

NEW 15 SPRINT

The Official Magazine of the U.K. Sprint 15 Association
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NEW UK BOATS ON SALE NOW!

2013 Dinghy Show Special Report

2012-13 WINTER TT SERIES

All the Action



2013 NATIONALS ENTRY DETAILS TIPS SPONSOR NEWS HISTORY LESSON CARTOON FUN

COMMENTS



from the ED

As another summer season beckons, the BIG NEWS is that the first of the new UK built boats have started to roll off the production line at White Formula in Essex. As I write this, one of the first, in the ownership of our current National Champion Stuart Snell has already been seen on the race course at the 2013 Sport Nationals at Yaverland. In this instance Stuart was runner-up which goes to show that the new boat, whilst obviously competitive, is beatable by an older boat in the right hands. This is good news for the future of both the new boats and older ones alike.

Another burning issue this time around is the situation on Class Association member subscriptions, much of which is covered elsewhere in this edition. Let me just say at this point that the future of this publication relies on members rejoining at the uplifted amount. Your Secretary (David) and Treasurer (Howard) have been working hard at chasing up those of you who may have just not quite found the time yet to sort out amending your subs. As a plea from me, please do so soonest and reward all their hard work and effort. By doing so you will also continue to receive all the benefits of membership and your favourite magazine. And I can keep my job! The cost of the magazine in these digital times is comparatively expensive, particularly the printing and postage and can only be achieved by keeping buoyant and healthy membership numbers.

Despite two events being lost to the weather, this year's Winter TT Series was again well supported and some great winter sailing was to be had in the process. Well played to all who braved the cold conditions to keep our Class to the fore in what is the closed season for many.

Personally, I'm looking forward to some warm, windy conditions when we return to one of our spiritual venues for the Nationals at Pentewan. If you've not been before, it's highly recommended and whatever your standard of sailing, you'll have a great time both on and off the water. Hope to see you there.

As ever, I am indebted to all the contributors to this issue for such an eclectic mix of articles which I hope has across the board appeal to all the readers. Do keep the articles coming. I'm always very pleased to receive items from new authors, so how about putting pen to paper on whatever burning issue or tittle-tattle takes your fancy.

In the meantime, however you enjoy sailing your boat, have a great season in 2013 and I hope we'll meet on the water very soon.

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

Cover Photo :

National Champion, Stuart Snell fends off the attentions of Chairman Nick

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YOUR CHAIRMAN WRITES.....



This picture surely captures the essence of your Chairman's address - all that our Association stands for and about friends having a great time together together

The tragedy of the commons -

If that is a term you have not heard about, it is certainly something that we – and most sailing associations – experience.

The point is that the benefits are reaped by all, but the costs are only carried by some. Everyone can pasture their cattle on the common but only the few keep volunteers to maintain it. Eventually they suffer fatigue and lose enthusiasm at which point new members decline whilst “natural wastage” reduces the numbers of old members.

That is the same with class associations. Every owner benefits from the demand that our racing generates second hand boats, but only those who organise it and those who pay entry fees help to fund this achievement. Clearly active one-design racing classes maintain boat prices at higher levels – possibly twice as high as those made to comparable specifications of similar age. At £2000 per used Sprint 15, ours is probably the most over-priced used catamaran for its specification and therefore theoretically provides the worst value for money – but we are happy because it is not just a piece of equipment but an association of friends.

Here in my hometown, the Whitstable Oyster Fishery Company is the most successful such organisation that I know. Its members guarded the oyster beds against pirates from Essex. They shared the crop and drunk its proceeds away together when they met to do so at the Native Oyster Stores – now a swanky restaurant. The Company even provided pensions and accident compensation to its members.

Now for us it is a case of appealing to your community spirit. Many, like me, have forgotten to change our standing orders for our membership subscriptions to The Class

Association. Please go to your bank in person or online or write telling them to stop paying one tiny sum and start paying another slightly larger tiny sum -(see editor's note below).

Of course, like other organisations, we do have some sanctions against free-loaders. Specifically, entry to events is contingent on membership. It may take some of us a little time to get our act together, but by the time of the Nationals this will be enforced.

Surely, I don't need to repeat the benefits – a great bunch of friends, practical sailing tips, events programme, fantastic website and brilliant magazine – indeed the membership is worth it just for the magazine to give you happy memories even if you are with us in spirit but no longer in practice after selling your boat.

*Regards,
Nick*



If you have received a letter from Howard (Treasurer) Hawkes with your copy of this edition, it means that your subs. are either **due shortly** or **you have not amended your standing order to cover the increase in subs. as previously publicised**. In each case you need to act without delay to retain your membership of the class association with all the benefits it has to offer, including receiving copies of your favourite magazine!

So don't delay, please contact your bank now and do the necessary. If you're in any doubt, contact David, your membership secretary - Ed.

55 Years of Sailing & Boating

I started work in Glasgow in January 1956 after completing two years National Service, the last year being spent in Malaya. That summer I had to return to Chatham to attend a fortnights bridging course as I was now in the TA. That was the last of my Military service. The following summer my sister phoned from Dingwall to say that she and her husband were coming down to Glasgow to buy a dinghy which could be carried on a car roof rack. I suggested if they could buy one with sails I would pay for the extra cost of mast sails, etc. It was a Tutor 10 and our introduction to a lifetime of sailing and boating.



Tutor 10 –first boat

We spent the summer learning the rudiments of sailing. I had definitely caught the bug and amongst the magazines I bought I found reference to publications by the Amateur Yacht Research Society. I subscribed to it and discovered catamarans. This was what I wanted to sail. The various articles talked about symmetrical versus asymmetrical hulls, daggerboards versus centre boards and leeboards. By this time my head was spinning but I knew that I wanted a Shearwater with its destroyer symmetrical hulls. I did not have the money to buy new, and my skills were not up to buying and making a Shearwater so I bought the plans for a Quickcat. This was a hard chine symmetrical hull cat 16'-0" long designed by CN Cunningham, an Australian. It too was like the Shearwater with destroyer type hulls. I digress.

I spent that winter sourcing the materials. My sawmill friend could not obtain straight grained larch and recommended American oak, which would be equally strong and knot free. The plans called for 3/16"

marine ply but my source was 1/4" The downside of these decisions meant the boat was heavier than its designed weight. The hulls were tapered to the bow and stern with a considerable rocker below the waterline. They were connected by a rear beam and a double cross beam system that as well as stiffening the boat carried the mast and the slot for the dagger board. The mast was built wood up with double crosstrees and used a brass sail track. An ironmongery friend obtained the stainless steel wire for the rigging & phosphor bronze shackles. He had also arranged for the casting of the pintles to suit the taper of the hulls and the rudders. I was now ready to assemble the cat but the doors to the garage were too narrow. My next door neighbour emptied his garage and soon it was all bolted together. He was a painter and the boat had a professional finish. It was now ready for launching.

The great day had finally arrived and we all set off in two cars with me towing the Quickcat onto Barassie beach. It was an incoming tide so having got it off the trailer, put the mast up and hoisted the sail we opened the bottle of bubbles and named the cat MANANA.

The tide was now floating the boat so my wife Doreen and I set off for our first of many sails. I soon learned that raising and lowering a big dagger board located 6" behind the mast was not an easy thing for a girl to do. I tried sailing without it and found I could point nearly as high although I did make more leeway. Many other things were totally different from sailing the Tutor 10. That summer, along with my sister and husband, we took Manana on a camping holiday in Invernesshire. We set off in my 1100cc Simca loaded to the gunnels with camping gear and towing Manana. We got to Drumnadrochit where we turned off the Inverness road and headed for Beauly. It is a very steep hill that begins with a hairpin bend. I was in first gear with my foot on the floor. As I came out of the bend I saw a car 50 yards ahead crawling up the hill. When I caught up with him a car was coming down so I could not over take him and finally stalled.. I let him get out of sight but could not get started again. Finally I asked Doreen and my mother to get out

and push. Once I was moving there was no way I could stop, so I waited for them in a lay-by at the top of the hill! Fortunately it was dry and they saw the funny side. We spent the rest of the holiday sailing from Chanonry Sailing Club in glorious weather. The daily highlight was sailing off the point at the lighthouse, with the dolphins and the porpoises swimming round us, jumping out the water and even swimming between the hulls. The photograph was taken off Fortrose.



Manana

Later that year I was sailing Manana near my home in Troon on the Clyde estuary alongside good friends John and Jimmy in their Enterprise built by Jimmy's dad,

“

Forty people
turned up and
Troon Sailing Club
was formed!

Charlie. Charlie was most impressed by my cat. We had great fun. There was no local organised sailing so we placed an advert in the paper for any one interested in sailing to come to a meeting in a nearby hall. Forty people turned up and Troon Sailing Club was formed. The club developed rapidly with GP14 and Enterprise being the main dinghy classes with an assortment of catamarans.



Apart from Manana there was the Jumpahead, a Hobie 14 (Flying Bedstead) the Swift and several Shearwaters. Most of the Shearwaters had been built by Charlie. I still wanted one but had to content myself sailing with Manana until someone made me a good offer to sell her. This was my chance to buy a Shearwater. I talked Charlie into selling me his Shearwater, Bluey, sail number 996. I had finally achieved my ambition. (0012) I have never been a competitive sailor, but did manage to win the race round Radio Clyde. It was in the days of the pirate radio stations and Clyde was moored out beyond the 3 mile limit at Troon. The fleet all sailed south while Jimmy and I headed north. The pair of us rounded Radio Clyde while the rest of the fleet were beating up from Ayr. Jimmy was home before us but was disqualified for sailing one up!!

The following year we holidayed at a place called Cardoness in Fleet bay on the north side of the Solway Firth. I had made a Piccalo (0020) so it was put on the roof rack and off we went.



The Piccalo I made

It was a typical Glasgow holiday weekend with rain and wind. I took the kids for a walk in the rain and explored the site. It was a wonderful place and new pitches were for sale. We purchased one more or less on the spot and shortly after so did my sister. We have all

been there since 1968!

Our first summer was spent exploring that part of the country and sailing in Fleet Bay. I was most surprised to find Shearwater 997 was also sailing in this part of the world. There were lots of sailing dinghies. On a good day one could count up to 60 sails dotted round the bay. There were only 2 Shearwaters and one other catamaran. It was a Hobie the type known as the flying bedstead with a large ball at the top of the mast. This was to prevent it from turning turtle as it was forever pitch poling over every second wave! A couple of keen types at Mossyard suggested they would run an impromptu race from each of the beaches at Sandgreen and Cardoness. The race would be a Le Mans type start an hour before high tide and finish on the starting beach. Later it was changed to a pursuit race based on PY ratings. Although I never won a race, they were always great fun.

Cardoness boasts some lovely bays and coves with evocative names such as Smugglers, Laundry and Badgers. I cruised the area single handed. I soon found that the soft sand beaches made launching and recovery difficult so, after two years, sold the cat for a Fireball whose scow shaped bow made getting to and from the water much easier.



During the next several years my types of boats varied. A Mirror to teach the kids to sail, a Fireball, a 4hp Johnson (bought with Kensitas coupons) to go fishing mounted on the back of the Fireball, a 13 foot Sea Sledge Dory with a 25hp Volvo Penta.

Shearwater 997 was found languishing outside Creetown sadly

in need of some TLC. (0024) I bought it and fitted new decks. I took my friend Bill out in it for a fast hairy sail with a hull in the air and the spray flying everywhere. Bill could hardly see for the water running down his glasses. By the time we got back ashore he had made me an offer which I could not refuse. Meanwhile Troon Marina had opened and we had become members of Troon Cruising Club and got a berth for the Dory.

“

...it was
forever
pitchpoling....

The following year the Marina put on a Boat Show and amongst those exhibiting was Jock Blair of Bosun's Locker with an E-Boat, a 20 ft trailer sailer which I bought with my brother in law. We kept it in a cruising club berth at Troon Marina and brought it down to Cardoness for the summer holidays for a couple of years. We had it moored out in front of my caravan. At the same show Peter Ewing was displaying a Spark. I occasionally bought a copy of Yachts & Yachting and a couple of years later noticed a Spark for sail.

I phoned and arranged to meet the seller in Preston. We settled on £950 for the boat and trailer which had a purpose made fibreglass box for the sails beams and rudders. Spark 129 (0011) was all that the adverts said. I spent the next couple of years sailing it, fishing off the dory at Cardoness and sailing E-Major in the Wacky races at Troon on the Wednesday night. My son was sailing the Fireball so I now had the beginning of a fleet!

Left : Sea Sledge Dory

55 Years of Sailing & Boating contd....



Spark 129

A few years later I was in need of some funds so, unfortunately the Spark and Dory had to go. I arranged to meet the buyer for the Spark at Gretna. The Spark was at the caravan on the trailer. For security I kept the trailer jacked up on blocks with the wheels in the caravan. I put the wheels back on and set off. I had just come round a long bend onto a straight when to my horror I was overtaken by one of the wheels! Fortunately nothing was coming towards me and nobody behind. The wheel had stopped up an embankment. As I brought it down a car had stopped behind me and said there was a garage less than half a mile down a side road who would be open even although it was a Sunday morning. I was so lucky when the wheel came off and the hub was on the ground that the hull was above the road, and no damage had been done. The studs were still ok so I took two of the nuts off the other wheel and drove slowly down to the garage. My lucky day he was able to give me four nuts and would accept no payment. I went back the following weekend with four nuts and a box of chocolates. I was now running late and wondered if I had missed the other guy. They were over an hour and a half late themselves having been held up with road works at the Lake District and wondered if I would still be there. It was in the days before mobile phones. I drove home with £1000 in my pocket having made £50 from the Spark.

Sometime later, on an increasingly rare visit to the sailing club, I was wandering around the boatpark. It was now 3 times the size was when I used to go regularly. The main class of catamarans was still the Shearwater, a couple of Tornados and one Spark. In one corner were the remains of 3

Australis. Several of the members were having difficulty getting crews and bought this new single-hander. However, these were not capable of the rough conditions that they sailed in at Troon. Masts broke, hulls split and were finally abandoned and consigned to the scrapheap in the corner. It seemed a shame that a use could not be found for all this equipment so I offered to take it away! I was living in a house with an acre of a garden in the country and piled all the bits and pieces behind the woodshed. Having sold the Spark now was the time to see if I could make use of the bits from the Australis.



Australis made from bits!

I had the bottom half of the mast with the IYE nameplate, and a hacksaw cut off the broken end. A phone call to IYE and a top section together with a splice duly arrived. Along with the hulls I had found the front deck beam complete with its dolphin striker and the trampoline still wrapped round it. A further search found a rear beam. There were no rudders to be found but I soon made a couple. To stiffen up the hulls I bought a can of isocyanurate foam and poured it into a couple of the hulls. I had to buy several stainless steel bolts as some were missing. I had discovered a mainsail lying in the back of the locker room so I was now ready to launch. Photo (0014) shows the rejuvenated Australis down at Cardoness. I sailed it for a couple of years before it too found a buyer.

As an architect I was involved in the building depots for one of our clients in various parts of the UK. I

stupidly had bought another Yachts & Yachting and there in the Multihulls for sale was a Thai Mk IV.

“
....for sale was a
Thai MKIV.
.....needless to
say I bought it!

My wife and I had been invited down to the opening of the Client's new HQ and the address for the cat was some 40 miles away from the hotel where we were staying. I arranged to view the cat and needless to say bought it and trailed it home. A rather hairy experience as the trailer was tail heavy even although they had tied a 50lb. weight on at the ball hitch.



Thai MK IV

However, we made it without any mishaps. I had a couple of my youngest daughter's boy friends down to the van and they helped me launch it.



Horror of horror, instead of me showing these young lads how to fly a hull we ended up making a hasty retreat back to the shore. I had forgotten to put the bungs in and we were slowly sinking. The cat needed several people to pull it up the beach so I kept it on a mooring using a bridle between the hulls. It was very successful as it could carry 4 people and even had the 4HP Johnson mounted on the rear beam. Eventually it, too, was sold on.



Spark 117

I borrowed my nephew's trailer which had racks for his sail boards and took it down to Cardoness. A phone call to Peter Ewing and a second hand mast arrived on the top of his Land Rover. What a joy it was to be out in a Spark once again. I had read an article by Robin Knox Johnston who stated

that in a flat calm it was still possible to keep the boat moving provided the sun was shining and the boat given a heel so that the sail was allowed to take a natural shape. I spent many a windless morning moving with hardly a ripple as we glided through a glassy sea. But then again, hanging on the end of a wire in a howling gale was not my idea of pleasure. In all my years of sailing cats I never managed to hang on so that I capsized!

We always visited the Caravan and Boat show every year. I cannot remember which year it was but sitting in one of the halls alongside a Dart 18 was a Dart 12. It was being advertised as the boat on the roof rack for the son when dad and mum were trailing the 18 round the circuits! I was becoming older and less agile when once again Yachts and Yachting had one advertised. The owner was down outside Oxford and, as I was building at Leeds, I suggested we could meet halfway. The 14 year old seller arrived chauffeured by his mother. He had outgrown the 12 and was buying a 15 whilst I was at getting too old for the 15 and could only handle the 12! After a couple of years or so I was finding I no longer had the strength to pull the sail up the mast and could only get the boat up the beach using a winch. It was time to take stock of the fleet.



Dart 12

By now I had a Dory, a Spark, a Dart 12, a Topper, a two man sit on Kayak and 2 dinghies. I advertised the lot on the site notice board and sold the Dory and the Spark on the site and bought a smaller Dory and mothballed the 12 and the Topper.



After many more boating years the fleet has reduced to more manageable numbers. My latest craft is a Pioneer Steady 400 which sits on a mooring from April until September. It has a 40hp Suzuki electric start tilt and turn engine. I use the little dinghy with the 1.5 Yamaha to get out to the mooring but am finding it is becoming very difficult for me to pull it up the beach. The moral of the story is don't not smoke if you want to keep fit and sailing in your 80's!

My son decided he would like to come back and make use of my chalet. As he used to sail Spark 117 on the trapeze I felt he would not think much of either the 12 or the Topper. He borrowed my car and went to Leigh on Sea and came back with Dart 15 sail number 1585. So the fleet has started to grow again with another 2 man sit in canoe. My son is now teaching his two sons to sail and I make full use of their youth and they pull my wee dinghy down to the water for me and are there waiting to take it back up the beach for me when I return.



“ What a great life it's been so far!

Latest Boat – A Steady 400

Windsport Carsington TT

by George Wood



Ten travellers joined two local Sprint 15 sailors for a Sprint 15 TT held at Carsington Water as part of Carsington Water Cat Open weekend. With 3 races planned for Saturday they were greeted (not unexpectedly) with no wind and little prospect of racing. To his credit, the race officer did try to slip in a race in the afternoon, but abandoned shortly after the start with many competitors still short of the line. Those already over the line and "away" – were not amused. At the end of the day some in the fleet reported that this was their best position ever after a first day!

However, after a sunny but disappointing day local Ray Gall managed to cheer everyone up with a trip to the local chippy in Ashbourne - fantastic! He was so impressed with his cod and chips that he immediately booked a table for 2 for his wedding anniversary. "Make a nice change to the usual beer and pot noodles!" said his lovely wife Liz.

Sunday – two races back to back

Race 1 Force 2-3 Windward leeward course 6 laps :

The forecast F3 cold wind arrived on Sunday morning and built all day. In the first race Stuart Snell managed to take an early lead and using a good breeze edged ahead of the chasing pack led by Neil Parkhurst and Simon Miles. With the wind increasing these two exchanged places several times, but never managed to catch Snell. Finch also made good progress through the fleet and closed on the leaders towards the end, to finish just behind in 4th place. The order at the finish was Snell first N.Parkhurst second with Miles third just managing to fend off a fast finishing Jon Finch in fourth place.

Race 2 was a trapezoidal course also 6 laps in a freshening breeze:

The second race saw the wind increase slightly. This time the local Andrew McLeish took the early lead and fought hard to remain in front for over 2 laps, only to be overtaken later in the race by Snell, and the Parkhurst brothers. Snell and N.Parkhurst swapped the lead mid race with Snell gaining the upper hand at the finish with N.Parkhurst second I.Parkhurst third and McLeish fourth. Miles finished fifth after a long tussle with Finch, Holmberg and Goldstone.

So Stuart Snell, (Brightlingsea) once again, claimed the victory and the title of 2012 Northern Champion.

Neil and Ian Parkhurst (Beaver) were second and third.



Pics. top left : Stuart Snell - always seems to find the best position on every start line line

Above: Beaver brothers Neil and Ian Parkhurst fought each other and Stuart all the way.

Left :Ray Gall, dining out on his wedding anniversary, the inspiration for which came from the excellent evening dinner he arranged for the event



The last regatta of the Windsport Catparts Sprint 15 Summer traveller series was held at Grafham Water Sailing Club on the weekend of 20-21 October, which was also the Inland Championships. There were 33 entries which comprised 6 from the home club and 27 travellers. This made the Sprint 15 fleet more than half the entries at the Grafham Invitation Cat Open.

The Sprint 15s and the medium handicap fleet sailed a rectangular course with tight reaches while the fast single-handed catamarans sailed a windward-leeward course with separate and more distant windward and leeward marks. On the Saturday the wind was a light Southerly breeze and the race officer, Peter Saxton, got the proceedings off on time. The Isle of Wight traveller, Simon Giles, was the first to the windward mark followed by Thomas Sandal, Stuart Snell and Simon Miles. The fleet quickly spread out in the light breeze but Snell and Robin Boardman made no mistakes and made progress on the second beat. The race was shortened to 2 laps, but at the gun the race team were unable to separate Giles and Snell and so it was deemed a tie. Boardman was third and Sandal was an unlucky 4th as he lost his tiller on the second lap whilst in the lead and dropped several places as a result. Whilst the race team reset the course for the next race (due to a 45 degree change in the wind to the east) Sandal returned to get a replacement tiller. Sadly he failed to fasten his boat whilst ashore and it sailed off without him causing him to miss the start of the second race. In the second race Snell made no mistakes and led from start to finish. Boardman, sailing a boat he had just bought that morning, was clear second from the Thorpe Bay sailors of Steve Healy and Howard Hawkes who were third and fourth. The third race got away after another course adjustment to the east. Snell got a bad start and Boardman capitalized by stretching out a good lead. By the second lap the wind was dropping and the proceedings were slow. Boardman held on to take the gun from Giles, Miles and Snell who had recovered from 17th at the first mark. Events Secretary, Erling Holmberg showed his consistency by recording his third consecutive fifth place. As soon as the third race had finished the wind completely died so the fleet returned to the bar grateful to have got 3 races in – especially considering the poor forecast.

On Sunday the wind had picked up to the delight of the fleet and was now from the North, by way of a change. Boardman picked up where he had finished and opened out a big lead on the first lap from the chasing pack. Snell closed up on the second lap but was unable to catch him so Boardman won from Snell and Sandal, but now that the breeze had freshened, a new group were putting the leaders under pressure. This included Neil Parkhurst, Simon Farthing, Kevin Dutch and Kevin Kirby who were 4th to 7th respectively. To prove the point N.Parkhurst went straight into the lead of the fifth race with last year's champion Kevin Dutch in hot pursuit. On the beat Snell passed Dutch by pointing high but N. Parkhurst maintained his nerve and the lead. George Love made big gains as he began to master sailing without the jib, which is his usual format. N. Parkhurst took the gun at the end of the second lap from Snell, Dutch, Boardman and Paul Craft who was also enjoying the fresher breeze. After 5 races just half a point separated the leaders of Snell and Boardman. Once again a huge wind shift caused the course to be adjusted 45 degrees to the East for the final race. Sandal got an excellent start and rounded the windward mark first ahead of Craft and Snell. Craft squeezed by to take the lead on the run from Sandal and the usuals but Jon Finch was having a much better race moving up to fifth place. Snell took the lead on the second lap and held on to the finish after 3 laps from Sandal, Boardman and Craft. Thus Snell secured the Sprint 15 Inland Championships to add to his National Championship and Northern Championship crowns. The Fleet went away happy after a weekend of slick race management that resulted in all 6 races being completed with minimal delays between successive races despite large wind changes.

This event concluded the 2012 Summer Traveller Series.

Overall Results: 1st **S. Snell** (Grafham) 7.5pts, 2nd **R. Boardman** (Halifax) 10pts, 3rd **T. Sandal** (Grafham) 23pts, 4th **N. Parkhurst** (Beaver) 27pts 5th **E. Holmberg** (Shanklin) 40pts, 6th **K. Dutch** (Seasalter) 41pts, 7th **S. Giles** (Shanklin) 42.5pts, 8th **S. Miles** (Stewartby) 43pts, 9th **S. Healy** (Thorpe Bay) 47pts, 10th **S. Farthing** (Grafham) 50pts
Top Grafham Boat: S Snell

Advertisement



W.H.

Insurance Consultants

The Original Sprint 15 association insurance scheme! We have loads of experience in dealing with claims on Sprint 15s, even successfully dealing with claims for others in this arena! Our policies offer racing risks as Standard, and legal liability limits of £2,000,000 or £3,000,000 or £5,000,000, cover in the E.E.C. for when you go on holiday or racing abroad, and we can offer a choice of insurer, policy excess and level of cover.

Fasttrack claims assistance we have many approved repairers (or we can use yours if they are up to our standards), New for Old on most things, except sails, up to the value of the vessel, and even New for Old on sails if you want to pay extra.

TEL 02392 754000
email sprint@dinghyinsurance.com (plain text only)
web site www.dinghyinsurance.com



Caption Competition



So what's this all about?
A new dimension in sartorial elegance for the fashionable cat sailor?

A form of economical and readily available medical strapping for the sailor who's gone weak at the knees?

Who's knees are these, anyway?

Clue! Photographed at the 2012 Nationals at Brightlingsea.

It certainly provides proof that the uses of gaffer tape know few bounds!

If you can come up with a witty caption to accompany this photo, a fabulous prize will be yours! AND - you will get your name in lights!! (Where have I heard that before, I hear you cry). AND - there's a bonus prize for anyone who correctly identifies the owner of this fabulous pair of pins!!

Send your entries to : newsletter@sprint15.com

The winning entry will be announced in the next issue of your favourite magazine!



Our last investigation saw our man's apprentice and intern despatched on what turned out to be a bit of a botch job at the edges of civilisation. That land of big skies and far horizons where, if one ventures too far, it is possible to drop off the edge of known world. Indeed, the existence of Mercator's Projection is viewed with much skepticism, if not positively denied, by many of the local inhabitants, particularly those of a seafaring bent.

Here is a place to which we hoped not to have return to any time soon! But-"a man's gotta do what a man's gotta do". When word reached us of more sordid tales from this outlawed part of the realm, we took the only action possible in the best interests of factual and investigative journalism. The main man himself was duly despatched to find out the honest and awful truth. "Stig" was on the case and there would be no slip-ups this time!

It's a well-known police fact

that majority of undercover assignments are carried out by family and close friends. It was, therefore, no surprise to our man when an encrypted communication was received by email under the heading of - **"It's me! - For one night only - Ta Da!"** - whilst he was relaxing at home with a pint of John Smiths Smooth and watching a recording of "The tour that didn't tour-tour"! What a coincidence - he thought - two jesters playing at the Hammersmith Apollo.

Intrigued he read on.

The "informer" to whom we will now give protected identity will only be referred to as DF from here on in. The accusation being that our suspect, raconteur, folk singer, guitarist, keen cyclist and church going dogooder is allegedly wanted by authorities in connection for miss selling of goods, deception, tax avoidance, money laundering, awful guitar playing, bawdy limericks & yodelling late into the night.

Our intrepid InveSTIGator journeyed South and East and arrived at the boat park of Thorpe Bay Yacht Club (TBYC), an oasis in a South East Essex desert.

Secreting himself amongst the 34 or so Sprint 15s dominating the boat park, and provisioned with Southend rock, candyfloss, pale ale and a "Kiss Me Quick Hat" to complete his camouflage, our man lay in ambush. Days passed and then one morning, with the sun breaking through the mist, a wobbling sit up bicycle appeared and on it, his quarry Andrew Hannah, cycle clips glinting in the early sun.

Staying low not to break his cover, our man watched carefully as Andrew was joined by another figure. The conversation was difficult to follow, but it soon became obvious that the man had fallen for the silky Hannah tongue. A price was agreed, a mason like secret handshake took place, a fat wallet appeared, money changed hands, and the gullible stranger, who had never seen the sea, let alone a catamaran, became the new owner of a Sprint 15. The boat had never reached the open market, and it was a further notch in the skeg for "bagged another one ace fleet builder Hannah". "Dammit, he was good!"

Later that day our man still in disguise mingled with others in the fleet and, in the bar, furthered his inveSTIGATION. Although ruthless in the pursuit of fleet building, Hannah was a church-goer, often missing mass starts on the water for Mass starts elsewhere. Our man learned of a generous Andrew Hannah,

both at the bar and with his time and advice. He learned of a clever, calculating man able to plot the buying and selling of Sprints many moves ahead of others, (including their owners), in his relentless pursuit to expand his Sprint 15 shipping empire.

Our man heard stories said to be based in the wilds of the Essex marshes where, if you miss a tack in the club racing, the next stop is Rotterdam. One owner failed to sail a club race one week and was immediately offered a cash deal for his boat. Andrew automatically assumed he had given up sailing.

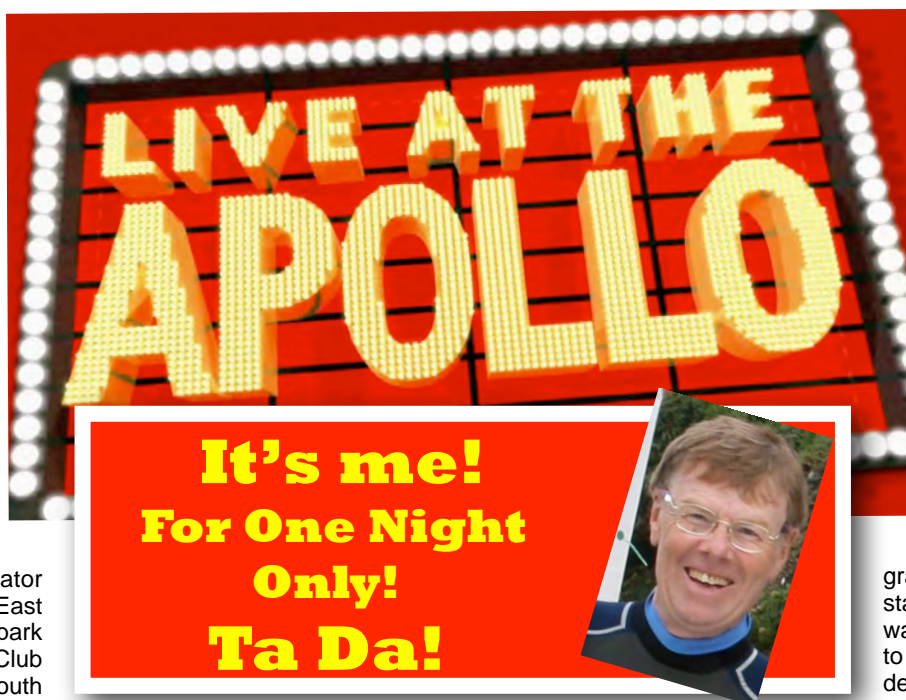
sailing.

Talking to TBYC members our man sensed something was wrong, information was being withheld. His instincts were right on target. The awful truth was revealed later that evening. After a meal Andrew produced his guitar. There was nervous shuffling and many felt a sudden need to visit the welfare facilities or had suddenly acquired urgent appointments elsewhere. Andrew

grabbed his plectrum and started to strum. Worse was to follow! He started to sing. Words cannot truly describe the awful sound, the closest being like a coin scraped on glass.

Cats and dogs within ear shot retreated and set up a suitable one mile exclusion zone. Our man had travelled widely but this was horribly unique, even grotesque. Stories emerged of the guitar at the last TT meeting at TBYC. Memories have obviously faded from the minds of the Organising Committee, DF retorted. Be advised - plan your continental vacation well. The local guitar gig is scheduled for 6/7th July 2013.

In tribute to Andrew, our man reports a tale of a genial, committed, hard working Sprint sailor, free with his advice and help and who, almost single-handedly, has built a Sprint 15 fleet of 34 or so from scratch over not so many years. These kind words are uttered in sincerity, but - **"Be aware"**, - as we say up north, alleged home of the InveSTIGator - **"A nod is as a good as a wink to a blind man!"** - Keep clear of Andrew at the Pentewan Nationals. I hear that he only has 4963 spare tickets going cheap for the big one - **"It's me! - For one night only - Ta Da!"** - live at the Hammersmith Apollo. You have been warned! With any luck it will be a sell out but might just as easily be cancelled by popular demand!



.....Some say that he can watch 3D TV without the aid of special specs and that he has one tooth which is blue.....

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



The Windsport Catparts Traveller Series for 2012

was concluded at Grafham on 20/21 October with our biggest attendance (33) of the summer. Once again the series proved very popular and attracted many helms who are new to travelling with their boats. The series was won by National Champion, Stuart Snell, who sailed a strong series and won by some margin. Last year's National Champion, Kevin Dutch, narrowly took second place from Erling Holmberg on tie break. Snell also won the Inland and Northern Championships but lost out in the Southern Championships which was won by Kevin Kirby on a windy weekend at Marconi Sailing Club. The series kicked off in April at Seasalter where 11 travellers joined 11 locals on a weekend of light breezes. Snell won the event from Holmberg with Dutch in third place. Dutch lost out with an OCS disqualification which set the scene for what was to prove an unlucky season for last year's Champion. New Sprint 15 owner, Roger Ackroyd, clocked up an encouraging fourth place in his first traveller event.

The second traveller of the series was an unusual one day regatta at Stewartby Water Sports Club in early June when 13 travellers joined 9 locals for 4 races which took place in a good breeze. Steve Sawford beat Dutch into second place and Richard Philpott was third. Robert Finch was top local.

The Southern Championships took place at Marconi in what proved to be the windiest regatta of the series at the end of June. 12 travellers joined 11 locals for an exciting thrash round the buoys on Saturday and then did the ever-popular long distance figure of eight course round Northey and Osea Islands on the Sunday. Local star, Kevin Kirby, won both the event and the Long Distance Trophy. Snell was second and Nick Dewhirst (Class Chairman) and David Ball were third and fourth respectively.

The Northern Championships were held at Carsington in September and 10 travellers joined a disappointing 2 locals on a weekend of very light winds. On the Saturday racing was abandoned much to the surprise of the Sprint 15s who were well into a race and making reasonable progress. On Sunday a couple of races were completed in slightly more wind. Defending Northern Champion and light wind specialist, Snell made no mistakes with 2 guns. The Parkhurst family from Beaver took the next 2 places with Neil second and Ian third.

The Inland Championships were held on a weekend on light but steady breezes in October at Grafham. 6 races were completed and the fleet of 33 entries (including 27 travellers) enjoyed some tight racing. Once again Snell won but was pushed very hard by Robin Boardman who took second place in a boat he had bought that weekend. Thomas Sandal managed to hang on for third place after a broken tiller cost him one and a bit races.

So Stuart Snell won the Traveller series from Kevin Dutch who could not seem do a thing right this season.

Final Results Summary:

Overall TT Series Top 5 Places: 1st **Stuart Snell** (Grafham) 3pts, 2nd **Kevin Dutch** (Seasalter) 11pts, 3rd **Erling Holmberg** (Shanklin) 11 pts, 4th **Simon Miles** (Stewartby), 5th **Paul Craft** (Open Dinghy Club), 6th **Nick Dewhirst** (Whitstable), 7th **Gordon Goldstone** (Queen Mary) 8th **Jon Finch** (Stewartby) 9th **Robert Finch** (Stewartby), 10th **James Hurst** (Grafham).

Traveller Champion: Stuart Snell (Grafham)

Southern Champion: Kevin Kirby (Marconi)

Northern Champion: Stuart Snell (Grafham)

Inland Champion: Stuart Snell (Grafham)



Sponsors of the Sprint 15 TT series

Summer's Top Six Superstars
 Stuart Snell bagged almost every trophy in 2012
 Kevin Dutch - always in the hunt
 Erling Holmberg
 Paul Craft
 Simon Miles
 Nick Dewhirst

Class Struggle

By the time of our 1987 Championships at Sandwich Bay felt we were able to quote attendance without blushing and mentioned a new class record of 25 boats. Since new members had been a rarity, I had made a policy to briefly mention each one in the Editorial. However by September of our first demo boat season this policy was breaking under the strain. I was obliged to write that regrettably with 20 new members this quarter, it was no longer practicable to welcome them all in the editorial, so we needed half a separate page to do the job. In June the next year this section required a whole page.

Till then I had been able to either meet all of them or chat them up on the phone. Since then the task has become impossibly large, but now thankfully there is Mike to do it as well. One of the problems of success is becoming impersonal. We try to avoid this, and I think it is still fair to say that almost every member personally knows either Mike or myself, if not both. In order to overcome the North/South divide we have also created a special position on the Committee for a Northern Area Rep - that was when the ideal candidate showed up: One John Adamson, publican of the Swan Inn, Macclesfield Road, Kettlethume.

The end of the season racing summary showed as many as 50 competitors having taken part either in club series, TT events or the Nationals - the word had been spread. By September the cheapest price for a used Fifteen had risen to £850, up from £500 only two years earlier. This was what really counted. The more we boosted price for old boats, the easier it was for the Laser centre to sell new ones.

So good had demand become that it became virtually impossible to get a second hand one unless you had a pre-production copy of Y & Y or a good tip from our Mike, the Secretary. Even now in the depression this year, no old boat has changed hands to our knowledge below £1000 and Peter Ewing reports that he continues to have more demand than supply for used Fifteens. The cheapest used Fifteen has become as expensive as the cheapest old Eighteen on the market. Personally, I am on my third, and made a profit on the first two. What better barometer for the health of a class is there than the numbers of dissatisfied customers



The third installment of Nick Dewhurst's history of the Dart 15 Class. It's 1987, class membership is on the up and the future is looking bright.....

However in our eagerness to boost attendance by offering the demo boats to all and sundry, we made some terrible gaffes. More specifically, in my ignorance, I made some terrible gaffes. First I lent one to a local windsurfing lad at Whitstable, only to have to write up the Seasalter Open with the headline "Lightweight Ball Wins". However this was nothing compared to my next Faux Pas. As no one else had managed to lend out the demos for the Nationals, and turn out was threatening to be far lower than eventually turned out, I spotted another acquaintance at the W.Y.C. bar and offered him the boat. Since he was the only person to actually speak to me in my first year at that club, I thought I might reward him. Little did I know how much.



He immediately invited another of his monohull mates to sail with him two-up. With Tim and Wendy Dieu de Bellefontaine also sailing in this mode, 1988 was the first Nationals where two-up entries took part. Previously we all thought two up sailing was the exclusive preserve of Eighteens, and Fifteens were only for those who can't get crews. As the record shows, Richard King and Chris Lewns walked it, becoming our first two-up champions. They certainly showed us up. We must look like a joke if board sailors and monohull types could beat us first time out.

A lot of lessons were learnt in the post-mortem. Firstly thanks to Gerry's experience with the Rulebook, we spotted that only those with valid membership cards were eligible for the Championships and the only way to get membership was to own a boat. Since then we have allowed the odd guest if we thought he was not a serious threat and pointed out this little restriction to avoid pot hunters in our class. Ian Holt provided the most elegant solution. We had lent him a boat in 1989 to get a good write-up and indeed he secured us a couple of pages in Multihull International. When he actually did well, he voluntarily stood down from the prizes. Now we are in less need of publicity the rules are likely to be enforced more appropriately.

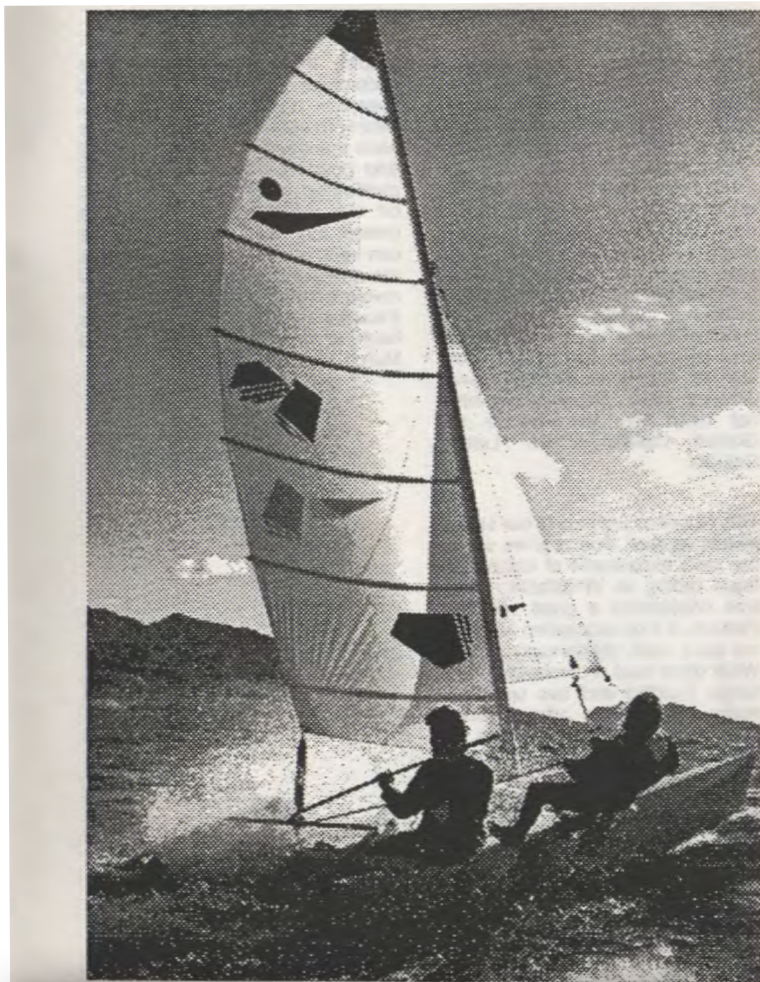
Secondly we began to appreciate the importance of weight. Eighteen year old Eduard Ball weighed only ten stone then. Now he is over twelve stone. Chris Lewns and Richard King weighed in under twenty stone the pair. I do not think we were then aware of how weight might matter, but certainly it was becoming clear that it might matter. By the autumn of 1990 this had brewed up into a major issue both in our Newsletter and the pages of Yachts and Yachting with myself on one side and the rest of the committee publicly disassociating themselves while George Wood carefully sat on the fence with a piece that applied the Texel Yardstick to resolve the matter. Don't worry. We kissed and made up. Nobody resigned. We are in it for the Fun after all. A reasonable compromise has been reached. The Nationals are run on the traditional basis and a generous benefactor, our very own Wendy House Insurance brokers, has stepped in to provide a trophy for results adjusted by weight this year. As it happened I don't think it made much difference in such a tactical event this time, but now everybody has something to compete for in future.

Thirdly we took a closer look at the boats and found out two interesting changes we had not noticed. At Seasalter the local Commodore, Fred William had come over to our fleet. He was pissed off too at being beaten by newcomers, but unlike some of us he knew a thing about weights and measures being a master builder. The boats were bisected. Each hull was balanced on a pair of bathroom scales brought down for the occasion.



In proper scientific fashion a control group was set up - my hulls in fact. Well I never! Lo and Behold! The demos were meaningfully lighter. Bob Hughes, the production manager, eventually confirmed that the difference was as much as 3 kilos. This was because they did not have our beloved drinks cabinets. However his solution was to phase out all the old Sparks. Make us obsolete, indeed! Kill the class, more likely! This looked like Panthercraft subversion again and stung me into my longest missive ever to the manufacturer. Fortunately they eventually saw sense. The cheaper, but faster all white hulls were discontinued. Adjustment weights were provided for old boats. So if you ever see one with all white hulls and colour sails and without grey blocks in the front beam, you know who is cheating. We also noticed that there was something "wrong" with the sails. Whoever had the demo boat yellow sails seemed to do well, however inexperienced or incompetent they might be. At Sandwich Bay during July 1988 this was formally put to the test. Tony Drake, Jim Jeffery and Peter Johnson, the three local stalwarts were always neck and neck in their club races with any one of the three capable of winning. Once the demo boats were left there for a couple of weeks, so they tried swapping around both hulls and rigging. With new hulls and new rigging the demo boats beat the old Sparks. With new sails on old Spark hulls the old Spark beat both old Spark hulls flying old sails and demo boats with old Spark sails. However, it was not until the demo boats were taken on to Seasalter that the reason began to emerge.

Laying the sails on the ground on top of each other it was clear that the demo boat sails were a couple of inches longer and wider, increasing the overall sail area several percentage points! No wonder the old battens did not fit every time we had to change one after a punter capsized. Now that



Dart 15 Sprinting Fun

we were putting the matter under the microscope and looking at the sail really closely one could also see that the old sails were flatter. When hung up the new sail always seemed to sport a big curve. Reading the textbooks showed that more curvature meant more lift i.e. more power, especially useful in the intermediate winds in which most races are sailed. We weren't prats after all. What a relief!

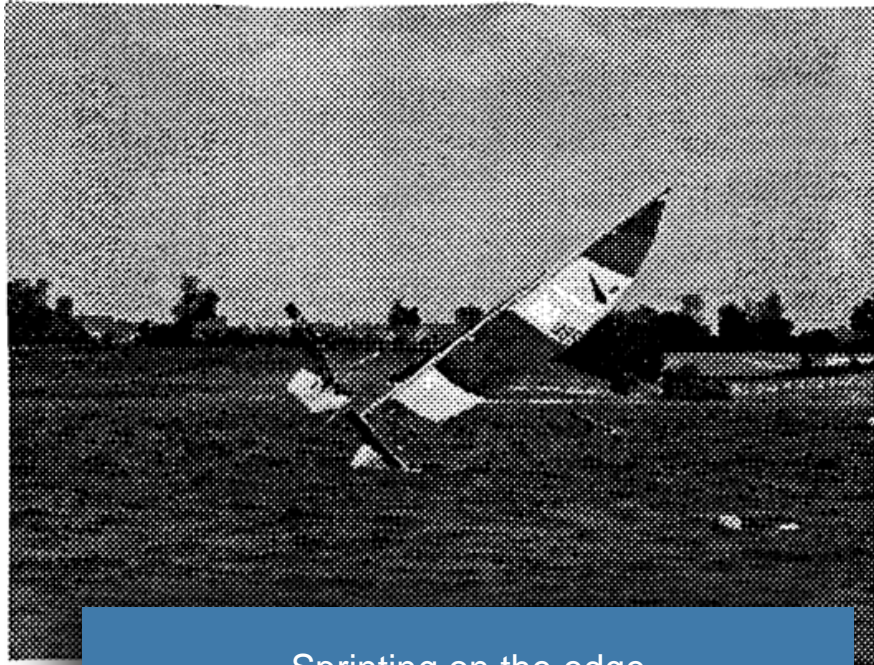
In the climate of distrust for the manufacturer at the time, it was all too easy to conceive devious conspiracy theories. Was the builder quietly trying to raise the performance to improve the Spark's chances of winning races? Had 97 been suggested initially simply because it sounded good if it was as fast as a 505 and has a PY under 100? Was this a recognition that the PY number was too low because no-one seemed to win in handicap races? Was it true that the Dart 18 also seldom won on handicap so was this perhaps part of a conscious policy by the builders? Alternatively should the Spark Fun be seen as an attempt to sabotage the resale value of Spark Sports and force any serious racer into buying a new boat, as regularly happens with top Eighteen racers? Whatever way one looked at it, the new formula boats were a retrograde step from the racing point of view, and, since racing is the lifeblood of any class, therefore also a retrograde step from the point of view of the entire class. How now strict One-Design Class Rules? Was this not hypocrisy of the highest order when we had the builder rejecting changes put forward by the only people with racing experience, namely us, while at the same time this pontification about the Rules went on and on?

Had any representative of the builders more senior than lowly salesman, Peter Ewing, ever even tried joining us for a race? If this was not deliberate policy, what could it be other than incompetence? No proper reason has ever been received by the class association, so the question of motive must be left open to the reader's judgement.

"We weren't prats after all - what a relief!"

Class Struggle

In facing the problems of success our situation was little different to that of many a sole trader who has built a business that requires skills more varied than the bright idea and enthusiasm he needed to launch the concept in the first place. This showed up, as in business, in our organisation. It was not only the production of the Newsletter that was on a shoe string basis. Jack Lawrence left the class and I temporarily took over his duties as Editor and Secretary until we could get a new Treasurer at the 1987 AGM. Heavyweight Tony Smith from Herne Bay had allowed himself to be volunteered in that capacity and what with Chairman Gerry Lewin from Sheppey it was easy to get together for the odd committee meeting somewhere in Kent when business could not be settled by use of our favoured instrument - the dog and bone. Tony was actually a qualified accountant so now we had someone who did know what he was doing, rather than a stockbroker whose main skills, as everybody knows, consist primarily in bullshit artistry.



Sprinting on the edge

Now neither Tony or I were literate - in the computer sense that is. This was all right when we only had a few members. Not only could the Newsletter be run off the office copier, but we could all lick a couple of dozen stamps and pencil and paper could complete the

In 1989 Gerry retired to the backbenches, pleading overwork, leaving his space free for me try and fill, which in turn created the requirement for a new Secretary. Mike had clearly shown his enthusiasm attending all but one of the TT events since he first surfaced at Pagham, and coming

second in the Series. Then he had not quite worked it out yet so that was the one and only year I beat him. Mike had also hinted at his talent in the computer department with a Tour de Force of computer graphics in designing a highly impressive cover for our Newsletter - one which showed all versions of our three in one boat flying hulls in unison. Such dedication could not be allowed to go unrewarded. The next year Tony retired, so the inseparable George, an old computing colleague as well

as sailing colleague took over the Treasury, creating scope for the data processing duo to chuck out the paper and whizz discs around instead.

double entry book-keeping obligations of our paltry figures which frankly no one on the committee ever complicated by putting forward their out of pocket expenses in those days. However the workload was becoming overburdening, even with such enthusiastic helpers like Tim and Wendy around. Fortunately the expansion of our class was taking us wider and wider afield, as far as Pagham on the South Coast and Grafham in the Midlands, and as it did so new talent was revealed. Here is where the computer literate heard about us.

Mike Cemm and George Wood were the new talent in question. They were the first Eighteen couple to sell out for a Fifteen - each! While they looked considerably closer to the Yuppie Eighteen image than any of us did, apparently the Eighteen image was not quite to their liking. For some reason we were. Now they need not argue about who was in charge, and while they were often both happy to travel to our meetings each also had the ability to duck out without upsetting the other, should domestic circumstances require.

"...as we matured, we became bolder, not more conventional."

Kicking and screaming, Mike and George dragged your Class Association closer towards the Twenty First Century. Committee meetings represented a study in contrasting cultures with your chairman shuffling endlessly through an over-stuffed briefcase looking for lost papers while the secretary merely opened up his laptop and had the answer in seconds. Knowing what could be done, Mike could not turn down the temptation of moving into print production as well. Previously the Newsletter was a scissors and paste job, with press clippings and contributions merely glued together in a pastiche of differing styles. Now it became WordPerfect.

"It was not only the production of the Newsletter that was on a shoestring basis"

Instead I was given the chance to put my training in Securities Selling Skills to work Selling Sparks. I had been taught early in my professional career that ignorance was no excuse for failing to hold a firmly held belief in any subject. Here was my opportunity to put this to work in racing sailboats, something of which I had no previous experience, since the Secretary's role in those days was both to field customer enquiries and to produce the newsletter.



Sprinting in the Solent

Slowly but insidiously Mike hooked the Editor on the wonders of desk top publishing so now it actually looks like a slick professional document. Yes, the stone age admits defeat. We have learnt to love Lotus and value Ventura. What with Mike's and George's skills with BITS we now not only have DTP but also MIP and can keep track of the hundreds of Dart Fifteens that have superseded the dozens of old Sparks that represented full capacity for the creaking manual system in the old days.

Fortunately, as we matured, so we became bolder, not more conventional. When we had initially just tagged on to the open meeting handicap classes we sometimes finished out of time, not surprisingly if handicaps ranged from 75 to nearly 100. After a couple of years where such incidents occurred we decided that the lead Spark would simply inform the race officer that he was finishing when he crossed the line and would ROD kindly blow the hooter. The first time we dared do this was at Rock in Cornwall and we succeeded in bullying the authorities into breaking out our results separately. Now we won't even enter an event unless we are promised separate results.

Our image in the press has become quite distinctive. Our journalistic staff that supply Y & Y with race reports often emphasise the entertaining pratfalls rather than the professionalism of budding Olympians among us.

There has been a succession of major articles about us. All set the class apart. The explorer's masterpiece about Commander Johnson in the Southern Ocean, was followed by an excellent review by Ian Holt of our Grafham nationals in 1990, which established our racing reputation in the press. An provocative article of mine about adjusting handicaps to sailing conditions was considered worthy enough for reprinting to add to the learned debate in Multihull News, January 1989. Recently we have not been shy to publicise our Golden Oldies in the Letters Column.

This boldness extends to our sailing events as well. One year we set up the rash experiment of catamaran team racing at Whitstable, which was considered a great success. Perhaps it only succeeded because we were such gentlemanly sailors. What other boat is competitive both single handed and two up? How many other boats attract racers from 17 to 70? In recent years we have also taken on the family holiday. Previously all we dared was to ask for a pink ticket for an extended weekend.

Now we offer an action packed week - not only of racing but also other fun events and attracted new record turnout. Not for us one race per day, which seems to be all other classes often achieve in a week. Increasingly Sprint racing has also emerged to complement the basic boat and complicate the results.

In the process we have accumulated a variety of prizes so everyone has a chance to be a winner in some category. So far we have managed to maintain a quaint and possibly unique tradition that gentlemen settle their differences on the water, not in front of a protest jury. How much longer we can keep our very special identity is the question. Will we like so many revolutionaries become part of the Establishment? Which brings us back to the matter of Marx and March, where we started.

When Nick penned this little piece of history way back in 1992, it was only 13 years since the first Spark had rolled off the production line. More than two decades have since elapsed and, in that time, a further three generations of the boat have evolved, the very latest of which brings us right up to date as you can read on page 18. One of the most interesting things to note in my view is that many of the names cited in this article are still very much to the fore in our world in 2013. This surely shows what universal and lasting appeal there is for the boat and the Class and all they have to offer.

Nevertheless, there is one person who deserves particular mention in the context, as without his constant presence, there would, quite simply, be no opportunity for any of us, if the mood takes us, to go out and purchase a brand new boat - TODAY!

Ian Fraser is that person.

Over more than three decades, Ian's efforts and enthusiasm have been the fundamental links in the Class's chain of success

Ed.

Stewartby Winter TT

by Claire Prentice



A closely contested start line for pole position

Brisk conditions add to the fun

The first event in the Sprint 15 Winter TT series is something of a highlight of the class racing calendar and following a record breaking turn-out in 2011, this year's event held on Saturday 3 November was expected to be another 'big-one'.

While there were a few club fleet members unable to attend, Stewartby still managed to field an impressive 12 boats who were joined by an enthusiastic 18 visitors. Principal Race Officer, Andrew Gregory, set a standard rectangular course and, once briefed, the fleet headed out in a stiff breeze.

There was a clean start for race one, however many in the fleet misjudged the start leading to a somewhat spread-out first beat. The first reach saw the leading boats begin to pull away. Conditions were gusty and with big shifts and, for some, would give an early indication of capsize to come.

The racing was fast and competitive throughout the fleet with home boats putting in strong performances throughout. Race 1 was won by Stuart Snell (Grafham), with Paul Craft (ODC) and Mark Aldridge (Grafham) taking 2nd & 3rd places respectively.

The start for race 2 was a much tighter affair in slightly calmer conditions. By the end of the first beat, the stiff breeze was back along with its gusts, leading to a couple of capsize and a few retirements. However, after a few laps, things calmed down leading to a much less exciting finish.

Race 2's finishing order was Mark Aldridge, Stuart Snell and Simon Farthing (Grafham).

Overall, the event was won by Stuart Snell, 2nd & 3rd Places went to Mark Aldridge and Paul Craft. As per usual everyone took home a case of beer or tin of sweets. Notable home performances came from Simon Miles and Jonathan Finch, with Simon picking-up the title of club class captain for his efforts, as is the tradition. Top Junior racer was Liam Howcroft, a home sailor, clearly demonstrating that the class has a lot to offer youth sailors looking for a fast sailing experience.

Tips from Phipps - Applying Sail Nos.

by Brian Phipps



Before you start find a clean working surface, a large table or clean, smooth floor is ideal.

If your sail has been used, it should be sponged clean with "mild" soap and warm water to be sure there is no grime or dust on the surface.

The rules of the I.S.A.F specify that the numbers shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.

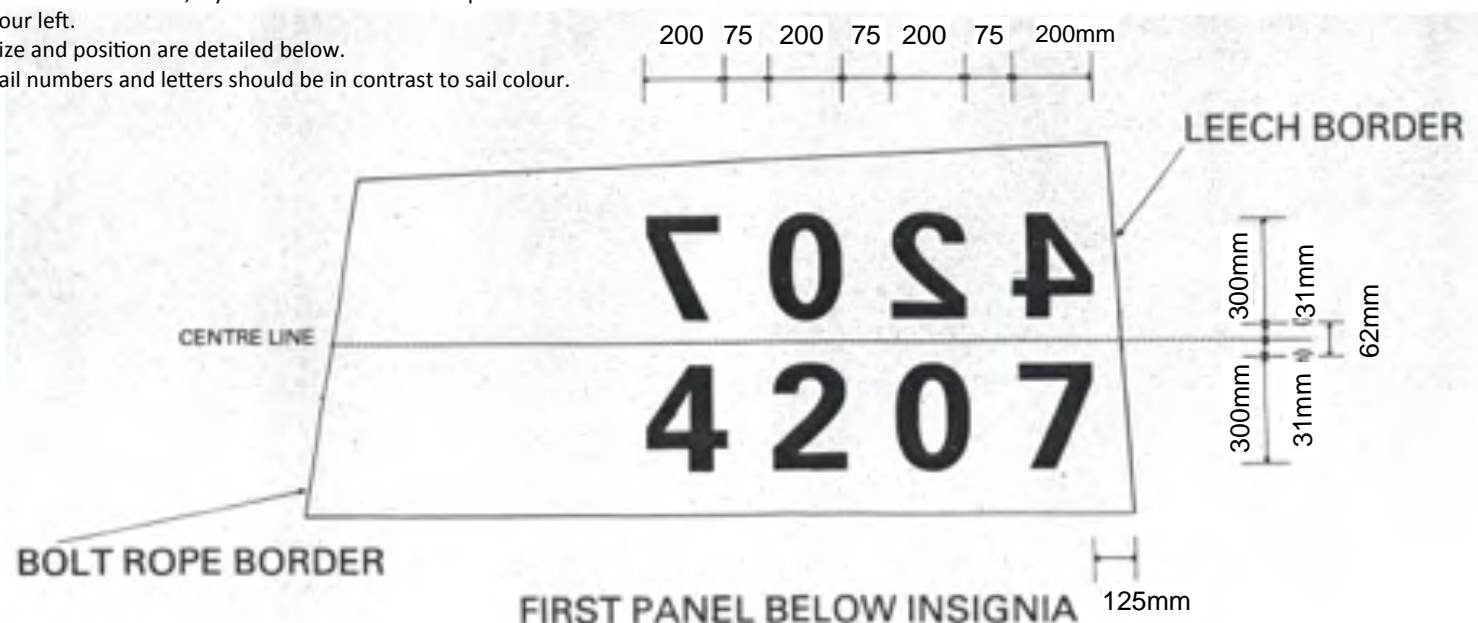
To find the Port side, lay the sail out with "bolt rope" on your left.

Size and position are detailed below.

Sail numbers and letters should be in contrast to sail colour.

Applying numbers and letters using the fixing sheet

1. Remove backing paper from clear fixing sheet.
2. Place fixing sheet on flat surface with adhesive side uppermost.
3. Place a sail number, fabric side downwards on to fixing sheet
4. Peel the backing sheet off the sail number
5. Place number in position and smooth down well.
6. Remove the fixing sheet carefully leaving the number in place
7. Repeat for the remaining numbers and letters using the same fixing sheet.



Carsington Winter TT

by George Love



Round Two of the hugely popular Sprint 15 Winter TT Circuit took place at Carsington S.C. in the heart of Derbyshire on Saturday, 1st December 2012. Nine combatants from the furthest reaches of the Blythly joined three local souls to do battle under sunny northern skies in a quick-fire two back to back race card.

The question on everyone's lips was – "Could anyone get the drop on Stuart (Mr Consistent) Snell (Grafham)?" – who has managed, in recent times, to get his hands on just about every trophy in The Sprint 15 world. Time would tell.

Paul Grattage, past Sport National Champion, had made the trip from the tropics (Shanklin, Isle of Wight) in his Winnebago. No one had told him that it was now winter in the high latitudes. The frosty chill had, however, not dampened his spirits and he was up for the challenge. So too was Paul Craft from the near tropics of the south coast (Open Dinghy Club).

Peter Slater, Derek James and Jan Elfring were to lead the charge from Draycote in the unofficial inter-club challenge against the local protagonists of Mick Steer, Andy McLeish and Ray Gall. The ever present Winter TT specialists of Gordon Goldstone (Queen Mary), Richard Philpott (Colne) and Robert England (USA – Uther Side of Ashbourne) completed the field.

It was cold! Over pre-match bacon butties in the warmth of the clubhouse, some bright spark (Paul Craft) suggested the event could be decided over a convivial game of cards. Some thought this an excellent idea as it had the potential to produce a shock result and improve their position. But the sun was coming out, the breeze was filling and the racing beckoned.

RO John Webster and his able side-kick, ARO Jack Hayhurst set a square course on a heavily port biased line to tease the combatants. After some wavering, they all took the bait and started cleanly on port.

First to show was local sportster, Steer, chased by England, Slater, Craft and Snell. At the first lay-line, England went for a roll-tack (never easy on a cat!) and promptly rolled it all the way impeding Snell who narrowly avoided a collision. In a day of light breeze, England proved the only one to trouble the safety boat manned by Pete (Pitchpole) Stokes and Simon (Cat Fleet Captain) Gillis. Mid-fleet saw battles aplenty with Philpott, McLeish and Goldstone trying to take advantage of every windshift in an effort to overtake each other and catch the front runners. Further back, Jan Elfring was making amends for a bad start by climbing through the field to overtake clubmate James who was finding it tricky to make the 'Sport' mode pay in a variable breeze. Steer held on to his lead to take line honours. Snell, after losing ground, fought his way back and eventually got the drop on Slater, Grattage and Craft. They finished in that order with Steer demoted to fourth on handicap. Snell had, once again, put down his marker.

Whilst the course was re-set for Race Two, the event photo RIB toured the fleet with offerings of pre-festive chocolates. Some said they would have preferred coffee laced with rum. Paul Grattage, still holding on to summer, asked for a Pimms. The practicalities of such service and the limits of northern hospitality in these straightened economic times were stretched to the limit and he was left disappointed.

It did not, however, diminish his resolve. At the start gun he blasted off the line to take a tenuous lead from Snell, Slater, Craft and Philpott. Steer, who had been well in the groove in Race One, had gone ashore with reported "cold feet". This leading group were to be harried all the way to the line by McLeish, England and Goldstone. Elfring, James and Gall were locked in a constant battle at the back of the field, the latter two swinging in and out on their trapezes as the wind filled and died. Elfring was eventually to get the better in that particular encounter. Grattage continued to improve his advantage throughout the race making mileage of every windshift. Try as he might, Snell could not overhaul him with the constant attentions of the chasing pack keeping him looking over his shoulder.

At the gun, it was Grattage, Snell, Slater, Craft and Philpott in that order. So Snell took the win overall, – can anybody keep this man down? But some great sailing from Grattage, Slater and Craft made him work for it all the way.

The next event of this fabulous series takes place at Draycote on the 5th January 2013. It's all to play for. "Doctor" Snell is good but not infallible. (As for the unofficial Draycote versus Carsington Challenge, the jury are still working feverishly on the abacus with some complex calculations - watch www.sprint15.com chat pages for the "official" outcome.)



Pics. from top

Race start

Stuart Snell with Pete Slater in close attendance

Paul Grattage - tropical traveller

Paul Craft - in the zone



2013 Dinghy Show Special Report



This year's RYA Dinghy Show

at Alexandra Palace was, without doubt, a landmark occasion for the Sprint 15 Association. Taking pride of place on The Class stand over the weekend of 2nd & 3rd March was a brand new UK built boat and it looked nothing short of absolutely fantastic. This is the first boat to be built in the UK for over a decade and is testament to a great deal of investment in time and effort, not to mention faith in the future, by a number of key people. The constructors, White Formula from Brightlingsea have done a superb job and the quality of the finished product looked simply outstanding. It certainly tempted me to follow Stuart Snell's lead and get my cheque book out.

By the time you read this, Stuart's new boat will have been delivered which, together with the Windsport demonstrator, will give us all a chance to see new boats on the water at this year's summer events. Hopefully Stuart will provide us with a test report for the next issue of this publication. We owe a vote of thanks to Stuart for the technical input and expertise he brought to the new boat production process as an interim and co-opted member of the Class Association Committee.

As can be seen from the photos, there are a number of design changes incorporated to streamline the production process, offer economies and maintain overall weight and

distribution. This will be maintained across all new boats and was seen as vital to ensuring new boats were competitive. The front beam section is now shared with the Dart 18 and, although bigger than the original, does not look in any way incongruous for our smaller craft. To compensate for the extra weight, the in-built cocktail cabinets have been replaced by a removable wet-bag which most will find perfectly suitable. If you want the original cocktail cabinets these are available by special order but the boat will carry a slight weight penalty. Other than that, very little has outwardly changed and the boat looks as pretty and business-like as before.

So how have we arrived at an enviable point where, for a very reasonable £8115 for the Una-rig version or £8595 for Sport rigged specification, you are ready to sail, for pleasure or in competition, in a brand-new UK built boat with the quality tags that come as standard?

Quite simply it's down to one or two key individuals. Working with Brian Phipps and the team at Windsport, Ian Fraser has been the fulcrum to secure our future as a class and the future of this fourth generation of the boat. Ian and Brian have expended a huge amount of time, investment and, no doubt, a few sleepless nights to bring the plugs and tooling back to the UK from South Africa. This is a huge leap of faith on

Ian's part, testament to his own regard for such an iconic boat and confidence in its future. The class and its members both present and future hold the key to recognising Ian's initiatives and building a new legacy for the future.

During the show, representatives of your committee met with Windsport (Brian and Cookie Phipps) to discuss mutual support over the coming year. This has become a regular session at the show. Windsport will be providing event support for both of 2013's National Championships together with a number of summer TT events to be confirmed. A number of other initiatives including co-operation on 'Taster Sail' sessions, training and website publicity were discussed.

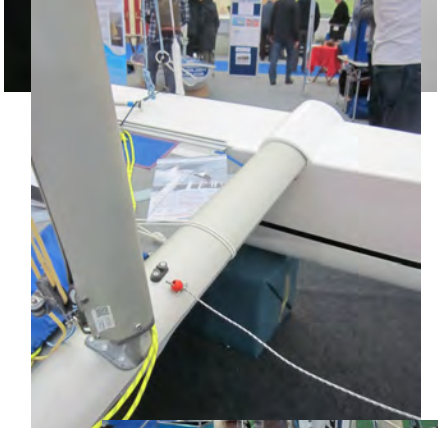
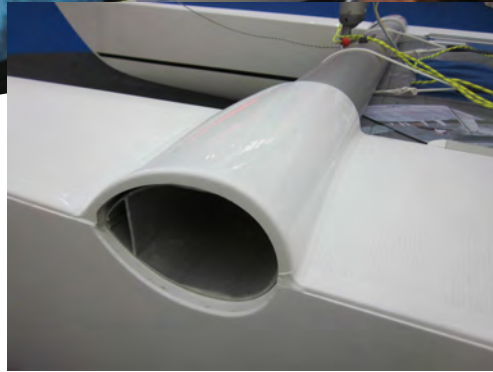
Brian advised that Windsport were developing a "Cat Breakers" service to bring good quality cost effective second hand parts to the market.

In conclusion, The Class recorded the recognition owed to Ian Fraser and to Windsport for their continued support which was accepted as pivotal for the continued success of Sprint 15 sailing. Over the course of The Show, willing members manned the stand and around six visitors signed up for demo sails.

A big "thanks" goes to Howard Hawkes and his helpers (you know who you are) for preparing the stand on the Friday evening and to those who helped clear everything away on the Sunday at close of play.



by George Love 



SPRINT "Production One Design" Racing Catamaran

Length: 4.5m
Width: 3.2m
Max Sail: 30 sqm
Max Crew: 3

CLASS SPECIFICATION: Adult / Child or single handed racing
Largest 15' Catamaran racing fleet in the UK www.sprint15.com

READY TO SAIL

SUPPLIER

- Equipment International
- Quality
- Technical Support
- Equipment parts

www.windsport.co.uk

The brand new boat on the stand at The Show - it looked fantastic!




windsport™

2013 Class Sponsor's Raffle Prize

As part of Windsport's commitment to The Class for the 2013 summer season, Brian Phipps is providing members with the chance to win one of **TWO** superb raffle prizes for two lucky winners. Each prize is a one day, one-to-one coaching session from the man himself at a venue of the winner's choice. How good is that?

Winning is simple. Every time you enter a Nationals or TT in 2013 your name will be entered in the draw to take place at the end of the season. So, the more events you enter, the more chance you have of being the winner!

Draycote Winter TT

by Peter Slater



11 visitors from as far afield as the Isle of Wight joined 6 Draycote sailors on 5th January to form a decent fleet of 17 boats for the annual Draycote Water Sprint 15 winter TT.

The wind didn't look promising on arrival at the reservoir with a light SSW wind leaving glassy patches all over the lake.

A perfect square course was set and the wind increased slightly to around 6 mph for the first race.

National Champion Stuart Snell was first to the windward mark and promptly did a horizon job while the rest of the fleet battled it out for the remaining positions.

As usual Steve Sawford, Paul Grattage and Paul Craft sailed consistently well and took the next three places.

The wind strength increased further for the second race which meant everyone had to hike out hard up the beat and play the mainsail to stop the windward hull from flying too high.

Peter Slater managed to take the lead on the first down wind leg and went on to win the race after a tense battle with the ever present Snell.

There was close racing further down the fleet where Erling Holmberg managed to win the 'battle of the heavy weights' from Jan Elfring. Derek James managed to lose several places by stalling a tack just before the windward mark but still managed to beat arch rival Jan Elfring overall. And so Stuart Snell took overall victory yet again after another impressively consistent performance and now has another trophy to add to his bulging cabinet.

Nice food and beers after the racing all added to the day's enjoyment with everyone now looking forward to the next event at Queen Mary on 16th Feb.



Pics. from top

Snell and Slater in close contention

Nip and tuck on the beat

Paul Craft - flying the flag and a picture of intense concentration

Snell and Slater in close contention - again!

Pics. courtesy of Malcolm Lewin

Winter TT Roundup

by Bob Carter



The Sprint 15 winter series kicked off at Stewartby on 3 November with an excellent attendance of 30 boats (12 locals and 18 travellers). The winds were gusty and testing which made for some exciting racing. National Champion Stuart Snell won the first race from Paul Craft and Mark Aldridge but he did not get it all his way as Aldridge won the second race from Snell and Simon Farthing. At the end of the day Snell won the event with Aldridge and Craft second and third. Simon Miles was the top local sailor in fifth place.

The Carsington open was held on 3 December on a very cold day with light but steady winds. Eight travellers joined four local sailors. Doubtlessly the cold weather had deterred some travellers. Interestingly, 4 sailors had entered sailing the optional Sport mode. Snell took the first race from Peter Slater, Paul Grattage and Craft, The second race was won by Shanklin hotshot Grattage from Snell, Craft and occasional sailor, Richard Phillpott, who was making a welcome appearance. At the end of the day Snell chalked up a victory from Grattage, Slater and Craft. Notably the 4 Sport mode boats were in the bottom 5 places even using last year's handicap (883) – they would have been even worse placed on this year's PN of 860.

The Draycote open on 7 January had an attendance of 17 boats including 6 locals. The winds were light but the fleet were happy to see that water levels had recovered since last year's low tide during the drought. The results had a similar look to earlier events with Snell winning with a first and a second place from Steve Sawford, Grattage, Craft and Slater.

The weather conditions at the Queen Mary open on 16 February turned out to be completely calm in contrast to last year when racing took place in gusts of up to 30mph. Sadly despite a strong attendance no racing was possible in such breathless conditions.

The last event was scheduled for Grafham on 24 March but sadly a snowstorm and warnings to avoid unnecessary travel caused the club to cancel the event.

Thus we lost 2 of our scheduled 5 events and with the best 3 results to count it meant that there were no discards. This caught out a number of the competitors who were planning on making a late surge. Never-the-less Stuart Snell had already built up an unassailable lead with 3 first places so Stuart retained the Winter Series Trophy. Paul Craft was second and Peter Slater third.

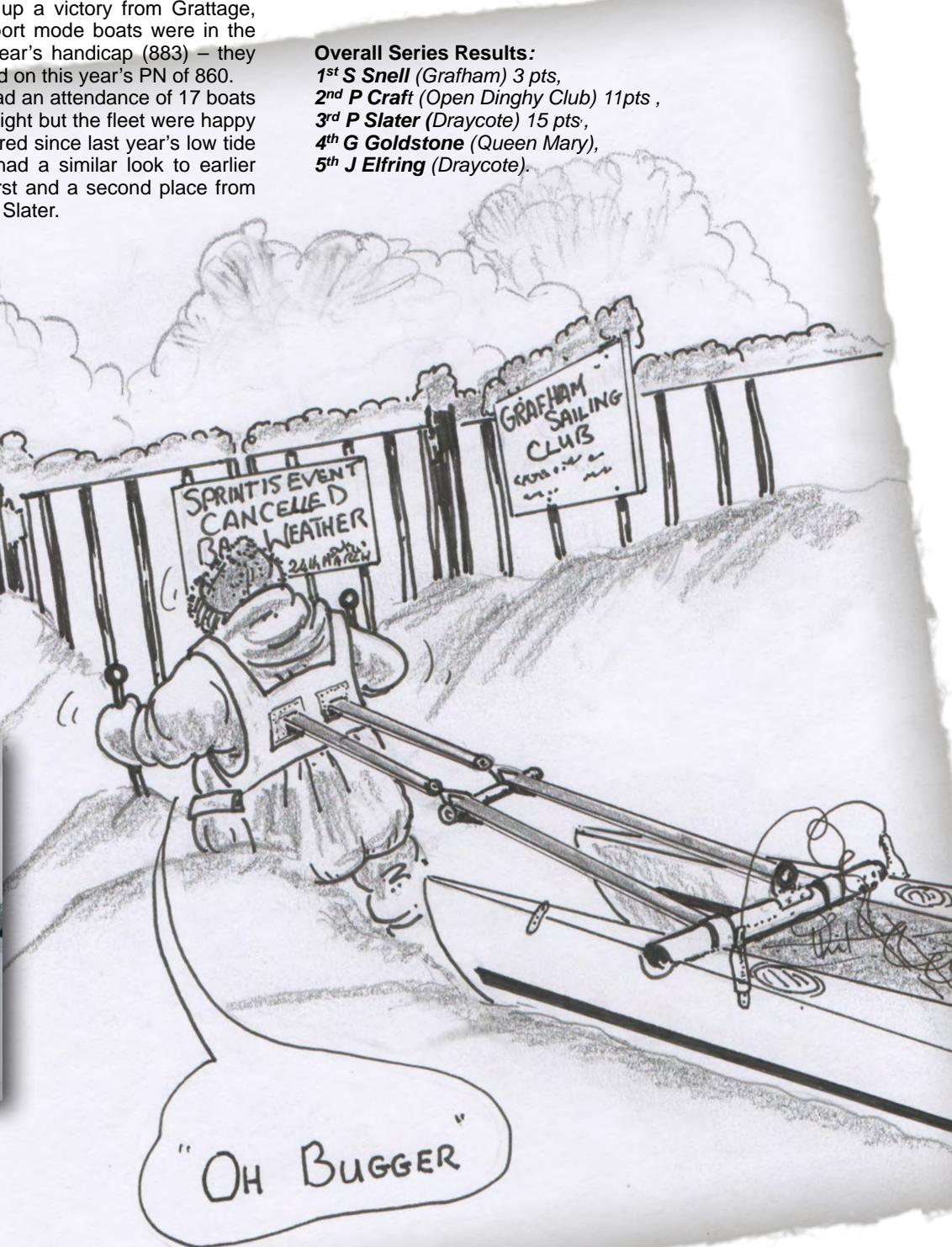
So the Fleet now move on to the Summer Travellers Series and hope that Global Warming kicks in sometime soon.....

Overall Series Results:

- 1st **S Snell** (Grafham) 3 pts,
- 2nd **P Craft** (Open Dinghy Club) 11pts ,
- 3rd **P Slater** (Draycote) 15 pts,
- 4th **G Goldstone** (Queen Mary),
- 5th **J Elfring** (Draycote).

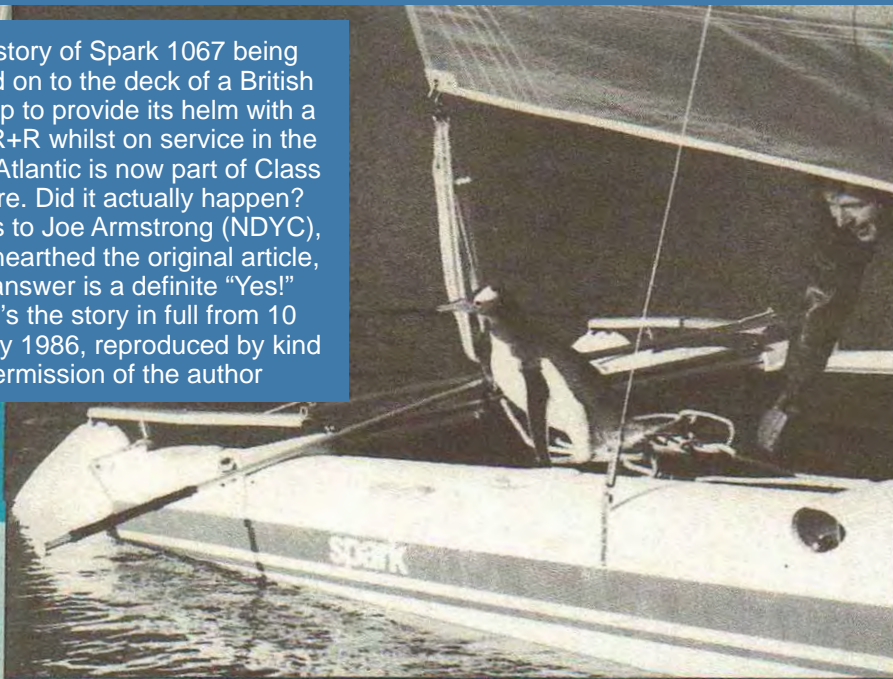


Phil Breeze, our evergreen cartoonist, gives us his inimitable take on a Grafham Winter TT event gripped firmly by winter weather - who was that man?



Penguins to Port, Sir!

The story of Spark 1067 being loaded on to the deck of a British warship to provide its helm with a bit of R+R whilst on service in the South Atlantic is now part of Class folklore. Did it actually happen? Thanks to Joe Armstrong (NDYC), who unearthed the original article, the answer is a definite "Yes!" Here's the story in full from 10 January 1986, reproduced by kind permission of the author



Penguins to Port, Sir!

When Commander Mike Johnson RN was detailed to take HMS 'Penelope' to the South Atlantic, he decided a Spark catamaran would be more fun for off-duty sailing than the standard issue Bosun dinghy...

ON taking command of the Leander class frigate HMS 'Penelope' I learnt that she was going on patrol to the South Atlantic. I had been to the Falklands before and knew that the natural harbours and inlets there provided excellent opportunities for sailing and exploring. Being a keen dinghy sailor I was thus determined to make sure that the ship took a boat South. The Navy's current boat, the Bosun, I felt was rather pedestrian and its replacement, the Laser, was not available. So I looked around for a performance boat that would go through kelp, be easy to stow, simple to rig, and fun to sail — a catamaran was the obvious answer. I had sailed a Spark and a Dart, and a Spark was about as big as I could fit in 'Penny'. I wrote to Panthercraft to ask if they would be interested in loaning the ship a Spark and they were. All was quickly arranged in the few short weeks before departure. On June 26th after lunch and a tour of the ship Kim Stephens and Ian Fraser brought their trailer to the gangway, the Spark was carried on board and after the handover ceremony the Panthercraft team departed. The catamaran was then dismantled and made the first, of what was to become a routine, portage from flight deck to hangar roof to after Seacat director deck where it stowed very comfortably with the mast just fitting in athwartships.

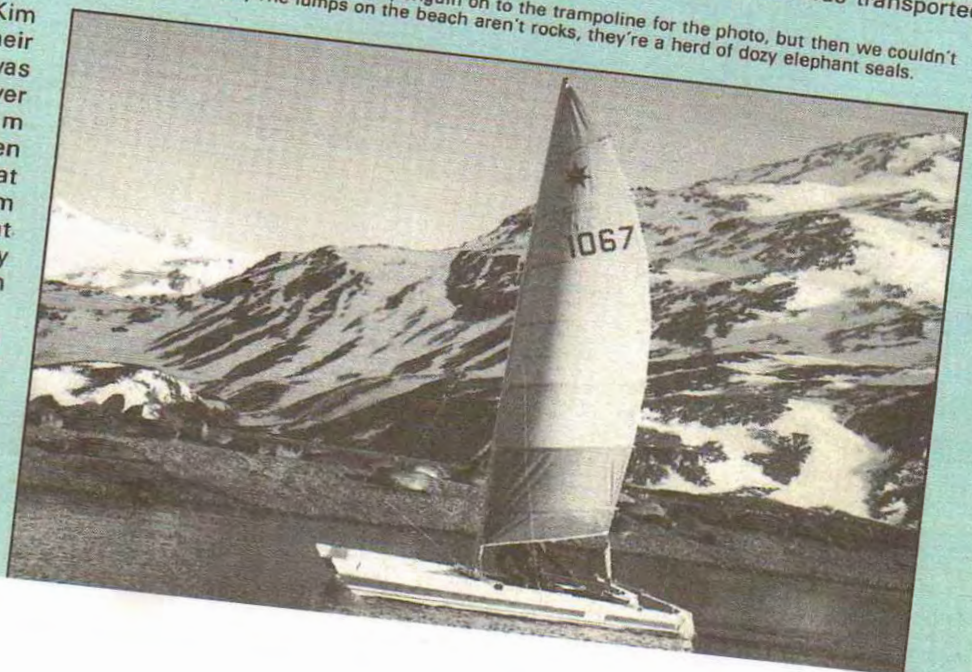
The first outing was not for several weeks but after exercises to prepare 'Penelope' for her patrol, Gibraltar provided a welcome break and a chance to try out the boat. Shortly after getting alongside the catamaran was assembled on the jetty but where to launch it? The nearest slip was a quarter of a mile

away. So, grabbing three sailors, off I set carrying the boat and wondering why I had said 'Oh I won't need any launching wheels!' Apart from oil that seemed to pollute most of the harbour, sailing at Gib was great fun. The small catamaran was a novelty as there was none on the Rock and it performed very well in the sheltered waters of Western beach, showing the boardsailors what speed was about and thrilling all who had a go in her from the Admiral's wife to a homesick Unicorn sailor.

The visit was over all too quickly and

the ship started the long haul South to the Falklands. Summer was left behind and the weather became stormier and more wintry. Once in the Falklands, a maintenance period alongside the converted North Sea Oil support vessel, RFA 'Diligence', provided a chance to sail in the chilly waters, 4°C, of San Carlos Water. Berthed on the other side of 'Diligence' was a Falklands Islands Patrol Vessel (FIPV) HMS 'Protector' which had been an oil rig tender in a previous life and which had a large open well deck. The Spark was transported

(top) We managed to persuade the penguin on to the trampoline for the photo, but then we couldn't get him off. (below) The lumps on the beach aren't rocks, they're a herd of dozy elephant seals.



Penguins to Port, Sir!

S

across and assembled on 'Protector's' deck and then, taking Panthercraft's word that the boat could be lifted by its hounds, the locking pin was put into the foot of the mast and the cat was lifted by crane with a strop around the mast and put into the water without a hitch. San Carlos provided good sailing but the problem was usually one of too much wind as once it got much over 25 knots the sharp lop made sailing very wet, particularly with two up. Clothing against the cold water was no great problem as the Navy equips its divers well and clad in a thermal suit and a thick rubber dry suit I was impervious to cold if the suit didn't leak at the feet! Heads were protected by wet suit helmets and hands by industrial plastic coated cotton gloves as they provided more warmth, feel, and grip than the constricting neoprene diving gloves.

Emboldened by the success in San Carlos the next stage was to launch the cat from the ship at anchor and rig it in the water. One of the ship's boats is a 13ft inflatable gemini and the deck and chocks where it is stowed proved just big enough to allow the hulls of the Spark to be assembled. By bending on a strop to the centre of each of the main beams it was possible to lift the cat on a derrick and swing it out board over and around a 20mm gun and down into the water, where the fun began. How to rig a catamaran on the water? Lying alongside the ship was no good as it was invariably too rough and a cat is difficult to hold head to wind. So, after launching

it was brought around to lie in the shelter of the stern and secured to the gemini which had crew, mast, sail and rudders on board. Getting the mast up was made relatively easy by the simplicity of the Spark's rigging. The shrouds and forestay attach to the mast by a plate which slides into the hounds. So, all the pins and split rings that are liable to get lost can be made up on deck before launch.

With the mast on the trampoline the shroud plate is inserted, the heel fitting locked by pin to the balljoint, the mast is raised by a combination of shoulder under and pulling on an extra rope attached to the forestay handle and led through the link of the forestay span wire. Once up there is only one problem

The next stage was to launch the cat from the ship at anchor

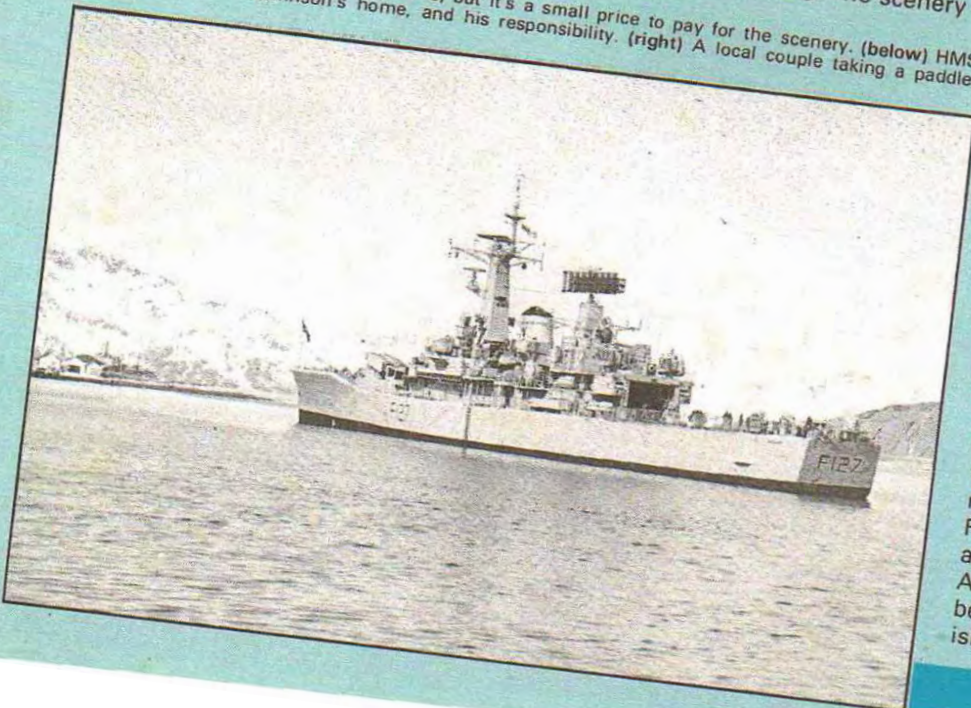
— how to connect the forestay to its span wire. In a conventional dinghy the crew goes on to the foredeck but there isn't a handy foredeck on the catamaran. So, depending on the weather and chop the forestay was snapped on either by a helper from the gemini or by sliding down one bow and hoping to get it hooked on without falling off. The sailing from these remote anchorages was very relaxing. The scenery is

reminiscent of the northern islands of Scotland, peaty, treeless and rock strewn. The air is very clear, the water clean, and the only hazard to sailing the kelp, whose long flat streamers anchored to the bottom by thick stalks stop a boat very quickly. The Spark went over the kelp quite well but the continual flipping up of the rudder blades made steering erratic. Wildlife abounds in the Falklands and quietly skimming across the inlets by boat proved a good way of seeing much of it. Some of the most common were steamer duck which cannot fly and speed out of the way with wings working like miniature paddle wheels; cormorants which fly under water as if they were in the air; and penguins which porpoise in bobbing groups. Recovery of the boat while at anchor was very much the reverse of the launching process. Picking up a floating painter trailing out astern of the ship gave an easy way for a single-handed crew to stop in the lee of the stern and unrig, putting the gear into the gemini before taking the hulls back under the derrick for hoisting. The party of ship hands soon became adept at taking the hulls apart and transferring them to their Seacat director deck stowage.

About two-thirds the way through her Falklands patrol 'Penelope' made a trip to South Georgia, an island some 800 miles to the south west but, unlike the Falklands, it lies in a strong polar airstream which gives it an almost Antarctic climate. The trip to this very beautiful mountainous and glaciated island had been eagerly anticipated by



(above) Water temperature is about 4°C, but it's a small price to pay for the scenery. (below) HMS 'Penelope', is Mike Johnson's home, and his responsibility. (right) A local couple taking a paddle.



January 10 1986



the face fell off. The resulting tidal wave which rocked the ship made up my mind!

After further unsuitable sailing stops 'Penny' came to a buoy in Stromness, once the centre of the thriving whaling industry in South Georgia. The first day there was again so windy that I was beginning to fear that I would not get afloat in the Spark but since the better weather appeared to be in the early

The Spark was pulled up the beach to pose with the elephant seals

morning I made arrangements for a 5.30am weather check and 6am launch. I was not quite so strongly resolved to make the early start as I got ready for bed in the early hours of the morning, having just left a most enjoyable Trafalgar Night mess dinner in the Wardroom, but the dawn brought such a good day that I had no problem in getting up.

That early morning sail was magical. An absolutely brilliant blue sky accentuated the whiteness of the mountains which sparkled in the early morning sun. The water was so cold that ice

crystals were forming. On the land reindeer were climbing across the moraine of a defunct glacier. The beaches of grey sand were covered in elephant seal at the height of their calving season and on the foreshore the abandoned whaling station's houses and workshops formed a friendly backdrop. A photographer in the gemini had also been inveigled to get up to photograph the sail.

Some of his results were a little out of focus, a further tribute to the quality of the mess dinner but their getting was fun. With some trepidation the Spark was pulled up the beach to pose with the elephant seals who, unused to early morning intrusions, gave voice. They have a throat-clearing 'aahhing' bark which is only menacing when one learns that the males can hit you with an unerringly aimed ball of noisome phlegm if they are displeased. The other worry was sparring bulls, as the three ton combatants move remarkably quickly scattering everything in their way and would probably not have felt the Spark through their thick blubber as they smashed through it. Fortunately the seals find life very exhausting and they quickly relapsed into their customary somnolence. There was also a flock of gentoo penguins on the beach and the gemini crew were invited to drive them to the catamaran for a photograph. The sight of sailors in bright orange protective suits waving paddles was too much for them and they scattered. However,

the ship's company and I saw it as a further opportunity to sail the Spark in some unusual surroundings.

All looked good as 'Penny' anchored in the King harbour at Grytviiken which looked a picture with mirror-like water, bright blue sky and breath-taking mountains all around. It was just like steaming into the Swiss Alps above the treeline. Distressingly preparations for sailing were marred by my normally dependable handlers dropping one hull and nearly piercing it. So launching had to wait for a day for emergency glassfibre repairs.

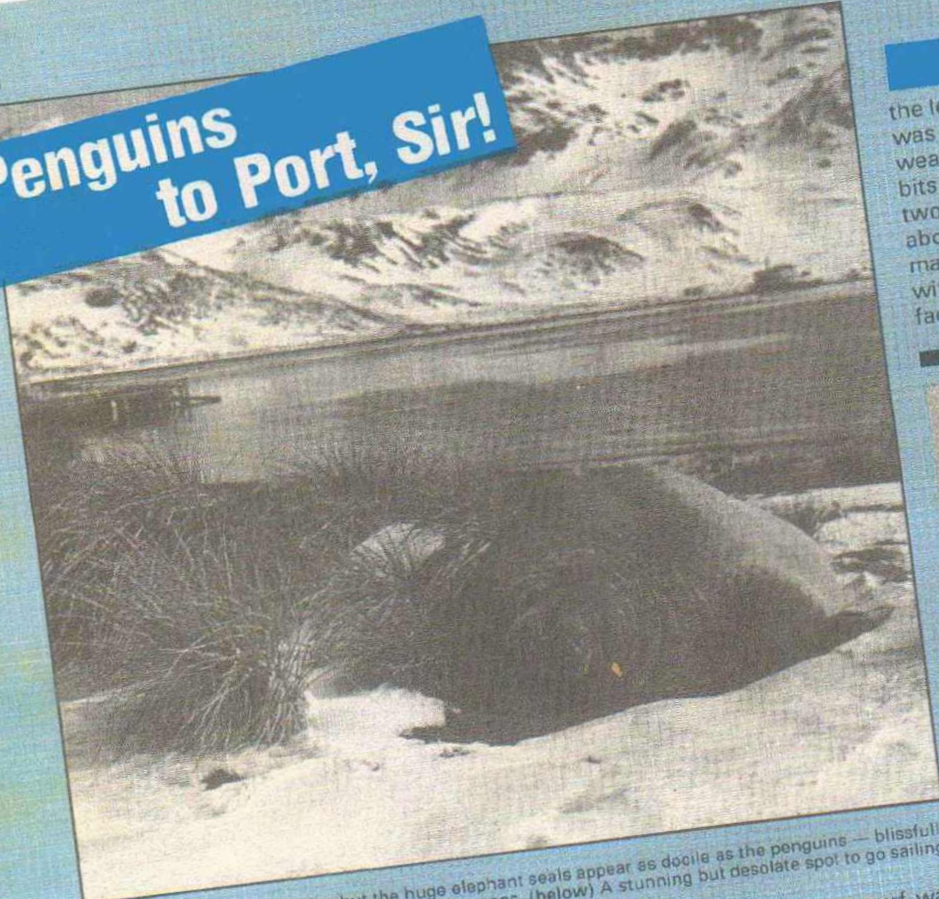
The ship's second day was planned to be a scenic tour with trips up to glaciers and into St Andrew's Bay to visit a huge king penguin colony. The weather had turned overnight and the day was overcast and misty with 50 knots of wind. Glacier sailing did not look

It was just like steaming into the Swiss Alps above the treeline

promising but I took 'Penelope' up a deep fjord which proved very sheltered near the snout of the glacier. With the ship stopped a cable away from the 200ft ice wall I was debating putting the Spark in the water just to say that I had sailed by a glacier when a huge chunk of



Penguins to Port, Sir!



(above) Wild life they may be, but the huge elephant seals appear as docile as the penguins — blissfully unaware of any potential threat from mere humans. (below) A stunning but desolate spot to go sailing!

one was eventually cornered and I picked it up and took it to the boat and held it for the photographer. It was quite unafraid and finally had to be shooed off the trampoline which it had taken to as a superior sort of nest.

With the bright sunshine and 15 knot breeze I felt I could have sailed all day and explored the neighbouring whaling centres of Lieth and Husvik but I was wary of getting too far from 'Penelope' because of one of South Georgia's nastier hazards, Katabatic winds. On sunny days pockets of cold air get held up in the mountains and then suddenly dump themselves. The effect is very localised but with little or no warning the air rushes down the glaciated valleys and spills out on to the water producing blizzard conditions and 50 knots of wind. I didn't fancy my chances against a blow like that so prudence had the catamaran back alongside for breakfast. Frustratingly the day remained perfect until sunset.

The final day in South Georgia brought further opportunities for sailing. 'Penelope' spent most of the day anchored off St Andrew's Bay to allow her crew to walk among and photograph the 40,000-strong king penguin colony which was spread over the lower slopes of a glacier in various poses reminiscent of the nursery slope of a busy ski resort at school holiday time. I sailed the Spark on to the beach, an exciting experience as, although there was little wind, the

swell was deceptive and the surf was very short and steep.

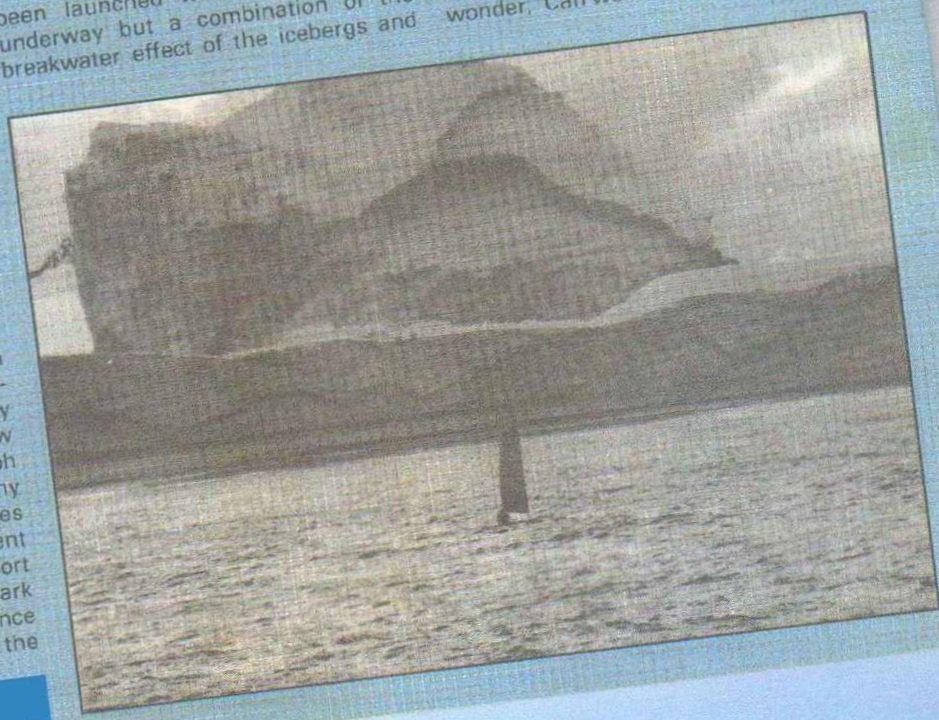
After more photographs with seals and king penguins, getting off the beach was difficult and I was very glad of my drysuit as I plunged up to my neck in the surf. Not sailing by a glacier had been a disappointment and there was no time to try again but a couple of grounded ice-bergs were handy and seemed a possibility to provide the ultimate in frostbite sailing. The Spark had never been launched while the ship was underway but a combination of the breakwater effect of the icebergs and

the lee of the ship's side was sufficient. I was quickly afloat, and sailing in the weak afternoon sun amongst the bergy bits and growlers which surrounded the two icebergs, the taller of which was about 300ft high. They looked truly majestic — a light bluey green in colour with streaks of dark blue giving the faces a marbled effect. I had an hour's

my ship is headed for the West Indies, a more natural habitat for catamarans

exhilarating sailing while the ship and its Lynx helicopter also circled round the iceberg taking photographs for their albums.

The Falklands are now a long way astern and my ship is headed for the West Indies, a more natural habitat for catamarans. The boat is no longer the pristine dinghy that first sat on 'Penelope's' deck in June. The harsh environment of the ship, the portage of the hulls over three decks with all kinds of sharp corners and protrusions and the overside operations have not surprisingly taken their toll on the hull. No major damage has been done and it is a tribute to the boat's rugged and simple design that the operation of such a high performance dinghy from the ship has been made so easy. I and all who have sailed the Spark have had some thrilling and unforgettable experiences and in thanking Panthercraft for the loan we wonder, 'Can we fit a Dart in next time?'





"SPRINT 15 FORUM SEP 2ND 2012
"A WIDE WHEELED REBUILD OF A STANDARD TROLLEY"
BY GEORGE STEPHEN.



As ever, Phil provides us with his own unique review of the latest happenings in the Sprint 15 world. If I didn't know better, one could imagine he's in cahoots with our Undercover Investigator. Such an allegation couldn't possibly have any basis of truth - could it?

2013 "Extreme Duster" of the Year Award

.....and the winner is.....

Rosy Snell!



As it was...
.....As it is!!!



Competition for this coveted award is always stiff but Rosy is this year's clear winner as a result of her unfortunate peccadillo with the Northern Champion trophy.

She did a really smashing job with it in the course of her position as CEO of Facilities Management at Snell Mansions.

Rosy did have a distinct advantage over other contenders for this hotly contested title. Her other role ("where does she find the time?", we wondered) is Shore Director of Stuart Snell Racing Inc. which brings her into more close contact with lots of trophies - something that most of us can only dream of.

So, **"Well Done, Rosy!"** and many congratulations on a cracking performance!





Pre-season inspection Replacement mast heel plate

Pre-season is time of the year where thoughts turn to actions when it comes to jobs to do around your Sprint 15. Durable and robust as the Sprint 15 is, it is a "low maintenance" cat, not a "no maintenance" cat. In fact I cannot think of any boat that is "no maintenance" even if it never gets used! Numerous years of performing in a punishing environment is enough for anyone to require a little TLC.

One area that needs to come under inspection, especially with older boats is the mast heel casting and mast heel plate. A quick inspection of the area will confirm whether or not work is needed or everything is in order for another season. Inspection?

1) Take a look at the mast heel casting and check the wall around the edge is worn evenly on port and starboard. Uneven wear can be for a number of reasons, including sitting in the dinghy park with the prevailing wind always on one side of the mast causing uneven wear. Another and more common reason can be wear of the s/s plate inside the cup of the heel casting. The plate is under considerable compression load and over a period of time can get worn, distorted or destroyed. The result can be an offset mast ball position, causing uneven wear of the heel casting wall and possibly the mast ball itself. Prevention is better than cure and saves you money so get in early if your mast heel plate is looking tired.

2) Taking action.

Replacing the complete mast heel may be the only option if things have been left too long, but then hopefully replacing the s/s plate is all that is required.

a) Place the mast on a set of trestles at working height.

b) Drill the heads off the rivets holding the s/s plate in place

c) Remove the original plate and punch through the stem of the old rivets.

d) Over the years of production the position of the plates rivet holes has varied slightly so your replacement plate is supplied undrilled.

e) Copy the position of the holes from your old plate onto the new plate and centre punch. Drilling stainless steel can be tricky, we would suggest using a pilot hole first, 3mm slow-ish speed, coolant, and constant pressure. Follow the pilot hole through with a 5mm drill in the same manner. NOTE. If you drill too fast and create excessive heat you can work harden the material making drilling very difficult.

f) With holes drilled position the plate and insert 2 no. MONEL rivets.

g) Pulling up monel rivets requires a good quality rivet gun as monel rivets are much harder than aluminium. In some cases the head of the rivet gun may be too large to reach the base of the casting. If this is the case use a spacer over the stem i.e., a small nut or two to bridge the gap.

h) With the rivets pulled up firmly you are ready to go for a good few years before the process will need repeating.

The whole job should take about 30 minutes. You can order the parts from your Dart Catparts website: www.catparts.windsport.co.uk

You will need items 1 x 02286 + 2 x 01011

And if you are not up for that get Windsport to replace it at the next class event supported by the Windsport technical team.

For further help or advise contact the Windsport technical team +44 (0) 1326 376191 info@windsport.co.uk

Windsport Sprint 15 Cat Action

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

Just want to chat about cats!!

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

Contact :-

Windsport International

Tel: 01326 376191

Fax: 01326 376192

Email: catparts@windsport.co.uk

Website: www.catparts.windsport.co.uk

Home page: www.windsport.co.uk



Official supplier of genuine class legal replacement parts

Pics. from top
Worn mast heel plate that needs replacement inside a serviceable mast heel casting with equal wear on both sides

Old mast heel plate alongside replacement plate.

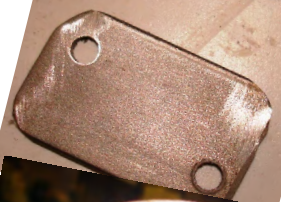
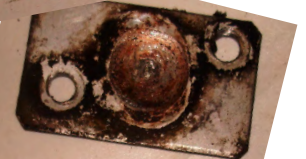
New mast heel plate with holes copied from the original and drilled ready to go.

Mast heel casting with old rivet ends punched through and ready for replacement plate.

Rivet gun nozzle with Monel rivet in position and spacer nuts to aid pull up due to limited space.

Plate and monel rivets in position with spacer nuts due to rivet gun nozzle size.

Job done with new plate fitted and riveted into position.



The Handicap Debate

AGM Proposal

The Sprint 15 Class Association should use a class handicap of 883 for the Sprint 15 Sport in Class Association events to maintain fair racing rather than use the RYA PN of 860.

Proposer: Bob Carter

Seconder: George Love

Explanation- please read following articles.

Note: This issue has been on the committee's agenda for some months. This proposal may be resolved at committee level prior to the AGM in which case the result will be shared at the AGM and a vote will not be necessary.

The Sprint 15 Sport Handicap

In the new list of Portsmouth Numbers that the RYA published at the beginning of March 2013 the Sprint 15 Sport handicap was changed to 860 from 883 while the Standard Sprint 15 PN remained unchanged at 918. Thus the Sport mode is now required to sail on average 6.3% faster than the Standard mode whereas previously it has been expected to sail about 4% faster (the relative handicaps have just changed small amounts over the last 25 years and the speed differential has been in the range of 3.8% to 4.1%). This is clearly a big change and it is generally believed in the Class Association that the old handicap of 883 produced fair class racing and changing the Sport Mode handicap to 860 will place the Sport mode at considerable disadvantage. In order to demonstrate this I have analysed the last 10 years of our association data and compiled the chart (see following pages 30 & 31) showing the places achieved for both formats. It can be seen that the results distribution show a broadly fair handicap position over the period - certainly not one that suggests the Sport mode handicap was advantageous. Indeed the only Sport mode sailors who have won any Sprint 15 traveller event over the last 10 years have all been Sprint 15 Sport National Champions (Robin Leather 4; George Carter 3; Kevin Dutch 2 and Mike Cemm 1 - an illustrious group). Sadly I can only do the plot based on corrected time positions as we do not have the timing details of these races as these will be on the host clubs computer systems.



*To be a
Sportster
or not ?*

The change is even more baffling because:

- Most of the really good Sport Sailors are not sailing Sport mode anymore. e.g. George Carter, Robin Leather, Laurie Gustar, Carl Blenkinsop (+ many others at Gurnard), Kyle Stoneham, etc. - even Steve Sawford seldom sails Sport mode these days.
- the RYA rating is based on 358 returns yet it was based on 330 returns last year.

Some pretty good sailors must have been sailing Sport mode in handicap races with monohulls to impact RYA returns so dramatically.

In order to understand how the change has come about we contacted the RYA to get them to check that the 860 PN was not as a result of an error in their new PYS software and that it was a result of real club returns. They confirmed that it is a real change and reflects the returns that they received. We have approached any clubs with an active Sprint 15 Sport fleet to see if they have results which could explain such a change. Most clubs use the RYA PNs but any clubs that we could find that adjust the handicaps actually increase the handicap for both the Sprint 15 Sport and the Sprint 15 (e.g. Queen Mary use 950 and 915 for the Sprint 15 and the Sport configurations. (Draycote use 929 and 905). Finally, we contacted Swanage Sailing Club and it seems highly likely that it is Swanage returns that have caused the change. Swanage have 4 or 5 hot Sport mode sailors and these regularly beat particularly the Dart 18s and Spitfires in club racing. Several of the Sport mode sailors

have more than one catamaran and it was generally reckoned in the club that it was easier to win races in a Sprint 15 Sport on 883 PN than it was to win in a Dart 18 or Spitfire. The club reckon that the new 860 PN produces fairer results and they are happy with the change. Swanage have very few sailors who sail Sprint 15 standard mode but they agree that the (old) 4% speed differential gave fair racing between Sprint 15 modes and it is just the handicap relative to other classes that is the issue.

So where does this leave us? It could be that the Sprint 15 Sport mode old handicap of 883 was generous in relation to the Dart 18 and Spitfire or it could be that the Dart 18 and Spitfire handicaps are harsh. We do not know which and it will probably be addressed in future years by the RYA returns system. We do know that in relation to the Standard Sprint 15 at our class events 883 is a fair handicap (as shown by the chart) and it will be very difficult to get decent results using 860. This will cause a further decline in the Sport mode at our events. It is therefore proposed that the Class Association retain 883 as a Class Handicap for Sport mode at our Class events.



SCHRS and the Sprint 15 Sport mode

The Small Catamaran Handicap Rating System (SCHRS) predicts that the Sprint 15 Sport mode should be much faster than even the latest RYA PN. Surely this supports the new RYA PN?

Why does the SCHRS system not favour the Sprint 15 Sport mode which it predicts should be 8.6% faster than standard mode? The SCHRS system is entirely theoretical and has little experimental validation for individual boat designs. Now over the last 25 years the RYA PNs have generally had the Sprint 15 Sport mode ~4% faster than the standard Sprint 15, and we have perceived it to be reasonably fair or even a little harsh. Now I have had many discussions with Simon Longstaff (the past chairman of the SCHRS committee) on the subject. His view is that if the Sprint 15 Sport sailors cannot sail competitively to the SCHRS ratings as the sailors are not good enough. I do not accept that they are often the same sailors who sail in standard mode. It is my view that the Sprint 15 Sport design does not sail to the formula. The SCHRS formula is complex but the idea behind it is simple. If you increase the sail area by x amount you would expect the boat to become proportionately faster (or by some more complex factor). So we add nearly 2 sq. metres of jib to the 10.5 sq. metres of mainsail and we only go 4% faster. You can clearly see that this is a very poor return for the addition of so much extra sail area. It is easy to understand why to those who sail the boat in a mixed fleet with the standard una-rig boat for the following reasons:



- a) the jib is of such a design that it makes little or no contribution upwind, Any extra speed is offset by the degradation in the pointing ability which increases the distance you have to sail. You generally have to sail a few degrees freer to get the benefit of the jib as otherwise it backs the mainsail.
- b) it is a big advantage on the reach.
- c) downwind it constrains the course sailed (you cannot run directly downwind like with the una-rig as the mainsail backs the jib) and so you have to reach and tack downwind and at wind strengths of force 3 or less the extra speed does not compensate for the extra distance travelled. In force 4-5 winds it is quicker but as the wind strength gets to force 6 or

more it is normal to have to furl the jib to prevent a pitch pole.

So for much of the time a Sport mode boat is no faster than a una-rig boat and the speed is very course dependant. Indeed on a windward-leeward course or in light winds it is very difficult to match the speed of a una-rig boat on the water with no handicap correction.

So I believe that the Sport mode does not use extra 19% of sail area very effectively. It is easy to believe if you add that amount of sail to other catamarans or in other ways you would get bigger speed increases. I do not believe there is much the SCHRS system can do to correct it. It is the boat design/effectiveness that is the problem. In yacht racing where they have a formula (like SCHRS) you hear that yachts are designed to perform well with that formula. If catamarans were designed to perform to the SCHRS formula a Sprint 15 Sport would not have been a successful boat.

Fortunately the Sprint 15 Sport variant is successful and it is enjoyable to sail in class racing even if it is not effective when sailed against other Cats under SCHRS ratings. The fact that it is sailed extensively has resulted in it getting an RYA PN based on empirical data. For the last 25 years this data has produced a PN which has been approximately 4% faster than the una-rig boat which we judge to be fair. The Class Association does in my view need to move to a Class Handicap that maintains fair racing.

Bob Carter

15 May 2013

Footnote:

The DX configuration suffers even worse under SCHRS than the Sprint 15 Sport and it does not have an RYA PN giving it little flexibility. SCHRS reckons that the DX increase in sail area of 30% (main +.91M² and jib +.29M²) should make it 15% faster than the standard Sprint 15. When we conducted trials in Sprint 15 class racing a few years ago we found it was about 9% faster. It suffers from the same problems (a) and (c) listed above.

The Handicap Debate - The Historical Data

Sprint 15 Sport and Standard mode results in Class Association events - 10 years	
Event	Draycote 1/2013 Carsington 12/2012 Stewartby 11/2012 Grafham 10/2012 Carsington 9/2012 Marconi 7/2012 Stewartby 6/2012 Seasalter 4/2012 Grafham 3/2012 Queen Mary 2/2012 Draycote 1/2012 Carsington 12/2011 Stewartby 11/2011 Grafham 10/2011 Carsington 9/2011 Seasalter 7/2011 Shanklin 5/2011 Marconi 4/2011 Grafham 3/2011 Queen Mary 2/2011 Draycote 1/2011 Stewartby 11/2010 Grafham 10/2010 Carsington 9/2010 Seasalter 7/2010 Thorpe Bay 6/2010 Herne Bay 4/2010 Grafham 3/2010 Queen Mary 2/2010 Draycote 1/2010 Carsington 12/2009 Stewartby 11/2009 Grafham 10/2009 Carsington 9/2009 Marconi 7/2009 Angmering 6/2009 Seasalter 4/2009 Grafham 3/2009 Draycote 1/2009 Carsington 12/2008 Stewartby 11/2008 Grafham 10/2008 Carsington 9/2008 Filey 7/2008 Swanage 6/2008 Seasalter 5/2008 Marconi 4/2008 Queen Mary 2/2008 Draycote 1/2007 Carsington 12/2007 Stewartby 11/2007 Carsington 9/2007 Seasalter 7/2007
Place	
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Others

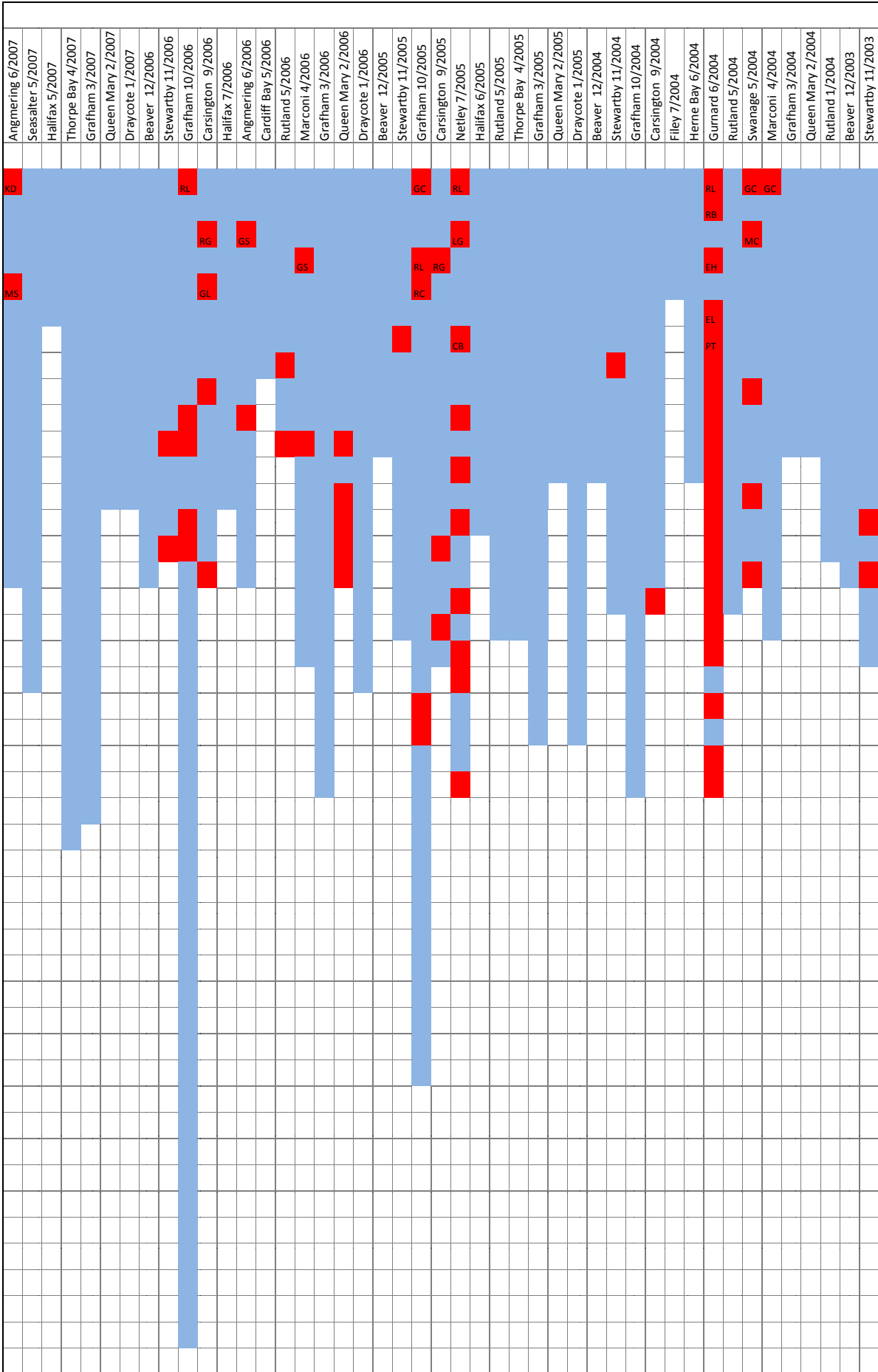
- SS Steve Sawford
- LG Laurie Gustar
- CB Carl Blenkinsop
- GS George Stephen
- GL George Love
- RG Ray Gall
- RE Robert England
- HC Henry Clark
- SL Steve Littlejohn
- EH Erling Holmberg
- DJ Derek James
- MS Martin Searle
- PT Paul Tanner

Sport National Champions

Legend	Wins
RL Robin Leather	4
GC George Carter	3
KD Kevin Dutch	2
MC Mike Cemm	1
RC Bob Carter	0

Legend

- Sport mode place
- Standard Mode place





Sprint 15 Nationals 2013 Pentewan Sailing Club. Cornwall 24- 30 August

It's four years since we visited Pentewan so we have decided to return to our roots and hold the Sprint 15 Nationals at Pentewan Sands Sailing Club. We had 60 boats the last time we came for a Nationals here so we hope we can entice old and new punters to our favourite Nationals venue.

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

The approximate draft programme we are arranging is as follows:

- Saturday 24 Aug.** Travel Day. Welcome drinks in the bar in the evening
- Sunday 25 Aug.** Practice 1 lap only. Lunch. Race 1 & 2 back to back. Evening AGM followed by social in the Club
- Monday 26 Aug.** 3 further Nationals Races (2 will be back to back) Evening Championship Dinner at Pentewan Sailing Club.
- Tuesday 27 Aug.** 2 further Nationals Races back to back. Lunch followed by Prize-giving. Evening : Free.
- Weds. 28 Aug. to Friday 30 Aug.** Fun Events

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



Pentewan last time
around in 2009
Great racing and fun
with super hosts



2013 Nationals - Notice of Race



1.00 INTRODUCTION

1.01 The Sprint 15 National Championships will take place at the Pentewan Sands Sailing Club, Cornwall, on 25th - 27th August 2013.

2.00 AUTHORITY

2.01 The organising authority will be the Pentewan Sands Sailing Club in conjunction with the Sprint 15 Class Association and will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the RYA, the rules of the Sprint 15 Class Association, this Notice of Race and the Sailing Instructions.

2.02 In the event of conflict the SI's shall prevail.

3.00 ELIGIBILITY

3.01 Racing is open only to fully paid up members of the Sprint 15 Class Association and to Sprint 15 craft which comply with the rules of the Sprint 15 Class Association that are sailed either single handed in unarig mode or alternatively two-up with the mainsail and jib.

3.02 The use of the trapeze and fittings will not be permitted in the championship races.

4.00 ADVERTISING CATEGORY

4.01 The regatta is designated Category C.

5.00 SAILING INSTRUCTIONS

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

6.00 INSURANCE

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

7.00 PROGRAMME OF RACES

7.01 Races are scheduled as follows:

Practice Race	Sun. 25 Aug.	1100 hrs-1 lap only
Races 1 & 2	Sun. 25 Aug.	1300 hrs.Race 1- Race 2 to follow
Races 3,4 & 5	Mon. 25 Aug.	1030 hrs-Race 3- Races 4 & 5 to follow*
Races 6 & 7	Tue. 26 Aug.	1030 hrs. Race 6 – Race 7 to follow

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

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

8.00 REGISTRATION AND DOCUMENTATION

8.01 Registration will take place either by advanced entry or at the Pentewan Sands Sailing Club on Saturday 24th August between 1830 -1930, and Sunday 25th August between 0900-1015 hours.

9.00 BRIEFING

9.01 There will be a briefing at 1000 hours on Sunday 25th August unless advised differently on the official notice board in the Sailing Club.

10.00 ENTRIES

10.01 Postal entries are at the discounted rate of £75 if received by 13th July, and £95 if received by 17th 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. PO37 6EA. *The entry fee includes one ticket for the championship dinner and the fun sailing entry fee.

10.02 Entries can be accepted at the event with an entry fee of £110 (cheques should be made payable to 'Sprint 15 Association').

11.00 SCORING

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

1 to 3 races – no discard

4 to 5 races – 1 discard

6 to 7 races – 2 discards

12.00 MEASUREMENT

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

13.00 REPLACEMENT OF CREW

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

14.00 SAFETY REGULATIONS

14.01 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.

15.00 RIGHT TO USE NAMES AND LIKENESSES

15.01 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.

16.00 DISCLAIMER OF LIABILITY

16.01 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.

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

17.00 IDENTIFICATION AND ACKNOWLEDGEMENT OF RISK

17.01 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.

17.02 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.

17.3 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.

17.04 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.



Sponsors of the Sprint 15 National
Championships 2013
at
Pentewan Sands sailing Club



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

- [Wednesday 28th Crews Race](#) - a chance for junior, wife, partner, etc. to sail the boat with the assistance of another more experienced member of the family
- [Wednesday 28th Go-Kart Knock-out competition](#)
- [Thursday 29th and Friday 30th](#)
 - Things in the past we have done.
 - Sail in-group, 5 miles east across St Austell Bay (with rescue) to Polkerris for a pub lunch with cars bringing any non-sailing members to meet up for lunch.
 - Evening treasure hunt around the picturesque village of Pentewan. Followed by drinks in the bar to recover.
 - Games on the beach
 - Sail in-group to Fowey, 7 miles east.
 - Water Ski-ing or riding ring behind rescue boat (no wind days).
 - Fishing trips out of Mevagissey (picture) in fishing boats.

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

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

There are many other lodgings, bed and breakfast places, hotels, etc. in the vicinity - see the accommodation list on the Pentewan Sailing Club website: pentewansailingclub.org.uk.
For more details watch this magazine or the website at: www.sprint15.com



I hope I have whetted your appetite and I look forward to seeing you there. Get your holiday and campsite booked NOW!

2013 Nationals - Entry Form

2013 Sprint 15 National Championships 25th to 27th August



Organised
by the
Pentewan Sands Sailing Club
and the
Sprint 15 Class Association



ENTRY FORM

Sail No Sailing Mode: I up / 2 up*

Name of Helm..... Name of Crew.....

Helm's address Post Code.....

..... Sailing Club.....

Tel. No Helms Weight > 95Kg (14.13stone) Y / N * Helms Age > 50? Y / N* Helms Age > 60? Y / N*

I plan to stay for the Fun Events Y / N * Helm age under 19? Y/N* Entry Fee £75/£95/£110*

I would like extra tickets for the dinner on Monday evening: No. Adults (£15ea.) No. under 12s £10each (Please pay for this with your entry fee.)

* *Delete as appropriate. Postal entries are discounted by £35 if received by 13th July and by £15 if received by 17th August. Completed entry forms should be sent together with a cheque made payable to 'The Sprint 15 Association' to Erling Holmberg, 7 Hope Rd., Shanklin, Isle of Wight. PO37 6EA The entry fee at the event is £110 made payable to 'The Sprint 15 Association'*

I agree to be bound by the IYRU, RYA Rules, the Sprint 15 Association Rules and the Sailing Instructions. I am a fully 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 Notice of Race and confirm that I agree to its provisions and that my boat will conform to its requirements throughout the event. I hold valid insurance cover for a minimum of £2M in any one accident. I agree to be bound by the Rules of the Pentewan Sands Sailing Club as if I were a member and to abide by those rules.

SIGNED..... Date

On Wednesday 28th I would like to enter the Go-Kart Knock-out Y/N* Please enclose £10 deposit.

(This will be booked if enough interest.)

FOR RACE OFFICE USE ONLY

Entry Fee Cash/Cheque

Class Association Membership Y / N* Entered on Computer



Sprint 15

Events Programme

Events Secretary: Erling Holmberg 01983 865012

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

Summer 2013 Events

Date	Event	Venue	Contact	Phone
6-7 April	Traveller	Marconi Sailing Club, Essex	Fenella Miller	01621 741671
17-19 May	Sport Nationals	Yaverland Sailing & Boating Club, IOW (Fri., Sat., Sun.)	Erling Holmberg	01983 865012
22-23 June	Traveller	Seasalter Sailing Club, Kent	Steve Willis	07890 416422
6-7 July	Traveller	Thorpe Bay Yacht Club, Essex	Steve Healy	01702 587563
25-27 Aug	Nationals	Pentewan Sailing Club, Cornwall Note: Sun., Mon., Tue. (2,3,2 races/day respectively)	Erling Holmberg	01983 865012
28-30 Aug	Nationals	Pentewan Sailing Club, Cornwall Fun Events : Go-karting, Pleasure Cruising	Erling Holmberg	01983 865012
21-22 Sept	Traveller	Northern Championships, Carsington Water Sailing Club, Derbyshire	Simon Gillis	07815 054819
26-27 Oct	Traveller	Grafham Cat Open / Inland Championships, Cambridgeshire	Bob Carter	01438 354367

National Championships at Pentewan is for PY918 format

Sport Nationals at Yaverland is for PY860 format

Summer Traveller Series is for all sailing formats (Standard PY918 and Sport PY860).

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



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