick film of driving rain and low cloud



Attention to detail in the bi-lingual signage



**Some say that he sleeps standing up and that he could walk when only three days old
.....all we know is - he's called our *Undercover InveSTIGator!!***

2011 Northern Championship *by Ray Gall*



The Northern Championship

and penultimate round of Sprint 15 summer TT of 2011 took place on 24th & 25th September at Carsington Sailing Club in Derbyshire. It was a magnificent turnout of 28 boats which included 21 boats from visiting clubs. A very special mention goes to newcomers to the TT circuit Mark Davies and Douglas Rankin from Blithfield Sailing Club had also turned up to join in the fun. Competitors arrived to overcast skies and a light south westerly breeze of 7-10 mph which was predicted to strengthen on the following day. With this in mind five boats decided to sail sport mode.

Race officer John Poulson set an Olympic course for races 1, 2 & 3 and on race 1 it was defending Northern Champion Robin Newbold (sport) and club mate Ray Gall (sport) who braved a port tack start although the line of starboard boats soon had them tacking as there was no way through the field. The first group of boats round the windward mark was Stuart Snell, Howard Hawkes, Robert England, Peter Slater and Gordon Goldstone. During the briefing the RO had highlighted that an off-set mark would be used after the windward mark. Several helms including Gordon Goldstone forgot this was a mark of the course and sailed inside. After shouts on the water, Gordon and several other boats about turned to make good their mistake which ended any hope of a good position. Robin Newbold fought back over the next few laps to close the gap on the leading bunch. The final positions were: 1st S Snell, 2nd R Newbold, 3rd Howard Hawkes.

For race 2 all of the fleet elected to start on starboard and the leading group from the line comprised Holmberg, Stephen (sport), Snell and Love who broke free with the chasing pack of Craft, Paul Roberts, and Healy swapping places particularly on the wind shifts. Also making up places was debutant Carsington helm Mick Steer who was picking the wind shifts and eventually finished 4th. Stephen ahead of Snell continued to build a sizeable lead and was never to be headed. On corrected handicap it finished 1st Snell, 2nd Stephen, 3rd Holmberg.

Race 3 and again all of the fleet started on starboard and boats that tacked early on to port soon gained dividends over the rest of the fleet. The group first to the windward mark consisted of Holmberg, England, Snell, Craft and Newbold with Roberts & Healy chasing. As the race continued, picking the correct side of the beat was proving difficult and in the middle of the pack Jon Finch, Rankin, Rob Finch, Steve Roberts and Harrison all traded places over the next three laps. But it was Newbold who pulled out a big lead to win from Snell and Holmberg.

Racing completed for the day the majority of the racers/partners/ friends (58) attended the Carsington evening dinner and enjoyed a superb three course meal prepared by the Galley which was followed by the usual friendly banter at others expense. The celebrations continued late in to night, and Sunday morning came all too early for some with a 10:00 race start scheduled and the predicted 15mph breeze gusting 20mph had also arrived.

Race officer John Poulson set a windward / leeward course for races 4 & 5 and on race 4, with the breeze building, it was the overnight front-runners of Snell, Holmberg, Craft and Newbold setting the early pace. With the gusts now picking up ready to catch the unwary, places were being traded particularly on the downwind leg as scrapping for mid-fleet places was intense between Ian Parkhurst, Healy, Goldstone, Hawkes and Holmberg. Another local Carsington debutant having his best race of the weekend and enjoying the conditions was Andrew McLeish who finished a creditable 8th. Newbold took line honours but on corrected time it was 1st Snell, 2nd Newbold, 3rd Slater.

Race 5, with the breeze now at its strongest, saw an orderly starboard start by all of the fleet. Out in front was Newbold who needed to win this race to have any hopes of saving his title. But it was Snell who tracked him from start and never allowed a sizeable gap to open. Also revelling in the conditions was Neil Parkhurst & son Tom sailing 2-up who bagged their best result of the weekend finishing a notable 8th place. Meanwhile at the rear of the fleet there was a battle royal in the lively conditions and places being traded on different legs between Gary Burrows, George Wood, Simon Hare, Douglas Rankin & Mark Davies. Up at the front, the leaders favouring the port side of the beat were being pressed all the way by Paul Roberts and Hawkes.

Newbold again took line honours but on corrected time the final placings were 1st Stuart Snell, 2nd Robin Newbold 3rd Howard Hawkes.



So what's the real news on and off the water during this last winter? Phil knows! From Draycote Winter TT to the Dinghy Show to Queen Mary Winter TT-Phil has the low down!



2011 Inland Championships *by Bob Carter*



The last regatta

of the Windsport Catparts Sprint 15 Summer traveller series was held at Grafham Water Sailing Club on the weekend of 22-23 October, which was also the Inland Championships. There were 37 entries which comprised 10 from the home club and 27 travellers. This made the Sprint 15 fleet more than twice the size of any other fleet at the Grafham Cat Open.

On Saturday the weather was ideal – bright and sunny with a 15mph southerly wind gusting to 22mph on occasions. The Race Officer, Peter Saxton, set the preferred trapezoidal course with tight reaches and got proceedings underway on time. In race one Stuart Snell made no mistakes and lead from start to finish. The chasing pack of about 5 boats including Peter Slater, Mark Aldridge, Gordon Goldstone, Steve Sawford and Charles Watson were dueling for second place throughout. At the gun Snell won from Watson, M Aldridge, Sawford and Slater.

Race two followed a similar pattern. At the first windward mark it was Snell from Aldridge, Watson, Slater and Paul Craft, who has recently rejoined the fleet. The wind was bending and seemed to favour those who beat up the left side of the course. On the second lap Watson capsized from second place (not to be out done by Steve Roberts who had already taken a dip) and Erling Holmberg dropped his mast for the second time in one day! New to the fleet Andy Gregory, worked his way into the

front runners after having to retire from the previous race with a broken tiller. The wind freshened towards the end of the race and George Love sailing Sport mode charged to the front but Snell was never far behind. At the gun it was Love who took line honours but Snell won on handicap from Love, Aldridge, Gregory and Sawford. Simon Farthing made no mistakes at the start of race three and went into an early lead. At the windward mark Aldridge had caught up but had to take a penalty turn in a port starboard incident with Farthing. Sawford and last year's winner, Kevin Kirby, were in hot pursuit. By lap 3 Aldridge had caught up again and took the lead from Farthing who was fighting to keep the Father-in law (Snell) behind. Further back there was great rivalry between the Finch brothers (Jon and Robert) who never seemed to be more than 3 boats apart. At the gun it was Aldridge from Farthing who narrowly pipped Snell for second place. Kirby was 4th from Craft, Sawford and Slater. So the sailors retired to the bar tired after 3 good races with Snell in the lead from Aldridge by a point and Sawford in third place but it was all to sail for on Sunday.

Sunday was a little more overcast but the wind was still mild, and from the south and a little stronger than Saturday. In race four Aldridge took an early lead from sportster Robert England who had been tuning his boat overnight – the mast angle was evidently the problem. Aldridge was enjoying the stronger wind and exploited the favoured left side of the course on the

upwind legs, unlike some of the chasing pack. Snell plugged away to get 3rd place on the water closely followed by sportster Love and Gregory who was recovering from his earlier trial of the right side of the course. After 3 laps Aldridge took the gun from England but Snell had done enough to take second on handicap. England was 3rd from Gregory, Kirby and Sawford. In the last race Aldridge went straight into the lead and at windward mark his son, Jacob Aldridge, made it a family affair by following dad in second place. Mark made no errors and led the race from start to finish. Snell worked his way up to second at the gun closely followed by the improving Frank Sandells but Jacob hung on take 4th for the Aldridge family. Thus at the end of the day Mark Aldridge (3,1,1,1) won by the narrowest of margins from Stuart Snell (1,1,2,2) and with Steve Sawford a distant 3rd place. So Mark Aldridge is the new Inland Champion.

Sadly, the Grafham club suffered from acts of vandalism for the 3rd successive Catamaran Open which casts in doubt next year's Cat Open and chose not to present prizes, understandably, keeping the prize money to offset the cost of the damage caused.

The Sprint 15 fleet held an impromptu prize giving in the car park with the Sprint 15 Association providing a few prizes (the class was very confident that their members had taken no part in the vandalism).



2011 Windsport Summer TT Roundup *by Bob Carter*



The Windsport Catparts Traveller Series for 2011 was concluded in superb weather at Grafham with our biggest attendance (37) of the summer. It has been one of our best attended summer series ever with an average attendance of over 27 competitors per event. The series was won by events secretary, Erling Holmberg, who beat the second place man, Jon Finch by a sizable margin. Erling put his triumph down to 2 things. The first was walking the dog 12 miles a day which helped him loose so much weight that he did not qualify for the heavyweight trophy (which he has often won) at the Nationals. The second factor was that he attended all our events – so there you have it. If you want to win you must walk the dog and attend all our events - of course it helps too if you are a useful sailor! Well done to Erling for running such a well attended and enjoyable series and for winning it, too.....

The series kicked off at Marconi where 9 travellers joined 10 locals on a sunny weekend of light breezes. The locals were all conquering with Kevin Kirby winning from David Ball and Jenny Ball. Kevin Kirby also won the long distance event – the ever popular figure of eight course round Northey and Osea Islands.

The second event was the Southern Championships which was held at Shanklin with 13 locals and 14 visitors. The Saturday was a pleasant sailing day but Sunday was 'animal' with huge gusts. Just one race was run on Sunday and only 7 finished. Robin Leather, sailing wife Boo's boat, showed that he can still sail a Sprint 15 well by wrapping up the results on Saturday in Sport mode. Runner up was Sean McKenna.

Seasalter was the third event of the series and the forecast of heavy rain and wind possibly put off a few but 18 travellers joined 7 locals for some fun sailing. National Champion, Kevin Dutch, showed his pace by winning from Erling Holmberg.

The Northern Championships were held at Carsington in September and 21 travellers joined 7 locals for some keen competition in the Derbyshire hills. The water was a bit low and the windward leeward course on the Sunday combined with some tricky gusts caught some of the punters unaware but Stuart Snell showed that he still has the touch by beating local hot shot Robin Newbold into second place.

The Inland Championships were held on a warm and sunny weekend in October at Grafham. The south wind held up all weekend and 37 entries (including 27 travellers) enjoyed some tight racing in perfect conditions. Mark Aldridge narrowly beat Stuart Snell on count-back and Steve Sawford had to settle for third place.

So Erling Holmberg won the Traveller series and the standard mode trophy from Jon Finch while George Stephen won the Sport mode trophy from Robert England.

Final Results Summary:

Overall TT Series Top 5 Places: 1st Erling Holmberg (Shanklin), 2nd Jon Finch (Stewartby) 27, 3rd Robert England (Carsington) 11 Pts, 4th Robert Finch (Stewartby), 5th George Stephen (Queen Mary),

Unarig Champion: Erling Holmberg (Shanklin)
Sport Champion: George Stephen (Queen Mary),
Southern Champion: Robin Leather (Shanklin)
Northern Champion: Stuart Snell (Grafham)
Inland Champion: Mark Aldridge (Grafham)

**2011 season top performers:
Erling Holmberg, Jon and Robert Finch, Stuart Snell, Robin Leather,
George Stephen and Mark Aldridge**



2011 IOS Round the Island Race

by Kevin Dutch



How can I sum up this monster of a race?

40 miles! 100+ entrants! The longest long distance race for dinghies and small boats in Europe! One big cup up for grabs! This is a race against the handicap of all cats, dinghies and sailboards – in effect a pursuit race. OK - some people may say that the Sprint 15 does not have the best handicap against others but that hasn't stopped it getting high results in the past few years. I have been doing the Island Race for the last few years now and I would highly recommend it to anyone. In fact I have and in 2011 Steve Sawford and Ray Gall travelled down to join me in the quest of trying to get hold of that big cup. 2011 saw 129 entrants and the top 3 15's finished in 3rd, 6th and 14th.

THE COURSE: The race starts and finishes at The Isle of Sheppey Sailing Club at Sheerness and is a clockwise circumnavigation of the island. The first leg is by sea to Leysdown and around the NE tip of the Island at Shellness. The second leg takes the combatants into the Swale Estuary. The Swale gradually narrows into the river with the lifting road bridge at Kingsferry acting as an obstacle at its narrowest point. Dinghies and Cats have to be stopped, heeled over and walked under the inner span of the bridge. The third and last leg of the course continues up the Swale, through the ancient port of Queenborough and into the mouth of the Medway, before finally rounding Garrison Point to the open sea and the short distance back to the Club.

I would recommend that this race ideally would need to be sailed in the 'sport' mode because you are looking at finish times of between 3 and 5 hours depending of wind strength. 2011 was a really good race. Things didn't look that promising before the start because we sailed to the start line in very light winds. Once the start gun had gone and 20 minutes had gone by, the entire cat fleet (who all start together) was only about 150-200 metres past the start line. We

were only just making way through the tide. I was thinking and said to others "I think this could take a while - ha-ha!" Then out of nowhere a sea breeze kicked in. Suddenly we were all making good progress downwind along the north shore of Sheppey and starting to sit up from our previous prone positions on the tramp. As the breeze continued to build, we had to move weight outwards and eventually to the back of the boat. "Now we are talking", I said to myself, as I clipped on to the trapeze and with my weight over the rear beam, I began to chase down Gall and Sawford. Surrounded by Dart 18's and Hobies, this is as good as it gets.

Turning past the headland to race up the Swale saw big waves and strong winds so that we all were on tip toes trying to get every inch of weight to keep the boat at some sort of even keel. If you can get lucky, you can cut a little bit off the corner saving you a good couple of miles maybe. Racing up the estuary is challenging and exciting because it narrows and you are now overtaking lots of the slower dinghies which spurs you on to pass the next one, then the next. Before you know it, you're at the bridge. This is tricky. There's one pontoon and usually a fair few boats trying to line up to take their turn to capsize on the shore before floating the boat under the bridge. (That's something that's not in the normal sailing instructions). What I usually do is find a gap shout, "I CANT STOP!!!!!!!" Then, hey presto, you've just overtaken 6 boats! With the boat back upright and winding round out of the river, you know that the finish is near. But you still have the racing bug after 35 miles and desperately try to pick off the last few boats up ahead before the finish. I can guarantee that you will go home feeling tired. I guarantee that you will go home with a great sense of achievement and I guarantee you'll think it's so worth it. Why? Because you won't find a better race anywhere!!!! And even if you don't win the big cup, you'll have had a superb day's sailing and there's always next year! So come on everyone, get it written in your diary for 2012 and give it a try. It's a race you should do at least once!

Kevin took 4 hours and 8 minutes to complete the course



“ You won't find a better race anywhere! ”

Stewartby Winter TT

by Karl Pountney



32 and rising! – Stewartby kicked the Winter TT series into action on Saturday 5 November.

An excellent turnout of 32 boats consisting of 20 visiting boats and 12 home boats made for an exciting start to the Winter TT series. Stewartby Water Sports Club saw an increase in both its home and visiting boats by nearly 30% - indicative of the commitment and enthusiasm that exists both within the club and the class itself. The damp and misty conditions gave way to a light North-westerly breeze and, at the briefing, race officer Simon Witham explained the course with each of the marks rounding to starboard so as to make the best of the windier side of the lake. The start of the first race saw a clean start from the entire fleet with the boats of Stuart Snell, Howard Hawkes and Steve Sawford breaking away from the fleet following a somewhat interesting approach to the first windward mark. The coming together of two streams of port and starboard boats resulted in

some intimate roundings (with local Simon Miles astride the inflatable mark on lap 1). Those that chose to steer clear and take the mark wide generally benefited. Ultimately Snell took the honours with Hawkes and Sawford finishing 2nd and 3rd respectively. A little too much starboard bias on the line in race 2 led to quite a gathering around the committee boat and once again, thanks to a large dose of common sense, the entire fleet started cleanly. The leading boats held starboard tack whilst others were forced to tack into clear air only to be greeted by a number of unpredictable shifts. The long run from marks 2 to 3 saw some tactical thinking with several boats gaining positions by choosing to take a wide course to the leeward mark. Gaining clear air was the order of the day. Snell again took 1st place with the home boat of Simon Miles taking 2nd. There followed a closely contested battle for 3rd and 4th between Hawkes and Mark Aldridge.

Ultimately it was consistency that won the day, with the two 1st places of Stuart Snell (Grafham Water SC) clinching victory over Howard Hawkes (Thorpe Bay YC). 3rd, 4th and 5th places were again hotly contested with last year's winner Peter Slater (Draycote SC) taking 3rd position ahead of the first Stewartby boat of Mark Norman 4th and Mark Aldridge (Grafham Water SC) 5th. The battle for 4th resulted in a tie break situation between Norman and Aldridge, both on 11 points, which eventually resulted in Norman's favour.

It was great to see a number of new names appearing especially those of David and Jonathan Lee (Datchet Water SC) participating in their first event in the two-up format.

The wonderful curry served by the galley staff served as an excellent chance to socialise and discuss the day's action and finally, the customary liquid prizes meant that nobody went away empty handed – Surely a recipe for success!



2012 AGM Rule Change Proposal

2011 AGM Rule change proposals to be voted on at the AGM on 18 August at Brightlingsea Sailing Club

Proposal 1

It is proposed that the rudder can be made by a foam filled design provided that it has the same weight and is of equivalent performance to the hollow design.

Rationale: This is a more modern design and the rudder blade will be stronger and cannot fill with water. It will be interchangeable with the old design is enabled by new tooling now that the blade will be made in the UK.

Proposer: Bob Carter

Secunder: Nick Dewhirst

Proposal 2

It is proposed that the (larger) Dart 18 front beam section is will be permitted on new boats provided that the boat has the same overall total weight and the height of the mast remains unchanged.

Rationale: The supply of Sprint 15 front beams is running out and it is uneconomic to order a new batch. It is therefore proposed to use Dart 18 section front beams. The hulls will have an increased sized front beam socket and the mast ball will be changed to correct the height of the mast foot to that of existing boats. The hull modification will be

implemented on the new tools being created to restart UK production. The performance impact is expected to be minimal. A reduction sleeve will be made available to enable new hulls to be used as replacement (spare) parts for existing boats. There is a stock of the current front beams to satisfy the replacement (spare) parts for existing boats for some years. After this stock is depleted the supply of replacement front beams will have to be from the second-hand market. The front beam is strong and seldom needs to be replaced.

Proposer: Bob Carter

Secunder: Nick Dewhirst

Proposal 3

It is proposed that the inner moulding of the cocktail cabinets on new boats is replaced by a mesh bag below the hatch cover provided that the boat has the same overall total weight.

Rationale: This is a cost saving that is enabled by the creation of new tooling. The weight will be made up by increased strengthening around the hull and by the larger section front beam. It is uncertain if the mesh bag will be big enough to enable storage of the Praddle.

Proposer: Bob Carter

Secunder: Nick Dewhirst



What's that expression about mad dogs.....?

Is there a similar one for mad cats?

If there isn't, there should be after the second round of the Sprint 15 Winter TT series held at Carsington Water in Derbyshire on Saturday 3 December.

Seventeen visitors joined the two home boats of George Love and James Scott. Team Draycote were out in force, fielding the six boats of Jan Elfring, Pete Slater, Ed Tuite Dalton, Derek James (Sport), Phil Warner and Ian Hope. Stewartby SC, a club very much in the ascendancy within the Class, comprised the four helms of Jon Finch, Robert Finch, Karl Pountney and Andrew Bunyan.

The relative calm under a bright winter sun of the windward shore boat park belied conditions out on the course. Race officer, Ged Bellamy did, however, give the competitors a hint of what awaited them as he returned ashore for the briefing after setting a tight trapezoidal course around the drought affected waters. "It's looking quite lively out there!", he ventured in understated style.

He was not wrong! With an average wind speed of around 20 plus knots with gusts in excess of 30, his initial appraisal was on the button. The conditions were to test the sailing (and swimming) skills of all.

With the combatants fuelled and fortified by bacon and egg buns, Race 1 was soon underway and it was Mark Aldridge (Grafham) who made clear his intentions by charging off the line closely followed by master tactician Stuart Snell (Grafham) in hot pursuit. (Believe me, there's money to be made if this guy's technique can be bottled!) Ed Tuite Dalton, Jan Elfring, Pete Slater and Jon Finch led the chasing pack closely followed by gentle giant Simon Hare (Oxford) who put his stature to good use. He put the hammer down and revelled in the wild conditions. Further down the field, the lighter helms were in survival mode, opting for trying to stay upright and pick up places by overtaking the swimmers. It seemed to work as there was quite a lot of swimming going on.

The jibe mark was the place for this as Simon Hare found to his benefit on almost every lap. The venomous gusts were scything through the field, snaking across the lake like a nest of wild sidewinders. The unwary were to be caught out on many an occasion and the

safety crews were kept busy attending to those who had opted for an exciting pitch pole on the hairy downwind leg. Derek James was one of those who chose to lose his tiller extension in the process. Some thought that it was a misguided tactic to shed weight for even more speed. At the gun, Mark Aldridge was never to be challenged despite the best efforts of the ten finishers out of the starting line-up of nineteen. Stuart Snell, Jan Elfring, Ed Tuite Dalton and Jon Finch completed the top five slots.

Race 2 and the wind chose to increase another few notches. The nest of sidewinders had mutated and grown. The truly wicked gusts were now topping out at just below 40 knots and slamming into the fleet with increasing regularity. Quite a few sailors opted for an early (hot) bath and only two thirds of the fleet lined up to join battle. Once again, Mark Aldridge and Stuart Snell set the pace with Jon Finch, Pete Slater and Jan Elfring sailing out of their socks on the screaming reaches to keep pace. Halfway round and it was Mark's turn to take a dip in the boiling waters and watch Stuart cruise past at close quarters in unruffled style. The red mist came down and Mark soon had his boat back on the rails to take up the chase. He was not to be denied and took the bullet a few seconds ahead of Stuart in a hard fought contest to the line. John Finch got the better of Pete Slater to take third, who in turn squeezed out Jan Elfring at the last mark to complete the top five.

With two firsts, Mark Aldridge was presented with the victor's spoils which included champagne courtesy of Steve Sawford of SS Marine. There was general consensus that all those whom had taken to the water, regardless of the final standings, were just slightly unhinged but all agreed it had been a superb day out in bracing conditions and at the top end of just sailable – testament surely to their consummate skills and the superlative quality of this sturdy and evergreen little boat. One competitor was even overheard to say – "I've only just started to sail this boat so am still getting to grips with it. I think I've learned to really sail it today. Such a pity we couldn't have had a third race because I'm sure I'd have nailed it!" What was that about MAD Cats? I'll wager there were a few helms who didn't need much rocking on Saturday night.

Mark Aldridge
Stuart Snell
Pete Slater and Jon Finch chase
down Mark
Jon Finch

2012 Dinghy Show Report *by Keith Bartlett*



Whilst most would agree that this year's show was pretty quiet on the stands, there was some big and exciting news being imparted in the behind the scenes committee rooms.

So, what's the headline?
Quite simply-

Welcome Home Sprint 15!



Your Committee met up with Brian and Tom Phipps from Windsport, at the Ally Pally Dinghy Show, for an update on the progress in bringing production of the 15 back home. Plans are now underway to bring production back from Collins in South Africa to Rob White's yard at Brightlingsea in Essex.

There is more to this than just saying it will happen. The one (unique) plug for the hulls, which is owned by Ian Fraser, needs to be boxed up in South Africa prior to shipment to the UK. The deck moulds, which were made by Collins, have been purchased by Ian Fraser and will come back to the UK along with the hull plug. UK production will then be re-established at Brightlingsea, where the last of the UK 15's were made until the Laser Centre ceased production in c.2002. The first, all British 15's are expected off the production line in September this year! Those of you who fraternize with the Dart 18 clan (say three Hail Mary's to Nick) will know that 18's are already coming off the White production line- viz the Dart18 on exhibit at the Dinghy Show, and they looked very smart indeed.

Now, as you all know, (as the actress said to the Bishop) there is more to a 15 than a nice pair of shiny fibreglass hulls. There is a whole plethora of "stuff" that needs to be either sourced in the UK or imported from South Africa. So let's do a quick run through.

Sails- no changes here, all made by Hyde in their loft in the Philippines.

Rudders- Production of rudders is being moved back to the UK but will necessitate a change from a hollow to a foam filled design. Test blades made of foam filled construction have been evaluated by ace 15 sailor Stuart Snell and have been found to have no

difference to the performance of the hollow ones. Weight and dimensions, etc. are all exactly the same. The expectation is that the foam filled blade will be both stronger and well nigh impossible to fill up with water.

Battens- A new batten forming machine has been purchased by Windsport and UK produced battens are expected to come on line by April 2012 onwards. Those of you who have seen Brian Phipps curling a long red batten into a circle will know that you can only do this if the batten is properly made. Indeed Brian has confirmed that, when in the past, batten quality has improved, there is a direct reduction in sales of replacement battens. The properly formed ones are so much more forgiving in the event of a capsized.

Beams & Masts- Beams will continue to come from South Africa, as will masts. UK production of masts will follow at some later stage.

Small injection moulded parts- these will continue to come from South Africa until a suitable UK source can be found. Some aspects of re-establishing UK manufacture may require some changes to our one-design rules. Your committee is in discussion with Windsport and Ian Fraser on the precise details of these changes. As per our class philosophy, we support changes that do not make any differences between old and new boats, as this dictum has helped preserve our longevity. More details will become available in due course and will either appear elsewhere in this issue, or will be published prior to being discussed and voted on at our AGM in August.

Those of you who will be at the Brightlingsea Nationals will have a chance to actually see a Dart 18 and hopefully Sprint 15's in production as

Rob White has volunteered to show members around his yard. More details will be available at the Nationals.

With new UK boats right on the horizon, your Association and all its members need to start promoting the new boats and help to re-energise the flow of new boats into the class. Windsport has already devised a whole series of initiatives to get the new boats not only seen but also tried out under race conditions- read on for details:

Introduction to Catamaran sessions at Sprint 15 circuit events : Windsport are proposing to use their presence at our circuit events to run free (20 minute) "taster" sessions for folk who maybe are thinking about getting a 15. (Probably on the Saturday pm and Sunday am). Windsport will provide the 15, sailing kit and insurance. The host club's role is to promote the Taster sessions in local press etc and to encourage folk to book their slot in advance with Windsport.

Windsport support for Sprint 15 events programme : The Windsport spares trailer will be at most of our events over the summer. Where possible, a Windsport helm will enter some of the racing on board one of the new UK made boats to show us all how it should be done and how good it really is. There is also talk of a fully rigged new UK made 15 being made available for raffelwinners to race at events. (Windsport would trail the boat to the event, and it could be used as a demo boat at the event as well)

A good, reliable and race tested new UK produced 15 will be a great boost for our class. It will surely set us all on course for a bright future for this superb and evergreen little boat. So get out there. Try one! Buy one! Recommend a friend for one!

Draycote Winter TT

by Pete Slater



17 visitors joined 7 home boats to contest the 3rd round of the ever popular Sprint 15 Winter TT series. This included 4 incredibly enthusiastic sailors from the Isle of Wight who had to get up at 4:30 am to make the race start! Due to low water levels a square course was set around the Draycote shallows and this provided an interesting tactical option after the start - risk sailing a long starboard leg and damaged rudders on the shallows or tack off onto port and go up the right hand side of the beat. In the gusty and variable wind no option seemed to provide a consistent result and many places could be lost or gained. However the usual suspects of Stuart Snell and Mark Aldridge proved most consistent and they took the first two places in the initial race. The wind strengthened in the second race to the point where a capsizes was a distinct possibility and the gusts on

the downwind legs could easily catch helms unawares and lift both rudders out of the water. The strengthening winds caused an increase in 'incidents' including Christine Roman scoring a direct hit on George Stephen's port hull and capsizes from Andy Bunyan and Derek James. Despite the shallows Derek James's boat was the only one to hit the reservoir bottom but this was with the top of the mast! So at the end of the second race the top two places were again taken by Mark Aldridge and Stuart Snell but this time the positions were reversed causing a tie on points. After adding the times for the two races Stuart Snell was crowned the eventual TT winner with Mark Aldridge in second and Pete Slater in third. After a confusing start to the second race Graham Collett managed to recover sufficient places to come fourth overall with Isle of Wight sailor Erling Holmberg coming fifth and Simon Miles in sixth.


Advertisement

Caption Competition

We all know that Charles Watson is a wild man from 'up north'! Whoever comes up with the best witty line to go with this photo gets their name in lights. I might even buy you a 'wee dram' as a prize. Then again, I might not but it's worth the risk! Ed.

Send your entry to : newsletter@sprint15.com

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W.H.

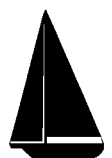
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Darting Across The Channel *by Jim Jeffery*



The white cliffs of Dover from Cap Blanc-Nez

Seven a.m. on Saturday 26th September 1992 saw me at age 50 and Anne Nicholson at Sandwich Bay Sailing club with the rescue boat ready to accompany me as far as the South Goodwin lightship for my single handed trip to Calais, the first by a Dart 15. Two of the club's cruiser members would escort me from there.

My Dart 15 was well prepared. All standing rigging and shackles examined and some replaced. Split pins checked and taped. My only fear was the mast falling down in mid channel. Halyards were added for my Commodore's pennant and courtesy flag, a red ensign was fixed to the leach between the lower two battens and a rope strop round the mast to attach the safety harness. Small ships register, insurance, Certificate of Competence and radio license had all been obtained in good time. Customs forms were deposited in advance at Ramsgate. (These were the old days and GPS hadn't really been heard of).

We launched and set off at 07.30 into a beautiful sunrise. The escort yachts could be seen on the horizon speeding south on the ebb tide. The SE 3-4 forecast was reasonable but meant I would have to tack across the lanes. A good start was made taking a starboard tack out in the Gull Stream picking up the tide and then port tacking to the south. The rescue boat kept company as planned and we were gaining on the yachts. She left me at around 8.30.

I tried a starboard tack across the southern edge of the Goodwin Sands but the chop and swell over the sands made progress slow so I tacked again still west of the sands.

An hour later the wind died to nothing causing concern for me and the escorts that if they waited they would not catch the gate at Calais. At 10.00 with no wind, I said that I would abort and go back to Sandwich Bay when the tide turned. I wallowed, traveler crashing, headed in but getting nowhere. I could see ships going south in the lanes and thinking myself lucky I was not stuck out there.

At around 11.15 the wind picked up from the north. I came to sail east to "test the water" when the wind increased to F3 and veered east which meant I was able to come to my crossing course of 150 degrees. The course was set using my £4.35 orienteering compass on the left hand edge of the suns sheen on the water as there was not other reference point in the gloom. I was buzzed by the hydrofoil inbound from Ostende. Was I being taken too far north? I threaded my way through three large freighters who were all in turn approached by a Sea-king helicopter, probably taking off the pilots. It appeared like a busy bee visiting some grotesque flower. They moved off quickly to the

south. I was dreading the bee visiting me and turning me back. I had tried several times to contact my escort on the hand held radio to let them know I was coming across, but got no reply.

Constant checking of the compass course with the sun's movement, looking out for ships and their track, and sail trimming for best speed made the time pass quickly. I only managed to eat one apple whilst becalmed. Around 12.30, I sighted a buoy that should have been MPC. This turned out to be the case which meant that I was being pushed a little too far northeast of track. (Oh for a GPS, I wished). I knew that the tide would be stronger this side of the channel and bore away to 180 degrees and almost immediately sighted the French coast, but it was still some way off. I passed a few ships that were northbound indicating that I was well on the across. On one occasion the wind dropped reducing my speed across a ship's heading. I was about to tack when she altered course behind me. Friendly waves were exchanged as she passed some 150 yards astern.

The land fall was almost perfect close to CA8 buoy where I was headed by a strong off shore wind making the last mile a tacking match in the strong tide close to the harbour entrance and sailing through a fleet of Topper and Optimist under training.

Stepping ashore at 14.57, exactly 7hours 30 minutes afloat, I asked some English people if they would mind helping me carry my boat up the beach to the high water mark, some 100 yards. They readily agreed but found it quite a struggle. We exchanged good wishes and they said they would rather go back with me next day than on the ferry today. I secured the boat to a refuse bin and post, gathered up my carryable valuables; radio, compass, flask of coffee (untouched), sandwiches (untouched), hip flask (sampled on landing) and wandered off to find my escort yachts. They were found tucking into their last course of lunch, and couldn't believe their eyes at the sight of this disheveled heap adorned like a Christmas tree. I was offered pancakes and drinks, some poured over my head by the crews from Downs Sailing Club enjoying a weekend aboard the escort boats following their joint participation in the recent National Schools Regatta at Deal. I sat there numb for a while only wanting to eat my sandwiches and drink the coffee I had lugged across the channel.

After a shave and shower and phone call home I returned to Paper Moon to find both yachts dressed overall. I felt really proud and honoured. Champagne was decorked and drunk along with a few beers to stave off the dehydration, followed by a

good evening ashore with my friends. That night I slept the sleep of babies, not even dreaming or thinking about my return crossing.

The return crossing was even more testing due to the strong tide, light wind and leaving at the wrong time. After a hearty breakfast the crews helped me carry the Dart and gear down to the waters edge, and with loads of banter and a hearty cheer I set off home, at around 10.30 BST. With the light south westerly wind and strong tide, as soon as I bore away to head home on a course of about 310 degrees, the tide swept me east. It was therefore necessary to point due west towards Cap Blanc-Nez and crab across the channel. Off the Cape there was a beautiful strong F4 westerly breeze which enabled me to make some rapid progress home. At one point I had ferries to the left and right of me going in opposite directions.

The sea was a lot calmer and flatter with the wind and tide in the same direction. It was so clear that I could see the debris float just under the surface, pallets, ropes, tarpaulin etc.

I could soon see the English coast ahead, but still had the Cap looming over my stern. I picked up a bearing on a window in St Margaret's Bay with the sun shining on it, and kept this behind my starboard shroud practically all the way to the South Goodwin lightship. The northbound French side seemed to last forever with more ships steaming up but well ahead. I did not have cause for concern.

I picked up the South Goodwin light ship that seemed a long way north, but I couldn't bear away as I would slow down and the sails would just flap around. The tide was still going north when I passed the lightship to starboard at around 15.00. I estimated that the tide would turn against me at around 16.15 so I made to close the shore, goose-winged at Kingsdown and then followed the coast with the last of the tide. I passed Sandown Castle at 17.05 receiving a wave from friends. I arrived back in Sandwich Bay at 17.15, still goose-winged, to a full welcoming committee.

Thanks to all those who helped me with the crossing.

I have since crossed the channel many times, usually single handed, in my Trapper 501 (28ft yacht), with radio, GPS, plotter and realize just how basic it was back then, alone in the Dart15. I would love to do it again this year for my 70th birthday. Anyone care to join me? Now, I guess I'd have to call it "Sprinting across the Channel!" But I would suggest one way only and car top back across, as the French are not keen on boats under 18feet going further than 3 miles out.

The next time, it'll have to be a 'Sprint' across the channel, Jim

Queen Mary Winter TT

by Gordon Goldstone



On Saturday February 18th

the Sprint 15 fleet visited Queen Mary for the fourth event of their Winter Series.

With a weather forecast for the day of strong winds, this was always likely to be a challenging test, and it certainly was. With winds of over 20 knots and gusting over 30 this threatened to be something more akin to the series of "Total Wipeout" than a pure sailing event!

Never mind, once again over 20 Sprint 15 sailors turned up for the event ready to give it a go. But with launching proving very difficult in the extreme conditions, only 17 managed to get on the water, and not everyone made it to the start line without a swim - quite an achievement in the daunting conditions.

For the event, race officers Charles and Jackie Wand-Tetley set the fleet a large square course on the western side of Queen Mary reservoir.

At the start of the first race, Grafham's Mark Aldridge charged away from the line and immediately started to open up a big lead. Behind him, Rutland's Steve

Sawford and Howard Hawkes (Thorpe Bay) were in hot pursuit. Queen Mary sailor Gordon Goldstone was also there, but his racing came to an abrupt end on the 2nd lap when his rigging gave way.

Robert England was doing well in the tough conditions, but he was gradually overhauled by Liam Thom (Shanklin) and Paul Craft.

Further back, the Draycote pair of Jan Elfring and Peter Slater were battling with Queen Mary's Stewart Pegum and George Love (Carsington), who in turn were closely followed by Simon Hare and Darren Fichew.

At the finish line, Aldridge was well ahead of Sawford, Liam Thom made a great effort to take 3rd ahead of Howard Hawkes, Paul Craft was 5th and Robert England 6th.

With the wind gusts hammering across the water it was inevitable it would take a toll and there would be a number of capsize and non-finishers. Derek James, Gary Burrows and Ian Hope all succumbed to the weather and didn't make it to the finish.

By the time of the 2nd race, the wind had ratcheted up yet another notch and it was a slightly depleted number of starters who lined up to go.

At the start, it was again Mark Aldridge who was fastest off the line, with Steve Sawford and Howard Hawkes in hot pursuit. As the race progressed it was becoming a battle of who could handle the weather the best, even big Simon Hare was finding this a struggle.

This was a tough race in the toughest of conditions. Aldridge led every lap, with Sawford repeatedly tacking off to try a different route, but never really managing to close the gap. Howard Hawkes again did very well and Robert England produced his best sailing of the day to this time get ahead of Paul Craft and Liam Thom.

At the gun, it was again Aldridge from Sawford, Howard Hawkes was 3rd ahead of Robert England, the consistent Paul Craft 5th and Jan Elfring with his best result in 6th.

Particular credit to Derek James, who didn't finish the 1st race, but stayed out for the 2nd race and managed to grab a 9th place in even worse conditions.

In the final analysis, Mark Aldridge with two firsts in the most difficult conditions showed that he's the man to beat when the wind is really blowing.

The final event in this hotly contested Sprint 15 Winter Series wraps up at Grafham on March 25th. It promises to be quite competitive.

Grass Roots Cat Sailing

So, what's the grass roots scene at your club? How is the gospel being spread on how exciting it is to sail and race cats, particularly amongst the youth in your club. Why not write and tell us so that, between us, we can share some knowledge and ideas. As an example, we have three training cats at Carsington - a club owned Topper 16CX and two RYA sponsored Dart 16s and a good few qualified multihull instructors to deliver exciting training programmes. It really is great to see them out on the water with a bunch of kids whooping it up on the wire. With some careful coaching, this year's plan is to have at least two youth boats taking part in the Cat Open later in the summer - great stuff! Ed.



“Do It Now”

by Robert England



Some people have said that today's more senior generation is responsible for stealing the future of its descendants. Borrowing more than they can afford, scooping up property which then became less and less affordable to those starting their working lives, ruining the economy – the list goes on. All this, it is argued, has led to the younger generation being the lenders to their forefathers without a fair chance of being able to solve the debt in the short term.

Others have a different view however, and point to things not being all that easy in days gone by. Many of today's elder individuals can recall sacrificing most things including free time and colour TV's in order to scrimp together sufficient for a deposit on a lowly dwelling, followed by endless years of mortgage repayments. Until, that is, inflation gradually made them into property-owning, final salary pensioners. A considerable number have even managed to lash out on motorised, travelling homes during which time the sting in the economy's tail has whipped round and made hostages of the younger generation.

Such is the adversity presented to aspiring and particularly younger Sprint 15 sailors. It is with this in mind that anyone reading this who has a Spark-stroke-Dart 15-stroke-Sprint 15 just lying around doing not very much should be strongly encouraged to advertise it for sale as soon as possible, and as cheaply as they can afford to. New, youthful potential 15 combatants deserve every encouragement to take up the sport and it is the duty of redundant 15 owners to give them a helping hand. Such selfless action has already resulted in another young sailor being added to the fast-growing band of warriors at Stewartby Sailing Club which itself is becoming the most recent Team success story in the Class. Six hundred and fifty pounds for a competitive Sprint 15 is an absolute bargain and it has been rightly snapped up and will be put to good use straight away.

The spirit of the Association is very healthy and this was clearly demonstrated during a recent Winter TT event. Here, some of the senior executive and filthy rich Association members responded to their pangs of guilt and selflessly sacrificed their day's competition to to help the youngers.

They made sure that these precious and somewhat more foolhardy enthusiasts could safely take to the water and be recovered without damage to themselves or their equipment. This was prudent due to the rather challenging conditions which could be observed from the water's edge. Such concern was well placed because even some of the more “experienced” sailors who risked all and went afloat suffered some loss of pride during the acrobatics which took place in the racing which followed.

Other members of the Pensioners Sailing Group played their part in the day's action by allowing some of the less physically challenged players to beat them by a small but significant margin. This was very skilfully achieved whilst managing to hold back others so that it did not look like an obvious “fix”. One respectable fellow used the ploy of apparently purveying robots, according to the advertisement on his sail. This was clearly intended to fool the less informed regarding his true age. Others, however, were aware of his “riche ancienne” status. All actions and subterfuge are valid in the important task of encouraging the youthful and the aspiring to get stuck into 15 sailing whilst they still have the time. It is to this end that some hints and tips for potential newcomers to “The Circuit” are included below. They may be taken as direct advice for newbies or the inexperienced. On the other hand those whose experience exceeds their ability to perform may wish to interpret them loosely and use them as excuses.

In the first instance it is not necessary to belong to a sailing club to take part in events. It is handy to have somewhere nearby to which you can go to be regularly beaten by a few. It is far preferable to travel to an event where there is a much greater chance of finding someone who can be overtaken or at least commiserated with.

If it is possible to overtake someone – anyone – once, then it is possible to do it again. Much more overtakings (and thereby much more fun) takes place at events than at regular club sailings. Club sailing is good for practice and trying out ideas, though.

It is not necessary to be good to have fun at events. These are occasions where nearly everyone gets beaten

(quite a lot). Just a few catamaran races at club level, a basic understanding of the rules and an awareness of what is developing around you will suffice for your first venture away from home. Keep your eyes open and you should be able to avoid hitting anyone, although wilder conditions might be best left until confidence and ability can match them.

The sooner cat racing is begun, the earlier the bug is likely to be caught. This in turn maximises the amount of fun available as time passes.

The great majority of travellers (contestants) do not enjoy huge racing successes. There must be other benefits which are there to be discovered. Each would have his own description of these and the list could include some surprises. The author is quite satisfied if he manages consistently to reduce the amount of time taken to prepare the boat and get changed. It's a long battle, but progress is being made. It is certainly possible to confirm that one is actually alive when undertaking some of the activities that happen when afloat.

One thing, unfortunately, is certain. One day circumstances will prevail (usually, but not always, due to the passing of time) which will prevent the punter from being able to enjoy the madness which is cat sailing. For goodness' sake, don't leave getting involved until it's too late to get a goodly share of the enjoyment available.

On 18th February 2012, twenty prospective sailors set forth towards Queen Mary Sailing Club. They ignored predictions of doom from Windguru and suchlike. Most got up very early and travelled quite a long way and several came partly by ship. When they arrived the clubhouse wind gadget was reading 22 windspeeds and the water looked a darkish shade of grey with some white bits and lots of splashings of waviness were heard near the shore. Some went out and braved the elements, one mast fell down and several sailors fell in. Lots of boats went very fast, occasionally one or two uncontrollably so. All contestants became tired, achey but generally pretty livened up. It rained on the way home.

**Brilliant –
Just BRILLIANT!**

Grafham Winter TT

by Bob Carter



On Sunday 25 March the final event of the Sprint 15 fleet winter series was held at Grafham. An impressive 19 visitors joined 8 sailors from the home club but we had to wait some time for the fog to clear before the first race could be started. Eventually the fog cleared and there was a light northerly breeze which enabled the Race Officer, David Williams, to start the first race at about 12.30.

In the first race George Carter was first off the line crossing the fleet on port but by the windward mark Chris Black (who has just returned after a long convalescence break) was first to round from Peter Slater, Simon Miles and Mark Aldridge. Over the next reach and the run the lead changed many times in the fluky wind. Simon Hare, Stuart Pegum and Slater all took a turn in front. Along the run the wind totally died and the fleet parked up for about 20 minutes. Stuart Snell took a course to the extreme port side of the run looking for a puff of wind and came back into contention from mid fleet by mark 3. But Slater had established a small lead over the pack. The slight breeze began to return along the second reach and Carter & Snell followed Slater round mark 4. Snell tapped the back of Carter at the mark and had to take a penalty turn. The course was shortened to one lap and Slater made no

mistakes sailing tactically by covering the pack to take the gun. Paul Craft, Snell, Howard Hawkes and Robert England took the port side and the next places leaving Carter to wonder why he had taken the starboard side to the finish.

The second race was started straight after the first and fortunately the force 2ish breeze was established all over the course. At the windward mark John Keyte was first to round from Frank Sandals, Carter, Snell and Black. Keyte led the race for the next lap while the pack behind jostled for position. The second beat was slow but Snell took the lead for the rounding followed by Carter. But George Stephen and Aldridge made big gains by sailing to the right extremity of the beat. New Stewartby member, Simon Miles was not far behind. Stephen progressively overhauled Carter and Snell and made no mistakes in the light breeze to take the gun at the end of the second lap. He was followed by Carter, Snell and Craft who once again caught up for the finish. Thus after two good late charge finishes Paul Craft (2,4) took the event on tie-break from Stuart Snell (3,3). George Carter, Howard Hawkes and Mark Aldridge respectively took 3rd, 4th and 5th places.

This event concluded the Winter Traveller series.

A History Blog

by Brian Phipps of Windsport

In 1975 a new and revolutionary catamaran product was launched into the sailing market - a catamaran that went head to head with other catamaran manufacturers like Hobie, Prindle, etc. That revolutionary product was the Dart range.

The product range was conceived while the Tornado was selected for the Olympics and those in the know at the time knew this was the end of Tornado as the club fleet boat they knew. They also knew there was a need to fill the gap with a more suitable catamaran, so a specification was written by "three wise men" drawing on all their experience of Tornado sailing and combining it with the realities of club racing.

At about the same time, the equivalent of ISAF at the time opened trials for a suitable feeder boat for the Tornado. What they were after was a catamaran that could provide grass roots catamaran sailing yet perform and deliver the skills required as a feeder to the Tornado.

The Dart 18 was entered and with its unique selling points and performance won the trials hands down. The skeg design was born, alongside design features such as its ability to be sailed equally 2 up or single handed, could be righted singlehanded and offered production one design based on engineering drawing. The Dart won with unanimous approval.

Two years later after a meteoric rise in Europe of Dart sailing, the same design skills were applied (plus what they had learnt with the Dart 18) to produce a small catamaran aimed

at family sailing. The emphasis was on "Just for Fun". The Spark was launched in 1979 as a una-rig, easy to sail, car-topping catamaran. At the time it was just what the market wanted. Boats sold quickly and soon there were groups of sailors in the UK and Europe. Inevitably sailors started to race at their home clubs and looked to attend regatta events. The manufacturers, Panthercraft, rightly or wrongly were concerned the Spark ethos of "Just for Fun" may get lost and the marketing differences between the Spark and the Dart may become confused. Surprise, surprise you may say but it was a long time ago when the catamaran market was in a different phase. In short, Panthercraft were reluctant to pursue a racing agenda so focused on "Spark Rallies" around the country. The first ever Spark rally was held at Ichenor (Chichester Harbour). It was attended by some 30 + boats under the chairmanship of a certain Tim Shepherd while Panthercraft employees namely Brian Phipps and Nigel Crook provided some rigging tips and safety support from a Dell Quay dory. More rallies followed at Grafham, Tankerton, and finally Pentewan. The first ever Spark national championships were held on the Isle of Sheppey at the famous "Catamaran Yacht Club" and included an entry from the designer Rodney March. Spark turned to Dart15, the market moved on and they added a basic jib kit. After a lot of soul searching and the vision of the Class Association, Laser and their top salesman, Peter Ewing, the boat had transformed itself from a "Just for Fun" catamaran to a single-handed performance

racer. "Just for Fun" has always been there and still is for families and non racers. Variations on the original design were tried by Laser, including the Dart Sting, but none have been as successful as the original Spark.

The launch by Laser of the Dart16 heralded a reduction in Lasers commitment to the Dart15 and support to the Class. The rest is recent history which most of you will know.

So where are we now?

Well, after a spell of manufacturing in South Africa, Ian Fraser, the only one left from the "three wise men", has provided the funds to bring the, now renamed for legal reasons, Sprint 15 hull plug back to the UK from South Africa along with deck and beam plugs. As Ian said - "a class without access to new boats is a dying class, but a class like the Sprint15 with a strong Association, good manufacturer support and availability of new boats has a long future." With the boat back in Europe and in production, the licensed supplier Windsport can closely monitor production and quality of new boats so the designs life cycle continues. All this is happening as we speak and, by the time you get to the Sprint15 Nationals, Windsport plan to have something to show you, something to sell you and something for you to test sail!!

And before you ask - compared with 10, 20 and 30 years ago, manufacturing costs have gone up but your new boat will last you for just as many years as a boats built 20 + years ago. What an investment! How many of you can say the same about your current car?

Panthercraft Employee on & off
since 1975



In the last issue of Newsprint, Brian gave us some pointers on sailing fast upwind in big waves-something that many of the competitors struggled with at Pwllheli. This article completes the picture to help us all find that winning edge on the downwind leg.

How to go downwind quick?

Every catamaran design has a sailing style that provides the edge. Stepping from one design to another, requires finding the style that is most appropriate and gives you that edge.

That challenge happens every time you jump from one catamaran to another. The coach's role is to help the catamaran sailor develop skills that gives that edge. Understanding the design and mechanics of downwind sailing is critical. After jumping back on to a Sprint15 after a bit of a break, I know I will need to go through a re-learning process upwind and downwind to find that edge. That's something best not done on the race course.

Question? Sprint 15 downwind sailing in wind and waves? Is that Exciting? Terrifying? Challenging? Rewarding? Frustrating? Whatever your answer to do it quickly you have to find that edge and have that control.

10 good things to remember about sailing Sprint 15 downwind in some breeze!

- 1) When you bear away around the windward mark, arrive with speed, bear away quickly to down wind and adjust the mainsail shape so it cannot power up until you are safe down wind.
- 2) Surfing the waves is fun and fast. Look to sail on the front of the wave. Keep out of the hollow or up the back of the wave in front.
- 3) Sailing through waves downwind is about looking and planning ahead. If you need to break through the back of a wave identify and head for the lowest point which may be to your left or right.
- 4) If it is really windy and you are committed to sitting at the back of the trampoline, work directly off the connecting bar if it helps to give better directional control.
- 5) Fifteen feet of hull can only go so fast through the water. Your rig may want to go faster, so sometimes you have to back off and depower by sheeting in or sailing by the lee.
- 6) Boat on boat situations downwind in high winds need care and forward planning to maintain good boat control.
- 7) Gybing is best done at speed on the front of a wave with as little pressure in the rig as possible. However, rudder control is critical.
- 8) Rounding the leeward mark/gate needs careful implementation as you turn onto the wind and the rig powers up. That often means driving through the acceleration zone.
- 9) The downwind rum line may be the fastest but not always the safest. In if doubt, bear way and sail deeper inside the go slow zone.
- 10) Your downwind indicator is a great help to confirm the apparent wind direction, but there is nothing better than sailing feel!!

Windsport Sprint 15 Cat Action

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Winter TT Roundup

by Bob Carter



The Sprint 15 Winter Traveller Series

was concluded at Grafham on Sunday 25 March. It was our most successful Winter Series ever with a new record attendance of 32 boats at Stewartby and 22 helms qualifying for the series with 3 or more results. Stuart Snell of Grafham was the eventual winner on tiebreak from Mark Aldridge, also of Grafham. All 5 events were held in a mixture of testing conditions.

The series kicked off at Stewartby in November with the record attendance of 32 boats (12 locals and 20 travellers). Light wind prevailed and light wind expert, Stuart Snell, won with 2 guns from Howard Hawkes in second and last years Winter Series champion, Peter Slater, of Draycote, third. Simon Miles proved to be the top local sailor and clocked up a second place in the second race

The Carsington Open was held on 3 December and by contrast it was a day of strong winds and tricky gusts coming over and around the surrounding hills. 17 travellers were joined by 2 locals for the thrills and spills. It was heavy weather expert Mark Aldridge who toughed it out to take 2 guns and the event from Snell and Jon Finch (Stewartby). The Draycote sailors Jan Elfring and Slater were fourth and fifth respectively so Draycote inflicted a crucial away victory in their derby with Carsington.

The derby return match was held at Draycote on 7 January with an attendance of 22 boats including 7 locals. The drought was in full swing, water levels were low and the sailors had to avoid the shallows and islands that were outside the race area. The wind built through the day and Snell and Aldridge recorded a gun each in the 2 races but when the tie was broken on aggregate time it was Snell who was the victor by a narrow margin. Third and fourth places were taken by Draycote sailors Slater and Graham Collett and with

Draycote taking 3 places in the top seven it was game set and match to Draycote in the derby match.

The Queen Mary Open on 18 February was held on a day of strong winds of 20mph with gusts of up to 30mph, but the reservoir was full. 17 boats took part but a further 7 helms were observed cowering in the clubhouse. The number of sailors in the clubhouse was mostly a result of some difficulty experienced by Aldridge in launching his boat in the stong on-shore wind and nearly being swept into the concrete wall. Suddenly the queue to launch their boats behind Aldridge dispersed and the ranks of the spectators in the clubhouse increased. In the event the conditions once afloat proved quite sailable, if challenging. Aldridge made no mistakes with 2 firsts from Steve Sawford (2 seconds) and Hawkes and Robert England fought for the third place on the podium.

The last event was at Grafham on 25 March and here the reservoir was 104% full!. The 27 entrants (8 locals) had to wait an hour and a half for the fog to clear before the first race could begin and this turned out to be a one lap drifter. By the time of the second race the sun was out and a steady breeze enabled a better race. Open Dinghy Club sailor Paul Craft won the event to show Snell and Aldridge they could not have it all their own way but Snell was second and George Carter third. This second place for Snell proved decisive in the tie-breaker with Aldridge as they each had two first and a second in the Winter Traveller series, so Snell was crowned Winter Series winner.

So the Winter Series turned out to be our best ever and most closely fought. Draycote won the grudge derby with Carsington and team Stewartby are going from strength to strength with biggest attendance, biggest travelling group and, watch out guys because they are climbing the results table too!

Overall Series Results :

- 1st S Snell (Grafham) 4 pts,
- 2nd M Aldridge (Grafham) 4 pts,
- 3rd H Hawkes (Thorpe Bay) 9pts,
- 4th P Slater (Draycote) 11 pts ,
- 5th P Craft (Open Dinghy Club) 15pts,
- 6th S Miles (Stewartby) 22 pts.
- 7th J Elfring (Draycote) 23 pts,
- 8th J Finch (Stewartby) 25 pts



Class Struggle

by Nick Dewhirst



What did Marx say about the theory of social class that might be relevant to the sailing classes? So might the question be put in the Oxbridge Entrance Papers. A short answer might be "Nothing", which is wrong, or "Nought marks to Marx. Full marks to March", which is right. However this answer is also glib, cheeky, doesn't take 45 minutes, and leaves the examiner feeling cheated. Since my purpose here is to generate column inches, which will keep the reader avidly consuming in front of the fireplace while the ambient temperature on the water is below that which his club committee regards as acceptable for sailing, I have no intention of letting our readers feel cheated and so here is the full answer.

Let's start with Rodney March, the man who designed the Dart 15. The scene is Minster on the Isle of Sheppey, where he lives. Just down the road is a Yacht Club, not just any Yacht Club but in particular the Catamaran Yacht Club, a patch of land bought off the Ministry of Defence by the original members some years after the end of the war, when rising prosperity created the first generation of middle class Londoners able to afford a weekend home

Many yacht clubs had their heyday in this period. Previously country houses and yachts were the exclusive preserve of the landed gentry or seriously wealthy, but now the middle class could afford to get in on the act as well, even if it was on a rather more modest scale. The entry level country house became the country cottage and the surrogate yacht was the wooden dinghy. These clubs were often in towns with a railway connection to the great metropolis, from which those with their newly acquired weekend retreats could escape by train if a suitable motor was not at hand. They stretch along both banks of the Thames estuary as far as Harwich and Ramsgate right at the end of the line. Such bastions of tradition are distinguished with the title Y.C. as opposed to the more humble S.C., that is more commonly to be found on your converted gravel pit or other inland pond on which your average working class sailor may boat about.

Now the Catamaran Yacht Club is a rather special Yacht Club. Many would say it is not a yacht club at all as they would argue that catamarans are not yachts and indeed have been formally disqualified or at least seriously frowned at in many real Yacht Clubs. So what happened? These crazy eccentrics, who were obviously not socially acceptable, went off and started their own club and cheekily called it a Yacht Club too

In 1992, some thirteen years after our little boat burst upon the sailing scene, Nick Dewhirst penned a booklet entitled "Class Struggle". Some two decades on and as we contemplate the fourth generation of the boat, I thought it might be interesting to review our roots and early history. It's a fascinating read and, as you'll discover, some things don't change, others do!

A SHORT HISTORY OF THE DART 15 CLASS



Cats in those days were experimental fly-by-wire machines. Not that the idea was entirely new. As long ago as 1877 a crazy designer by the name of Herreshof created a racing cat and entered it in the prestigious New York Yacht Club regatta. The design looked remarkably modern and reports of the time tell of a dismal performance in drifters but excellent results in a blow and even mention its ability to pitchpole. How very up to date! Despite its technological superiority, somehow the establishment froze it out. In those early postwar decades it seemed like every second enthusiast took evening classes in wood-working, designed his own boat, and with a dozen sq. ft of marine ply, a few hardware fittings together with a hundred yards of wire and rope could turn his dream into reality. C.Y.C., Sheppey, collected more than its fair share of these eccentrics, and it did not take long before boasts as to who had the fastest machine were settled on the water.

Some people had unfair advantages, like bigger boats, so these hull flying machines were divided up into classes that were unimaginatively defined as "A", "B", "C", and "D". Confusingly for sociologists there was no correlation with C2DE, so they could not tell who was working class. Indeed even more disconcertingly class barriers, as these social scientists knew them, somehow seemed to dissolve in the salty waters off the Isle of Sheppey.

Young Rodney duly produced his own design in class "B", which turned out to be a particularly elegant formula combining speed, grace and manoeuvrability, requiring only two sailors on board. This rapidly became popular. Indeed it even got selected as an Olympic class much to the disgust of real yachtsmen, and a young man from Essex, by the name of Reginald White even managed to collect the first Olympic Gold before the foreigners had cottoned on to our new game. That also is another story.

Having designed a thoroughbred, Rodney little expected anyone to try improving it, but little by little they did. Not so much, mind you, that it would no longer qualify for the Olympics, but enough so it stood a better chance of winning. Little could our Rodney have realised that his doodling with drawings of boats might actually produce something prestigious which earned the Olympic seal of approval, but indeed it had, with all the awful consequences that this involved - namely money. As a true amateur sport, winning was not all about how much money you got out of it, but how much you could put into it. Olympic Tornado sailing had become chequebook racing, where a competitive boat will now cost

Enter Ian Fraser and Kim Stevens, a race winning Tornado pair who appreciated the chequebook effect. So much so that they asked Rodney to design another boat, where no one was allowed to change anything, and that meant anything at all. This machine was meant to minimise the cost to each sailor, so maximising the number of possible sailors and hopefully also the return to the entrepreneurs. Intended to bring catamaran sailing to the people, this craft was duly designed to meet the "A" class specifications, so completely confusing the sociologists. They named it after their local river, the Dart, no doubt to distinguish it from a rival U.S. design from a bloke called Hobie Alter that was proving a great commercial success across the pond.

"Enter Ian Fraser and Kim Stevens..."

"...minimise the cost, maximise the number of sailors...."

Class Struggle

Funnily enough both boats were made out of fibreglass, had no centreboards for the inexpert to smash, but did have two hulls, two rudders, two sails, and needed two sailors. Coincidentally they were almost equally fast. However, cleverly, the Dart did have a sharp point at the bottom of each hull two thirds of the way back that made it a lot easier to turn. The Dart was entered for the IYRU trials in Los Angeles to select an international racing catamaran class and won. Thereafter it proved to be a runaway success and is, by a long way, the most successful European design with thousands of happy owners to its credit.

Having set the scene, let us now introduce "Son of Dart", on the well known commercial principle that, if you can do it once, you can do it again. No need to have another bright idea. Just take the old drawings, make a few minor changes, scale them up or down, produce some new packaging and run the product off the same production line, spreading the overheads over more customers.

Whoopie, instant success, hundreds of Sparks sold in the first couple of years, most for export. Within the first five years over a thousand boats were sold. 169 here in England, but even more in France (228) and most of all in Germany (329). Exotic places featured as well with Barbados and Hong Kong and even unlikely places such as Iraq, Japan, Kenya, Malaysia and Saudi Arabia.

However here the game plan went adrift. Having hoped for monstrous sales, what actually happened was a monster recession in the first half of the Eighties, and dreams of a populace afloat were sunk along with the entire subscribed share capital of many a yacht builder. Annual sales figures were not made public but, adjusted for hype, I understand Sparks did well to make it into double figures, just.

While Darts were intended for the people, it would be a great mistake to think that there was anything democratic about the class. The rules were carefully designed to make it virtually impossible for the owners of the boats to change anything, which was fine as the boat was well designed in the first place.

The Dart had become an international class, so complicating the process of change further. Only the International Rules Committee could make any change. National Class Associations could only make suggestions, and woe betide any motions that were not properly formulated because they were sent back for another try the next year. Most disconcertingly, the Sparkles started to become stropky, using the boat for purposes other than the manufacturer intended, and horror or horrors, even proposing changes.

It is often thought that Sparkles are a little insensitive to convention in the sailing world, and indeed so they proved here, with their blissful lack of appreciation of the manufacturer's strategy. The idea was that the Spark was a holiday fun boat, slightly more refined than the wonderful inflatable catamaran made by the Metzler tire company, but in theory aimed at the same market. Alternatively it was a Dart trainer, for the adolescent till he was man enough to sail a real Dart. 'Just for Fun', the original marketing brochure shows pictures of Spark on a Passat, a family of three on a Spark and a lightweight lad flying a Spark hull. Lots of people Having Fun. However the message said 'Just for Fun' LE 'Not for Racing'.

Fortunately the British were not much of a problem. There was an annual Spark Rally at Pentewen Sands that was a family holiday and yes, a few cans were raced around, but not many people were involved, maybe up to twenty if the Sparkles got lucky. Nick Black, a veteran of those years, self-deprecatingly penned some **lines** in our Newsletter, showing the incompetence to which we pretend. However one champion of those years, Andy Worby, who first took me out for a ride, went off to sail round the world, and another, Pat Oxley went on to win regattas in real Darts, so even then "Understatement" was our second name.

However the Germans were seriously out of order. Under the leadership of Wulf Oelrich they had organised themselves in typically Teutonic style into the Deutsche Spark Klassenverein and travelled all over the country racing. Leafing through "Sparkling News", their class mag, one can see they had much fun, cruising around the Danish Isles or prating about like Udo Prothmann who managed to sail round the Iron Curtain by mistake, but they also did some serious racing. In their misguided enthusiasm they even put forward the Spark as the official German trainer catamaran. Naively Wulf expressed surprise to me that this suggestion was apparently not supported by the manufacturer.

Back in 1982 Krause Tuning had even suggested in the mag that a Dart jib be cut down in the ratio of 1.2 : 1 and hoisted to produce a Turbo-Spark, much like the Hobie 14 Turbo. What an idea! Fortunately the Deutsche Spark Klassenverein is a shadow of its former self. Wulf now sails a Dragonfly trimaran and the best selling catamaran currently in Germany is a Topcat which looks suspiciously like a Spark with a jib and trapeze. We met some Topcat types racing round Texel and can confirm that they go at the same speed as we Sprint. Dozens appear at their race venues on the Bavarian lakes or at sea in the North. How it might have been different!

How very nearly we went the same way. The original Spark enthusiasts had wandered off to do their thing elsewhere. As mentioned some did great yachting deeds. Others simply disappeared. Nick Black tells of one wonderful fellow who had a wooden leg, simply stuck it in the sand when he went off racing and picked it up afterwards. Tim Shepherd, the original pipe smoking senior Spark citizen took up windsurfing. We had only one racing club and the Events Schedule was down to a separate start at International Cat Week, Sheppey, which itself was a sorry reminder of its former glory.

The Treasurer lost the accounts and membership list, so there was only Jim Jeffery left. The Newsletter, down to one sheet of double sided photocopying contained such gems as "Well, next to Drum's appearance in the Fastnet, our Travellers Trophy was the Non-Event of the Year". Jim was our One Man Travelling Band. He was Chairman, Secretary, Treasurer, and Events Secretary in addition to reporting on his own sailing exploits as Editor of the Newsletter. So poor was our outlook that the 1984 AGM failed to attract a quorum and the Spark Association effectively died.

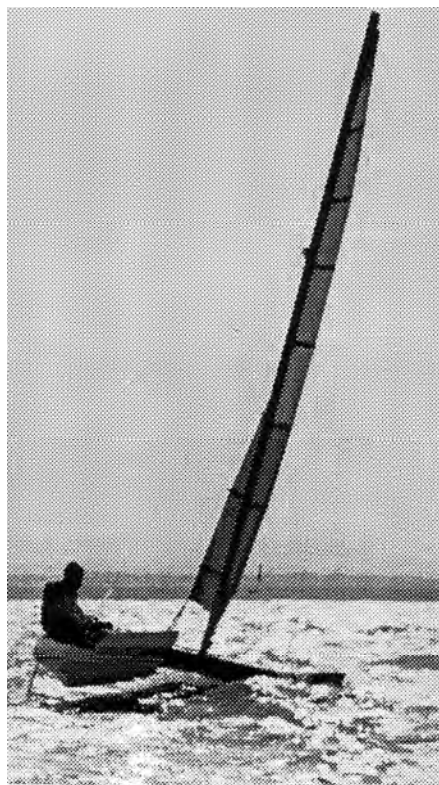
Class Struggle

Ignorant of this disaster situation, this is where I entered the story and can tell it first hand rather than handing down by word of mouth the yachting lore as it affects our class. In 1984 I had become one of the last few misguided fools to acquire a specimen of this dying breed, little knowing, despite my background in high finance, that the purchase of an extinct species of sailing craft was a sure-fire money losing formula. My wife and I were a couple of lesser mortals that had been permitted to join the prestigious Whitstable Yacht Club with an ancient Minisail we had acquired. As a maturing Yuppie I had decided to have a go at this boating lark now that we had scraped together a few quid to spare and got a used Spark as we reckoned it would be cheaper to prang.

In view of our evident lack of sailing prowess and unyachtspersonlike behaviour no one spoke to us at the Yacht Club. They all had what I am now convinced are aquatic dinosaurs. However I was then very impressed with all the spaghetti with unpronounceable names that adorned these Rockets, and how difficult it must be to go sailing because they seldom seemed to venture out of the dinghy park. One kind soul did speak to me, Mike Shaw, and generously offered me a ride on his cat, a Hobie 14. That was great apart from the difficulty of making three point turns at every corner. When I expressed enthusiasm on coming ashore he generously offered me his boat in exchange for a small consideration, so I checked the market, dealt away and here I am today. I am sure my introduction to the class is little different from many. All that differs is that I was dumb enough to buy one then. Mike also bought a Spark a little later.

Keen to learn, I rang up the only contact I had, the boat-builder, and got the senior secretary, Margaret Ashburn, who was helpful then and has been equally helpful ever since. I was told that there was an active Class Association, led by this chap, Jim Jeffery, who was ever so enthusiastic. "Hello, yes, I want to learn" say I. "Great, come along to one of our races" says he. "Oh, no I don't want to race" say I. "Don't worry you don't have to win" says he. And so off I went in trepidation to meet the famous Jim Jeffery and the race aces.

That was October 1984. The venue was Grafham. The Nationals had been cancelled for lack of support. This was the rescheduled event. Well, I did follow him around as long as I could see him, which wasn't very long. A Yorkshire lad called Steve Tellwright won, Jim was second, someone else came third and I was fourth! Four entered.



Early days of Spark sailing

I have never done so well since. The next year we held the Nationals at C.Y.C., Sheppey, the only place where Sparks still sailed. I only managed fifth. The entry had doubled to eight hardy souls. That was the nadir. The next year we nearly disappeared off the face of the earth altogether in a merger bid by UKIDA, who were encouraged by the manufacturer's rep to mount a takeover for both Sparks and Stampedes to create a Dart family, again following the Hobie example. The last Newsletter of the old class was headed One Big Happy Family? Thus showing that even the indefatigable J.J. was getting a trifle exasperated. Notice of the AGM was given for 19th October, at the Grafham Cat Open. Jim turned up. I turned up. Someone else came but he did not have a boat, so didn't count. My memory blanked out in the club bar and there is no recorded history that anyone else turned up or that anything happened. The Darts thought we were not good enough for them except as Associate Members, so we simply faded away.

Here Alan Franklin appeared on the scene, sailing to the rescue of the demoralised Sparkies. One month later, this bloke who didn't count at the AGM suddenly counted very much. Despite the appalling advertisement we made at Grafham, he decided to get a Spark. Suddenly there he was, the missing link in a chain of Sparks along the Kent coast. Sandwich Bay - Minnis Bay - Herne Bay - Tankerton - Whitstable - Seasalter - Sheppey. Full of naive enthusiasm in typically Sparkling style he promptly rallied us to his club, Seasalter, one cold autumn day. Half a dozen of us sat round the table while the duties were dished out. It was clear that J.J. from Sandwich deserved to be Chairman. Jack Lawrence, an obviously respectable businessman from Tankerton, made a suitable Secretary. Alan Franklin, who was so keen to get us all sailing together at Seasalter was the equally obvious choice for Events Secretary. As I was Something in the City I was duly volunteered as Treasurer.

....to be continued.

It is hoped to print further serialisations in forthcoming editions of Newsprint.

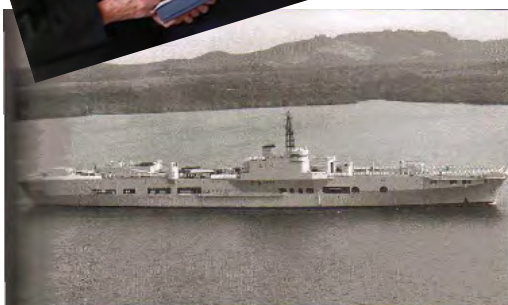
Ed.

Thanks to Bob Carter for transposing the original printed document into digital format

Jimmy Johnson (In Memoriam) by Joe Armstrong of NDYC



Jimmy presents Laurie Gustar with the second place spoils at the Sport Nationals



Above: Triumph leaving the Straits after re-commissioning.

Below: Mary cutting the Commissioning Cake with the help of the Master-at-Arms and his sword. The Chief Cook watches anxiously. However it was a masterpiece.



Above : HMS Triumph after re-commissioning and cutting of the celebratory commissioning cake. Jimmy is on the right.

Below : On the beach (centre) with friends and fellow sailors at Instow in 2002



Captain C.J.A. Johnson O.B.E., D.S.C. Royal Navy

At the age of 91, Jimmy Johnson died peacefully at home on 1 March.

Jimmy was a Naval officer from 1937- 1973 and was a Captain in the Royal Navy. His final appointment was as Commodore of HMS Victory, the Naval Barracks at Portsmouth. I was a Lieutenant in the Barracks at the same time. Little did I realise at that time that I would race Dart 15s against him later on in life.

His appointment before Commodore Naval Barracks, Portsmouth was as Commanding Officer HMS Triumph, an aircraft carrier in the Far East.

Jimmy decided to retire on completion of his appointment as Commodore HMS Victory.

He retired to Instow, where his family lived. The North Devon Yacht Club, in its current form, was brought into being in 1972 and in 1973 Jimmy became Commodore. He remained Commodore for ten years. Initially there was no money. It had all been spent on buying what was previously Instow Railway Station. Together with his committee he brought the club the financial stability that it has today.

He was also the Club training officer and took upwards of 80 cadets each year through the then sailing grades.

He was approached in 1973 to become one of the two churchwardens at Instow Church. He remained a warden for 19 years.

In 1979 he had two new hips. These must have been a great success for in 1980 he changed his

Osprey for a Dart 15. In those days they were called a Spark. His boat, number 205 was the first single-handed catamaran at Instow, the first of many.

Jimmy knew the estuary tides at Instow better than any of us and he was seldom ever anywhere but at head of the fleet.

His best result in the Dart 15 Nationals was joint 4th out of fleet of 60 boats in 1993.

The success of NDYC and the current bi-annual Sprint 15 Sport Championships are due to the sound foundations laid by him.

Amongst his many other hats that he wore at Instow were: -

-Chairman of the Tav and Torridge Estuary forum for 15 years

-Long-term members of the Arromanches twinning association

-Fundraiser for the RNLI

-Speaker at many functions, particularly on Naval Matters.

In conclusion I echo your Chairman's remarks: "I am sorry to hear about the passing of a really great man. He was not only one of the world's finest gentleman but also a true inspiration to us older men to keep going. I shall sorely miss my tea with him each time I come down to Instow."

Jimmy was a figurehead in the village, admired by all! He had time for everyone.

He wrote his 'Memoirs of a Naval Officer' all 286 pages and published in 2007. A fascinating read entitled 'Hither and Yon'.

Rest assured Jimmy will be there watching over the fleet in the middle of May.

Sprint 15 Summer Events Programme for 2012

Events Secretary : Erling Holtberg 01983 865012

Date	Event	Venue	Contact	Telephone
24-25 March	Training (Novices)	Netley Sailing Club : Southampton	Erling Holtberg	01983 865012
21-22 April	Traveller	Seasalter Sailing Club : Kent	Steve Willis	07980 416422
12-14 May	Sport Nationals	North Devon Yacht Club : Instow	Barry Vincent	01271 861468
2-3 June	Training	Windsport, Mylor Harbour : Bedford	Brian Phillips	01764 354309 01526 375191
9-10 June	Traveller	Stewartby Water Sports Club : Bedford	Mark Norman	07987 506685
30 June-1 July	Traveller	Marconi Sailing Club : Essex	Fenella Miller	01376 329974
18-20 Aug	Nationals	Brightlingsea : Essex	Erling Holtberg	01983 865012
22-23 Sept	Traveller	Carsington Sailing Club : Derbyshire (Northern Championships)	Simon Gibbs	07815 054810
20-21 Oct	Traveller	Graham Water SC : Cambridgeshire (Island Championships)	Bob Carter	01438 354367

U.K. Sprint 15 Class Association www.sprint15.com

Clubhouse Posters

A4 size posters are now available for your clubhouse noticeboards to publicise this summer's events.

If you'd like one, e-mail your postal address to:

newsletter@sprint15.com

and one will arrive shortly in the post.

(Please state landscape or portrait)

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U.K. Sprint 15 Class Association www.sprint15.com

2012 Sport Nationals Notice of Race

SPRINT 15 SPORT NATIONALS : NORTH DEVON YACHT CLUB 12th to 14th May 2012

We are pleased to be hosting this popular event at Instow again and weather permitting the sailing should be as good as ever. For those that have been here before you know how good it is, if this will be your first visit I am sure that you will have a fantastic time.

As in the past, there is a limited amount of **FREE** accommodation (but a thank you gift is always nice) provided by very generous members of the fleet. For availability please contact: Mary Jane Scott 01271 860660 scotts3@btinternet.com Or Alyzon Mayo alymyo@yahoo.co.uk

You may also try one of the following for accommodation:

Breakers B&B 01271 860688

Lovistone Cottage B&B- 01271 860676

Ocean View 01271 861519

Wayfarer Inn – 01271 860342

For camping try www.ukcampsite.co.uk

There is a limited amount of space on the club car park for motor homes but please let me know in advance if you are planning to use this.

The cost for this year is the same as last year, £40.00 if booked before 30 April and £50.00 thereafter. This includes all races with full rescue boat cover and 3 Course Dinner on Sunday evening (£13 for guests).

Friday evening will be registration in the club, with members about to help with information on boat parking and arrangements.

Saturday evening we will be having a BBQ at the club with vegetarian option.

We all look forward to welcoming you to Instow

Barry Vincent (Fleet Captain) : barryvincent12@hotmail.com

Carlyn B&B – 01271 860672

Lower Yelland Farm B&B – 01271 860101

Worlington House B&B – 01271 860433



NOTICE OF RACE : 2012 SPRINT 15 SPORT NATIONAL CHAMPIONSHIPS 12th to 14th May

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

Event	National Championship
Venue	Instow, North Devon
Date	12 th to 14 th May, 2012
Organising Authority	North Devon Yacht Club
Type of Event	Open
Advertising Category	Category C as restricted by current class rules
Scoring system	Low point system of Appendix A
Briefing	08.15 Sat 12 th May in Clubhouse
Number of races	6 (4-5) (1-3)
Number of discards	2 (1) (0)
Schedule of races	Race one not before 09.30, Sat 12th May
(weather dependent)	Race two asap after race one
	Race three asap after race two
	If race three is not sailed on the Saturday it will be rescheduled for Sunday not before 10.30
	Race four not before 10.30 Sun 13th May <u>or</u> asap after race three.
	Race five asap after race four or not before 12.00 Monday
	Race six not before 12.00 Mon 14th May
Sailing instructions available	March, 2012 on NDYC website
Contacts	Barry Vincent; 01271 861468, e-mail:

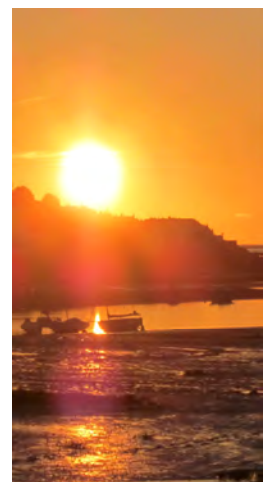
Summerfield House, New Rd. Instow, EX39 4LN

Entry forms available	Post or email from NDYC or NDYC website from March, 2012
Entry fee	£50 including dinner for competitors £40 for entries received on or before 30/4/12
Registration	All competitors must register before racing. Competitors under 18 may require a parental declaration.
Measurement	Boats may be subject to scrutiny and/or measurement.
Catering	Full catering and bar facilities will be available at the clubhouse for the duration of the event

Entrants must be current members of the Sprint 15 Association
All entrants shall be required to hold third party insurance indemnity for racing with their boat with a minimum cover of £2,000,000 (two million) sterling.



Sponsors
of the
2012
Sprint
Sport
Nationals



2012 Sport Nationals Entry Form

North Devon Yacht Club Sport 15 National Championships 12th to 14th May, 2012 (inc.) ENTRY FORM

Helm Name _____ Club _____

Sail Colour _____ Sail No _____

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

DECLARATION

I agree to abide by the Sailing Instructions and RRS and confirm that I have full Racing Insurance including Third Party Liability for a minimum of £2,000,000. All boats must be registered before racing.

Signed _____ Date _____

Fees

£50 per boat to include one ticket to the Dinner.

£40 per boat if entered on or before 30th April, 2012.

Post entries and pay cheques to North Devon Yacht Club, Instow, Bideford, N. Devon EX39 4HW. Sorry no cards!

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

Registration All boats must be registered before racing.

Dinner Please indicate if vegetarian option required. ____

Number of extra dinners reqd. ____ including ____ vegetarian.

2012 Nationals Notice of Race

BRIGHTLINGSEA SAILING CLUB



Notice of Race for the National Championships 18th - 20th August 2012

The Organising Authority for this event is: **Brightlingsea Sailing Club**
Waterside, Oyster Tank Road, Brightlingsea, Essex C07 0BA Tel: 01206303275
Email: info@sailbrightlingsea.com Web: www.sailbrightlingsea.com

This Notice of Race may be downloaded from the Brightlingsea 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*.

1 Rules

- 1.1 Racing will be governed by the 'rules' as defined in the Racing Rules of Sailing. (RRS)
- 1.2 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.
- 1.3 The regatta is designated Category C Advertising category.
- 1.4 Abridged extract from the International Regulations for Preventing Collisions at sea, 1972:
'~ boat shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway. A boat shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within a narrow channel or fairway. The latter vessel may use five short and rapid blasts of her sound signal if she is in doubt as to the intention of a crossing boat.'

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 una rig 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

3 Fees

- 3.1 Postal entries are at the discounted rate of £65* if received by 14 July. And then a discounted rate of £85 till 11 August. Completed entry forms should be sent together with a cheque made payable to **Sprint 15 Association** to Erling Holmberg, 7 Hope Road, Shanklin, Isle of Wight, PO376EA

- 3.2 Entries can be accepted at the event with an entry fee of £105 (cheques should be made payable to **'Sprint 15 Association'**).

** includes one ticket for the Sprint 15 Sunday Evening Dinner (further tickets available for £13.50/person and £8/under 12 year olds).*

4 Event Information

- 4.1 The race office will be upstairs (above the main club room).
- 4.2 The official notice board will be located in the main club room.
- 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 0900

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
Saturday 18 th August		
Briefing	1100 hrs	
Practice lap followed by 1 st Championship Race	13.30 hrs	Race 2 back to back
Sunday 19 th August		
Race Three	1100 hrs	Races 4 & 5 back to
Monday 20 th August		
Race Six	1100 hrs	Race 7 back to back
Prize Giving		As soon as racing allows

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



2012 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 Brightlingsea Sailing Club, having satisfied the Eligibility and Entry Requirements (see Section 2)

9 Race Area

9.1 All races will be held in the Colne Estuary. Competitors should ensure they allow sufficient time to reach the race area which may be some distance from the launch area.

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 10 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 Beach Officer, Brightlingsea 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.

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 Refer to Sailing Instructions

19 Disclaimer of Liability

19.1 Nothing done by the organizers can reduce the responsibility of each owner/competitor nor will it make the organizers responsible for any loss, damage, death or personal injury, however it may have occurred as a result if the boat taking part in the racing. 'The organizers' encompasses everyone helping to run the race and the event and include the Organizing Authority, The Class Association, the Race Committee, the Race Officer, safety boats and beach masters.

19.2 The provision of safety boats does not relieve each owner/competitor of their responsibilities.

20 Identification and Acknowledgement of Risk

20.1 Each owner/competitor is entirely responsible for their boat's own safety and the safety of its crew, whether the boat is afloat or ashore, and nothing, whether in this Notice of Race or the Sailing Instructions or anywhere else, reduces this responsibility.

20.2 It is for each owner/competitor to decide whether the boat and its crew are fit to sail in the conditions in which it might find itself. By launching or going to sea, the owner/competitor confirms that the boat is fit for those conditions and that its crew is competent to sail and compete in them.

20.3 Under items 20.1 and 20.2, where applicable, parents or guardians of competitors under 16 years old will be required to take full responsibility for their dependents throughout the event and to sign the parental permission form provided at registration.

20.4 Each owner/competitor is responsible for ensuring the boat is equipped and seaworthy so as to be able to face extremes of weather and that the crew has sufficient experience and fitness to withstand such weather.

21 Social Programme

The Social programme will be as follows :-

Friday 17th August 19.30 - 22.00 The bar will be open for competitor arrivals

Saturday 18th August 19.30 Bar-B-Q

Sunday 19 August 20.00 Class Dinner

Monday 20 August Prize Giving, as soon as racing allows.

We hope to have a guided tour around the new builder of Sprint 15's, White Formula's factory before the Class dinner if time allows.

Breakfast will be available in the clubhouse from 08.00 Saturday through Monday. The galley will be open each day for snacks.



2012 Nationals Entry Form



2012 Sprint 15 National Championships

organised by

Brightlingsea Sailing Club

and the

Sprint 15 Class Association

18th-20th August 2012

ENTRY FORM

Sail No Sailing Mode: 1 up/2 up*

Name of Helm Name of Crew

Helms address

Tel. No Post Code.....

Helms Weight > 95Kg (14stone 13 lb) Y / N * Sailing Club.....

Helms Age under 19? Y / N* Helms Age > 50? Y / N*

Helms Age > 60? Y / N

Extra Tickets for Sunday Evening Dinner ... (please specify if Adult/Child)

Entry Fee* £105/£85/£65

** Delete as appropriate. Postal entries are discounted by £40 if received by 14 July and by £20 if received by 11 August.*

Completed entry forms should be sent together with a cheque 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 £105 made payable to 'The Sprint 15 Association'.

The entry fee includes one ticket for the evening dinner.

Additional dinner tickets can be ordered with your entry for £13. 50/head & children under 12 for £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 year of ages.

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 anyone accident. I agree to be bound by the Rules of the Brightlingsea Sailing Club as if I were a member and to abide by those rules.

FOR RACE OFFICE USE ONLY

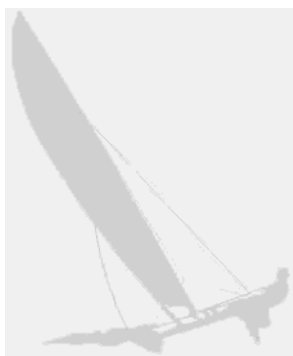
Entry Fee

Class Association Membership Y / N*

Date .

Cash/Cheque

Entered on Computer



Sprint 15

Events Programme

Events Secretary: Erling Holmberg 01983 865012

Summer 2012 Events

Date	Event	Venue	Contact	Phone
21-22 April	Traveller	Seasalter, North Kent	Steve Willis	07980 416422
12-14 May	Sport Nationals	Sport Nationals, North Devon Yacht Club Instow, North Devon (Sat., Sun., Mon.)	Barry Vincent	01271 861468
2-3 June	Training	Windsport, Mylor Harbour, Falmouth	Brian Phipps	07974 194308 01326 376191
9 June	Traveller	Stewartby Water Sports Club, Bedford	Mark Norman	07867 506685
30 June- 1 July	Traveller	Marconi Sailing Club, Essex	Fenella Miller	01376 329974
18-20 Aug	Nationals	National Championships-Brightlingsea, Essex. - Note: Sat., Sun., Mon. (2,3,2 races/day respectively)	Erling Holmberg	01983 865012
22-23 Sept	Traveller	Northern Championships, Carsington Water Sailing Club, Derbyshire	Simon Gillis	07815 054819
20-21 Oct	Traveller	Grafham Cat Open / Inland Championships, Cambridgeshire	Bob Carter	01438 354367

National Championships at Brightlingsea is for PY918 format

Sport Nationals at Instow is for PY883 format

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

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



The U.K.'s Most Successful Single-handed Catamaran!
(...bar none!!)