

NEW 15 SPRINT

The Official Magazine of the U.K. Sprint 15 Association
spring2014 www.sprint15.com



PODIUM LOCKOUT
-TRIUMPH IN CARNAC

WINTER CRUISING
-THE DREADNOUGHT DIARIES



2013/14 WINTER TT ACTION TIPS SPONSOR NEWS 2014 DINGHY SHOW CARTOON FUN

COMMENTS



from the ED

As I pen this note I am still buzzing from the excitement and fun that was very much the order of things at Eurocat in Carnac. This was The Class's first foray into international competition and, having had the privilege of being part of the making of that little bit of Class history, one wonders why we've never done it before.

Brian Phipps has been enticing us to go for many years. No wonder - it was simply fabulous! A brilliant place to compete with top class event management from Yacht Club de Carnac. It just needed someone to give the final push and inject some energy into the project. Step forward Paul Craft who, ably aided and abetted by travel agent wife Cheryl, released the inertia and made it so easy for it to happen. Travel and accommodation arrangements were managed with aplomb. With the exception of the personal paperwork to arrange (see your Chairman's address), we all just, more or less, hitched up our boats, threw the sailing gear in the car and we were off! On the strength of this year's trip, I'll wager we'll be going again very soon. And if you've ever thought of going and weren't quite sure, think no more - just do it! I guarantee you'll have whale of a time. Just ask any one of the nineteen protagonists who were there this year. At this point I have to confess to a moment of emotion. This was during the prize-giving for Class C4 in which the Sprint Fifteens competed. I really did have a bit of a lump in my throat when Brian Phipps, Stuart Snell and Thomas Sandal took over the winners' podium in gold, silver and bronze places respectively. With all the whooping and hollering from the rest of the team, it was indeed a highly charged moment. Quite unforgettable and capped off a few moments later when Stuart took top spot on the podium for the Class C4 long distance "Raid Race". Talking of which - that was spectacle to behold when around 200 boats started en masse for a 25 mile thrash to one of the offshore islands from Carnac and back.

I don't think I was the only one who was a tad emotional. It struck me that all of us had realised we had just contributed to an important legacy and that we knew someone was smiling on us from above and also enjoying the moment.

However you enjoy sailing your boat, have a great season and I hope we'll meet on the water very soon.

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

Cover Photo :

Paul Craft, S15 Eurocat Team Maestro on French waters in Carnac
by Pascale Maheo : Yacht Club de Carnac

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Off to France.....

A small fanfare is due; at long last we've finally achieved one of our long held ambitions, to sail at the famous Eurocat in France, one of the major European catamaran events. I know this was always one of Nick's great ambitions for us and we've done it at last.

Some of us have even said this is the 1st ever Sprint 15 European Championship. And why not? Eurocat attracts the best sailors, is open to everyone and being held at one of the best and biggest catamaran sailing events in Europe. It fully fits the criteria. Some people might say you need to be an official ISAF registered class to have an official European Championship, but as that involves an extremely onerous / expensive procedure that we've so far avoided and are not likely to get involved in. We're quite happy to make our own arrangements.

We had 18 entries for the Eurocat event at Carnac, in France. That would be a respectable entry for a UK event let alone one that involves such a huge amount of planning and preparation. And make no mistake, there are a substantial number of rules and requirements to satisfy just to get there and take part.

I actually started writing this a few days before I left for France. The Sprint 15 was sitting on the trailer outside the house and I'm wondering if I have got everything ready, especially all the relevant pieces of paper and all the bits of kit. I mean, this is not like a trip up the A1 to Grafham Water, you don't want to travel all that way only to discover you're not allowed to take part.

If you think we have a Health and Safety issue in the UK, how would you like to have to get a note from your doctor to say that you were fit to sail before you could even enter an event? I'm serious; each of us had to get this and most had to pay for it. That's in addition to the measurement certificate, the insurance documents, the proof of RYA membership and the flares for the long distance race.

Then there's the high-viz jackets (required when driving in France), warning triangles, bulb kits, ownership documents, first aid kit,

fire extinguisher, headlamp deflectors.....and sort out the ferry and the accommodation. But was it worth it? Yes it certainly was. It was a fantastic event. This will probably go down as one of the high points in our history. Like most of us, I didn't know what to expect, but it completely exceeded my expectations in every way. The town of Carnac is absolutely beautiful, Carnac sailing club is right on the beach, and it's as if the whole town pulls together for this event. There were over 200 catamarans (and this was a lower number this year apparently) and they fill the beach and we were part of this. In fact we were the largest British fleet there.



There's a full report on the sailing elsewhere in the magazine but I can tell you we did ourselves proud. I don't mind saying I felt a small twinge of pride putting those GBR stickers on my sail, but my real pride was to see our guys, Brian Phipps, Stuart Snell and Thomas Sandal up on the stage at the prize-giving as the top 3 winners in the C4 class. It was a fantastic event, a terrific performance from everyone and great fun.

I need to say a big thanks to Paul Craft and his wife Cheryl for putting in so much work to organise the travel and accommodation arrangements.

In view of their superb efforts I'm recommending that Paul and Cheryl should become the official Sprint 15 Association travel agents for the

next time we do this. I bet they can't wait!

More seriously, it was great to see that even after all these years we can still find new and exciting challenges like this, and above all, we have the people prepared to have a go at them. Fantastique!

The Nationals are coming.....

Of course the other big news is it's coming up to the Nationals again, the annual pilgrimage for Sprint 15 sailors from all over country to come and race together. It always amazes me the number of Sprint 15 sailors who I don't see throughout the year but each year they make that special effort to come along to the Nationals. It's that one time for all of us to get together and show how much we enjoy sailing a Sprint 15.

This year the Sport Nationals is again at glorious Instow in Devon. For years, Instow has been the hotspot for Sport sailing so once again we're hoping for a good turn out for this event.

This year's Unarig National's is at Thorpe Bay on July 12th. This is one of the nicest places to sail in the country and with a great clubhouse overlooking the sea, it doesn't get much better. They also have a big home fleet and this is a real opportunity for us to get a really big entry. I urge everyone to get their entries in asap and make this happen. Erling has once again arranged the usual discounts for early entrants and this year there's a special discount for any one coming along for their 1st Nationals. If you've ever wondered about having a go at the Nationals, this is the perfect opportunity. You can be sure of a warm welcome.

I know the club are making a big effort to make it a memorable event, so please give them your support and make it a great Nationals.

*Good sailing -
Regards,
Gordon*



Base Camp 1 : Carnac Grande Plage

Base Camp 2 : Les Menhirs Camping - a secluded spot from which to plan the heist

Base Camp 3 : Les Rochers



The Italian French Job

In the words of Michael Caine **"If we get this wrong, things could get very nasty"** so listen up!

Masterminding the heist and in overall control is "Curly Goldstone" fresh out of retirement and with desire for one last big job in Europe - lots of connections to the under-world in the Algarve which might come in handy if we upset the locals or make a mess of things. "Crafty" you're in charge of logistics - transportation & accommodation - nothing too flash nothing too basic. Official interpreter "Georgy-Amour" speaks the local lingo, has fraternised with the "Bretons" on previous scouting missions, knows the lay of the land & water. "Henry" in charge of on the water photoreconnaissance with the Go-Pro - gather intelligence on the opposition. "Pearcey J" in charge of corporate attire - we need to look smart and stand out in a crowd in a good way! "Gally" advanced party - establish base camp 1 & 2 and in charge of external communications - if things cut up rough refer to him as "General De-Gaulle" - could be a get out of jail card. "Smiler Snell" in charge of equipment checklists - **everybody don't forget to take & use your bloody checklist before embarking.** Above all, don't forget those high viz vests. When you are upside down in a French ditch with your backside on fire, it'll keep you safe. Remember, we don't want anyone going overseas off half cocked. Mark, Steve S, Steve P, Thomas, Pearcey S, set up and establish base camp 3. Robert, Simon H, Stuart P, Simon G - saunter around town/sailing club blending in with the opposition - gather info on the local hot-shots, tides & courses. "Brains" you're in charge of spare part inventory - make sure you arrive late so as not to tip our hat to the opposition that we are well prepared. "Shorty - hard man Richardson" - you're in charge of err **absolutely nothing**, just keep yourself out of trouble and don't upset the local natives on or off the water - do try your best to make friends with the locals and spend some Euro's in the local community - make out like you're a tourist having fun on holiday - Curly will contact you when he has a specific "hit man" job for you! That just leaves Khaos Kirby - look ultra-cool to unsettle the opposition, use diversionary tactics to put them off their stride but none of "The Usual Mistakes" - right first time if you please!

- ✚ Base Camp 1- Trailer park / beach launching area **Carnac Grande Plage** - lots of room for all competitors.
- ✚ Base Camp 2 - Accommodation area, **Carnac Euro Camping Les Menhirs** - twenty mins' walk to base camp 1 or five mins' on bicycle or car.
- ✚ Base Camp 3 - **Les Rochers** drinking establishment - from here we can observe movements around Carnac SC / trailer park / beach launching area and discuss gathered intelligence over some vino/local brew late into the night.

Instead of using Mini Cooper S automobiles for our European exploit, our transport modus operandi will be the Sprint 15s which are similar to our predecessors in terms of being small, robust and quick but much better suited to our on the water mission. At the sight of these S15 machines the opposition won't take us seriously given our Low-Tec equipment & demeanour, the quality of their helms and Hi-Tec sailing machines in addition to their previous local area sailing knowledge and experience will make them clear favourites to ensure the jewels don't leave France.

Curly's mission is to take from the home of French catamaran dinghy sailing the C4 crown jewels of EurOcat 2014 Carnac at our first attempt and transport the bounty back home to the UK. Failure and we risk being the laughing stock of Europe and unable to return home..... with the European resistance **having our guts for garters!**



by 'Raymonde De Gualle'



Steve Sawford

Mark Aldridge

Simon Hare

Stewart Pegum



The Race Results

Day 1

- 🚩 Race 1 - Breeze F5 gusting F6 in some very choppy water (waves 2.0m plus)
- 🚩 1st Brian Phipps, 2nd Steve Sawford, 3rd A French Sailor

Day 2

- 🚩 Race 2 - Breeze F2/3
1st Stuart Snell, 2nd Brian Phipps, 3rd Thomas Sandal
- 🚩 Race 3 - Breeze F2/3
1st Stuart Snell, 2nd Brian Phipps, 3rd Paul Craft
- 🚩 Race 4 - Breeze F2/3
1st Paul Craft, 2nd Simon & Henry Giles, 3rd Kevin Kirby
- 🚩 Race 5 – Breeze F2/3
1st Brian Phipps, 2nd Mark Aldridge, 3rd Thomas Sandal

Day 3

- 🚩 Long distance "Raid Race" around Ile d'Houat, Breeze F3/4 – 25 NM
1st Stuart Snell, 2nd Brian Phipps, 3rd Thomas Sandal
Sprint 15 helms take eight of the top ten places
- 🚩 Base camp 2, BBQ at Cookie & Brian's place for all Sprint 15 ensemble, great night and presentation made to Cheryl & Paul Craft for all of their hard logistical work in making Carnac 2014 a reality.

Day 4

- 🚩 Race 6 - Breeze F2/3
1st Brian Phipps 2nd Stuart Snell 3rd Paul Craft
- 🚩 Race 7 - Breeze F2/3
1st Stuart Snell 2nd Thomas Sandal 3rd Brian Phipps

The Overall Results

First & 2014 European Champion – Brian Phipps,
2nd Stuart Snell, 3rd Thomas Sandal, 4th Paul Craft,
5th Steve Sawford, 6th Kevin Kirby,
7th Peter Richardson, 8th Mark Aldridge,
9th George Love, 10th Simon & Henry Giles



Pics. anticlockwise
 The Class 4 podium - Stuart, Brian & Thomas
 The sailing team and l(a)unch team
 Ready for 'the off'
 Banner : 'Raid Race' start
 Posers



The Prize Giving

Stone the bloody crows, we not only won the C4 Class but white washed the opposition by taking Gold, Silver, & Bronze in addition to the Long Distance Race. Exorbitant and elated shouts of hooray, hooray, very loud and sustained hand clapping applause from the stylish attired S15 sailors, trolley dollies, friends and supporters as they made themselves heard amongst the amassed and somewhat disappointed European resistance. All of the UK contingent had tears in their eyes and were proud to be part of sailing history in the making as Brian Phipps spoke eloquently with Stuart Snell & Thomas Sandal at his side and all wearing the sky blue polo shirt of the Carnac 2014 Sprint 15 ensemble.

Brian on the top rostrum went in to speech mode, "we will fight them on the reaches", no not that one, but another storming speech-

"It's the Sprint 15's first campaign in Europe, we came with eighteen Sprint 15s and you saw the quality of our helms. The race organisation has done an excellent job and the race event in Carnac is superb. We have all enjoyed the regatta and have no doubt that we shall return next year with even more boats and even better helms - Viva Carnac, Viva Sprint 15, Viva everything!!!"

This was better than 1966 except the result wasn't 4 - 2 but an unimaginable, United Kingdom 4 – Europe 0 score line. No embarrassing Eurovision song contest here for the Sprint 15ers **"royaume-uni nil point"**, no, our finest hour **"royaume-uni DOUZE POINT"**..... All of this with Europe watching on in disbelief, wondering how these Low-Tec catamarans and their helms had delivered **"shock and awe"** in the process making off with the crown jewels of Carnac, Brittany, France!!!

Curly immediately and after the official EurOcat prize giving ceremony convened an impromptu gathering back at Base Camp 1 to crown our first ever European Champion Brian Phipps and dish out appropriate rewards including vino to all S15 combatants. With business concluded, Curly bid "Au revoir" and a swift safe low profile exit out of French borders ensued.



Sponsors of the
 2014 Sprint 15 TT
 at Eurocat





Clockwise
 Yacht Club de Carnac
 Galette & Crepe evening
 George Love
 The three "C's"-Curly, Cheryl & Crafty
 Bottom Banner : "Raid Race" in Carnac Bay
 Steve Petts
 Ray Gall
 Centre : Simon & Henry Giles, sole 'two-up'
 boat. As well as some superb sailing with dad,
 Simon, Henry made a major contribution to
 reducing the average age of the team!





From the female perspective the prospect of a trip to France with sailing partners offered a brilliant opportunity to sample local Breton delights. Sun, golden sand and sparkling seas, crepes and galettes, topped up with un verre de vin and fruits de mer.

Of course Le Groupe de Femmes understood their REAL reason for being allowed to attend the event—that is to help launch and retrieve, (we don't mind wet feet!), massage tired muscles and mop fevered brows. But on each day as the sailors disappeared into the pale blue yonder and became tiny specks on the horizon, we made a miraculous transformation into Ladies who Lunch.

Unshackled from our duties we sallied forth to explore. The Editor's Moll and Madam Cookie Phipps know the area well from many previous visits, so with enthusiastic companions (Rosie Snell, Liz Gall, Angie Pegum, Liz Kirby and Sally Goldstone) we took a ride on La Petite road train to La Trinite for a café au lait in the sun (it's no good finding a decent brew as the French still haven't learnt the art of making a good cup of tea). We browsed in the local markets (now the French are REALLY good at these) and improved our local history with a visit to Les Alignments, standing stones purporting to be armies of French soldiers turned to stone. YEAH! Who's kidding who?

In the evening after our brave navigators returned, we resumed our duties providing well-earned French tucker. We were contented to hear about each race, relived and dissected, about the triumphs and near misses. In a local bar as wine and beer flowed, tongues were loosened, tales became animated and well-guarded secrets were let slip. (Have you heard the one about CURLY? His boat hasn't got a name, but if it had, it would surely be fitting to call it 'PERMANENT WAVES'!)

A group meal in a local hostelry seemed like a swell idea. But as Cookie and Brian sounded out the chefs de maisons, our request for an English invasion was received with Non! Non! Ce n'est pas possible !! Undaunted "Les Femmes" prepared for a second offensive with a raid on Super U. Filling trollies with charcoal and firefighters, sausages and burgers to raised eyebrows and "tut tut Les Anglaise!" The result was perfect, a barbecue evening in the setting sun at Base Camp 2.

As the event drew to a successful conclusion I can safely report that the Ladies who Launch had a brilliant time. Thanks lads for letting us join in the fun and yes please we would like to come with you again.

Pics.

The Ladies who L(a)unch poised for action on the beach and the sea wall. The latent energy is almost palpable!

Supporting their successful menfolk at the prizegiving by making short work of the copious champagne booty! Well Done, Dollies!



Le Tedey Regatta

by Keith Thomas



Sprint 15's come first and third in Le Tedey Regatta

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

In August, Wilfred, a Dutchman who sails a Hobie 18, and his friends organise an informal regatta from the campsite for catamarans and dinghies. It's a fun event for all. Entry is free but Wilfred does provide a few bottles of wine for the first few home. Entries are given a basic handicap, just a broad estimation, but designed to keep most of the fleet in sight of each other. In past years Wilfred's Hobie 18 and a Hobie Tiger, despite starting last have overhauled the whole fleet to take first and second places. So this year rather than a bigger handicap they agreed not to count for a place (and still finished ahead of the rest, the Tiger being first).

The course is about 17.5 km long covering most of the lake. Starting from a buoy at the campsite it is roughly 3 km N; 3 km SE; 1.5 km W (back to round the starting buoy for the benefit of the spectators); 3 km SE; 2.5 km SW; 2 km NW and 2.5 km NW back to the finish. The course uses various navigational buoys around the lake which mark shallows and entries to marinas. They are quite small and difficult to spot from a distance so generally favour regular sailors on the lake.

This year entries included three Dart 15s, several Dart 18s, Hobies [16, 18 and Tiger], a Nacra and a Mystere as well as a few dinghies. The 15s were first catamarans away with a 30 minute start over the biggest, the Hobie Tiger. The start time was mid-afternoon to coincide with the usual expected build-up of the wind from the north. However this year it failed to materialise and winds were light for the whole period which gave particular difficulties on the long downwind leg. Sailing dinghies were keeping up with the cats. Finishing times stretched to over two hours with the final finisher a half hour later.

Of the finishers to count for prizes Vic Coleman's Dart 15 was first and John Taylor's Dart 15 third, both finishing within minutes of each other. Second place was taken by Pete and Kurt in a Hobie 16, who have figured regularly in the top finishers for several years. Vic has over 20 years' experience sailing this lake and is generally untouchable in most conditions. His encyclopaedic knowledge of its geography and wind conditions gives him an edge over everyone else and he should really have an extra handicap!



A 17.5 KM course around the Lac de Lacanau, 50KM west of Bordeaux





When news reached our investigator that members of the Sprint 15 fleet were heading for France to take part in Eurocat, it was down to M&S for a blue and white stripey T-shirt and denim dungarees, Halfords for a trusty steed and, finally, the local fruit and veg market for a string of onions.

Suitably attired and adorned in local camouflage, he set off for Carnac.

What he uncovered beggars belief - underhand tactics, lewd behaviour, fraud, bad hair days and other shocking activities inconducive to harmony between Euro nations.

Information received from a close source related to Sprint 15 Association Chairman, highlighted that during the 1970/80s "Curly Goldstone", then at the height of his sartorial elegance, fashioned himself on his role model of the time, namely Kevin Keegan. So besotted by the footballer's hair-do was he, that he chose to copy the long haired tight perm that required weekly trips to Ms. Rosie Fashion Salon to maintain his locks in perfect curling order. When asked to comment on the long haired tight perm revelation "Curly" responded in a loud voice : **"I'M LUVIN IT"**



Above :
Curly readies his machine for battle



Left : Chairman Goldstone led the underhand tactics campaign by donning his low-tec buoyancy aid in a bid to trick the locals into thinking the Sprint 15 sailors couldn't be taken seriously. He is pictured in the local drinking den frequented by most of the local and international competitors. Quite what your magazine editor was trying to achieve with his appendages remains a matter of worrying speculation and cause for concern.



Incontrovertible evidence of lewd and unbecoming behaviour was captured at the prize giving. Mark Aldridge (pictured left) ripped off his shirt and galloped around the beach in celebration, much to the distress of local Bretons. It seems that it is not only his Chairman who has a penchant for emulating football stars! It seems Aldridge is a fanatical Godmanchester United supporter. (I didn't know they had any star players)

A mystery illness seemed to have affected Sprint 15 sailors Thomas Sandal, Steve Sawford & Steve Petts who were all sharing the same car and static home on the Eurocamp Les Menhirs facility. Mark Aldridge sharing the accommodation was surprisingly unaffected by the contagion. Symptoms of the illness included, headaches, respiratory breathing problems, gagging, vomiting and in Thomas Sandal's case, severe stinging & reddening of the eyes making vision substantially reduced. Laboratory samples of the air taken inside the car/static home proved inconclusive but did indicate abnormal levels of substances, urea,

potassium & creatinine normally found in urine. The mystery illness was suspected by a local eminent scientist as being "aqua vapor-lis pneumonia" translated from Latin "wet-suit vapour pneumonia". Mark who was the only person well enough to comment was quoted as saying: **"These guys are just a bunch of whimp's. They need to stop moaning, stop being hypochondriacs, man up a little, and get on with it!"** Officials from the Breton Environmental Health Dept. are looking into the matter from a very long distance, behind a temporary hoarding and clad in NCBR suits.

I understand from sources adjacent to the mayor of Carnac office that allegations of vote rigging at the Eurocat 14 raffle are being investigated by French fraud squad officers. Evidence suggests that raffle papers 166 (the exact number of Eurocat entries) have been tampered with inside a sealed & locked voting box. Investigations reveal that forensic scientists found pathological traces of material containing urea, potassium & creatinine on each of the raffle papers. In relation to another investigation from a mysterious suspected outbreak of "aqua vapor-lis pneumonia" at the Euro camp Les Menhirs facility, a link has been made between the two separate investigations that has potentially identified four possible suspects, although it is understood that three of these suspects Steve Sawford, Thomas Sandal & Mark Aldridge have been ruled out as they have no apparent motive. French & UK enforcement officers are working together and allegedly have a prime suspect presumed to be Mr. Steve Petts who was the actual winner of the raffle prize of an all expenses holiday for four to the seven star luxury resort & island of Martinique in the Caribbean, an expensive prize worth over £10,000.00. Further review of CCTV & audio at the commentator's award rostrum where Mr Petts received his prize indicated that he had a pre-prepared statement which he drew from his pocket and read off verbatim in the style of the gendarme from "Allo Allo". Quote - **"Good moaning..... I will say zis only once..... Eurocat 14 has been treemendusse..... Carnac is fabulusse.....and the people of France are very generusse..... thankyou for my holiday prize which is fantastique!..... I wish you all au-revoir and bon-voyage."** - unquote. Following review of the CCTV footage, French officials advised that they were now not looking for anyone else in connection with the investigation. Mr. Petts was unavailable for comment at his home. When questioned by UK officials, his wife and two children said that they hadn't seen or heard from him for several weeks but had noticed his maracas were missing. UK police also interviewed his chauffeur, one Mr. Stuart Pierce of Shanklin. He confirmed that he had delivered Petts back to the UK but that the journey had left him quite traumatised. It seems that Petts had insisted



that Petts had insisted reggae music be played at full volume for the entire journey. Mr Pierce could not shed any light on Petts's current whereabouts.

Petts pictured left - "his maracas are missing"

.....Some say that he has a degree in the international language of Esperanto and despite this he has some worrying xenophobic tendencies.....
All we know is he's called our Undercover InveSTIGator!

2013 SummerTT Roundup

by Bob Carter



Marconi in April won by Jenny Ball

The "Force Eight" boys at Seasalter

Race start at Thorpe Bay

Thomas Sandal at Carsington

Paul Grattage in flying form all season and overall champion 2013



The Windsport Catparts Traveller Series for 2013 was concluded at Grafham on 26/27 October with our biggest traveller attendance (40) for more than 5 years which added to another big attendance of 37 at Thorpe Bay a few months earlier shows this cat class retains its popularity. The Traveller series was won by Paul Grattage by just one point from National Champion and last year's TT winner, Stuart Snell, in a nail biting final event. Thomas Sandal of Grafham was third and 2011 National Champion, Kevin Dutch, was fourth. The spoils were shared this year as Grattage won the Inland Championships, Dutch won the Southern Championships and Snell won the Northern Championships at Carsington in September. The series kicked off in April at Marconi where 17 travellers joined 8 locals on a weekend of light breezes. Three races were completed on the Saturday but on the Sunday the long distance race had to be shortened to the circumnavigation of just one Island (Osea). The Balls made it a family affair with Jenny winning from brother, David while Paul Grattage, Thomas Sandal and Paul Craft took the next 3 places. Grattage took the long distance race by a 'Country Mile'.

The second traveller of the series was also the Southern Championships and was held at Seasalter on a very windy weekend in June. The forecast clearly put off a number of competitors but 13 travellers joined 6 locals to give it a bash. Just one race was possible on the Saturday in a strong SW wind with gusts of up to 30mph but gusts of over 40mph caused the second race to be postponed. Two further races were held on Sunday also in strong and gusting breeze. Kevin Dutch (1,2,1) won this man's event from Paul Grattage (2,1,2) and Nick Dewhirst (4,3,3) was third. Liam Thom, Jon Finch and Robert Finch took 4th to 6th respectively. Nick Dewhirst sadly died in July so this was his last podium in the class he led for some 25 years.

The third regatta of the series was at Thorpe Bay testing out the 2014 National Championship venue but there were concerns that the high pressure which had dominated the week before would cause the weekend to be windless. The impressive entry of 37 boats (22 locals) need not have worried as a nice easterly breeze was complemented by the sea breeze and we got good sailing all weekend. Five races were completed and Paul Grattage (1,2,2,1) won the event from Stuart Snell (3,1,1,3) and Thomas Sandal (1,3,7,2). Steve Healy was the top local in fourth place followed by Kevin Dutch, Howard Hawkes and George Stephen.

The September traveller (also the Northern Championships) at Carsington was another light wind affair. It was good to see two 2-up entries (Fraser & Grace Manning and Duncan & Nicole Manning) as well as a guest appearance from Tom Gall. All five races were held but light wind expert Stuart Snell ran away with it 4 first places from Thomas Sandal and Tom Gall showing he has not forgotten how. Steve Hanby who has recently returned to the class took fourth and the top placed 2-up boat was Fraser & Grace Manning in sixth place.

The finale and Inland Championships was at Grafham in October on another windy weekend as storm St Jude threatened the weekends sailing. Fortunately 4 races were possible on the Saturday for the large entry of 40 boats (including 30 travellers) but Sunday's races were cancelled. In an exciting climax Paul Grattage (1,2,4) did just enough to win the event and the Summer Series from Stuart Snell (1,6,1) and Mark Aldridge (2,4,2) also pushed them hard. David Ball, Simon Farthing and Robert Finch also revelled in the strong breeze and took 4th to 6th respectively. So Paul Grattage won the Traveller series and the Inland Championships from Stuart Snell who was cursing hitting a mark at Graham and spoiling his score sheet.

Final Results Summary:

Overall TT Series Top Places: 1st Paul Grattage (Shanklin) 4 pts, 2nd Stuart Snell (Grafham) 5pts, 3rd Thomas Sandal (Grafham) 9 pts, 4th Kevin Dutch (Seasalter) 13pts, 5th Robert Finch (Stewartby) 19pts, 6th Liam Thom (Shanklin), 7th Jon Finch (Stewartby), 8th Paul Craft (Worthing), 9th George Stephen (Queen Mary), 10th Nick Dewhirst (Whitstable)

Traveller Champion: Paul Grattage (Shanklin)

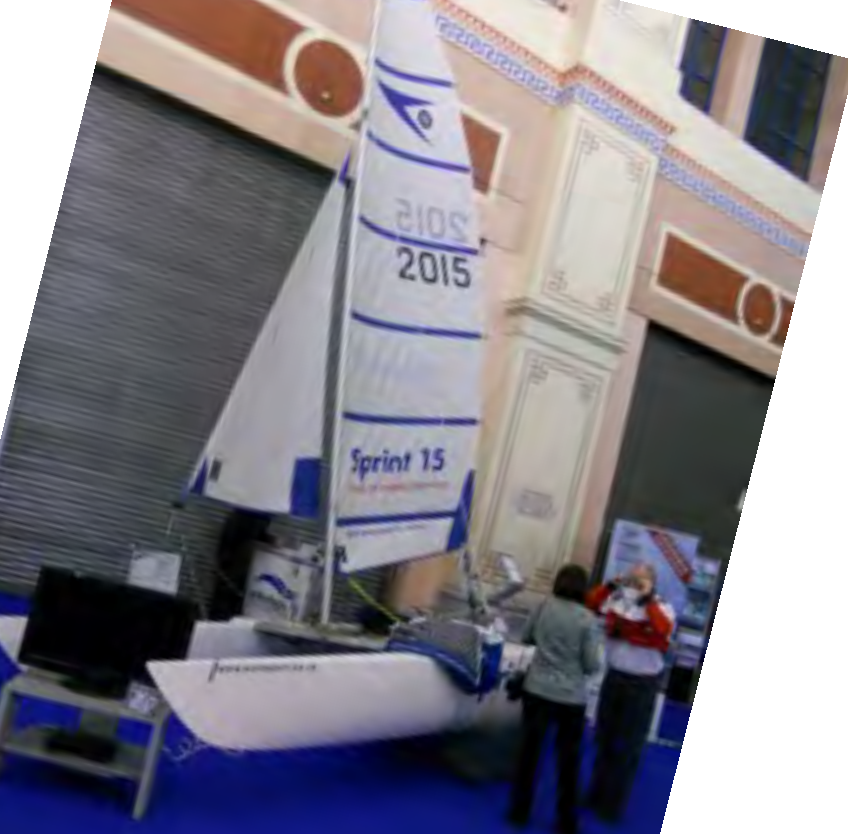
Southern Champion: 4th Kevin Dutch (Seasalter)

Northern Champion: Stuart Snell (Grafham)

Inland Champion: Paul Grattage (Shanklin)

2014 RYA Dinghy Show Report

by David Groom



This year's RYA Suzuki Dinghy Show took place over the weekend of the 1st and 2nd March at Alexandra Palace. Notwithstanding or perhaps due to the good weather, the show appeared to be well attended especially on the Saturday with the RYA confirming post the event that they considered it to have been a great success.

This year we benefited from a well-placed stand in catamaran corner on what turned out to be a main thoroughfare. This was a much better location compared to last year's spot when the main multi hull attraction (apart from the Sprint 15 of course) was an immaculate brand new up to the minute foiling A Class that almost won the belle of the ball prize. Our sponsor Windsport provided virtually brand new 15 which was rigged in sport mode and set at a rakish angle utilising a discarded pouffe showing off a solid rudder blade cut in half on the leeward side. It looked superb especially when viewed against the slightly tired second hand 18 for sale next door (it sold on day one, by the way).

The video played nonstop giving a wonderful impression of the fun to be had Sprinting and helped attract visitors as did the well turned out bunch of active sailors who were on hand to answer questions raised.

As a result of these endeavours old friends were met and brought up to date, plans for the season were made and enthusiasm for the main event (Thorpe Bay Nationals) built up to a new peak. The fleet going foreign this year to Eurocat in Carnac was also much talked about and talked up to those wavering. In total no less than ten trial sails were booked which are actively being followed up across the country and we firmly believe these trial sails will lead on to some new members of our community.

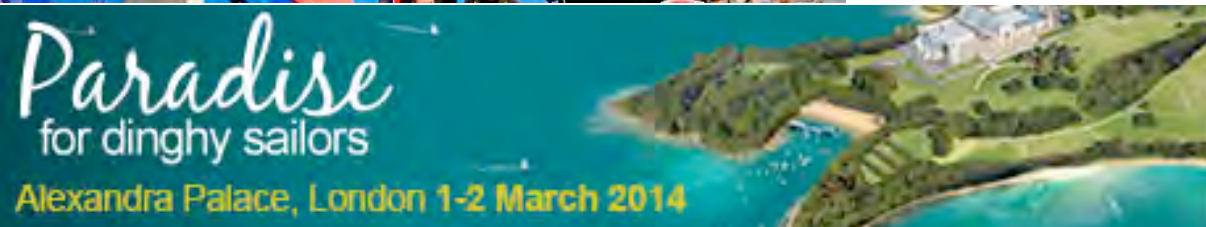
In between all this the Fleet sent representatives to the annual meet with Windsport (see note elsewhere in this edition of the magazine), the United Kingdom Cat Racing Association and the RYA Club get-together which, slightly surprisingly, we were invited to.

You could argue that as only the Dart 18, Sprint 15 and A Class had their own stands, with the bigger cats including the Nacra 17 sharing a pitch, our profile was considerably elevated. It's hard not to think of the Shearwater, Shadow, Unicorn and Catapult as dormant classes with the Hurricane and Spitfire also possibly going in that direction, although I don't suppose their supporters would see it that way. Saturday was busier than Sunday which, in the afternoon, was very quiet. Although at that point you could argue we were over manned, when it's quiet I think a stand with no punters and several representatives is better than one with no punters and only a couple of exhibitors.

Now for the tributes:

- Many thanks to Windsport International for providing the boat, eye-catching banners and other material for the stand.

Also many thanks to, in no particular order Howard Hawkes, Gary Burrows, Gordon Goldstone, David Groom, James Hurst, Erling Holmberg, Stuart Snell, Martin Searle, George Wood, Simon Hare, Stewart Pegum and Thomas Sandal for their contributions to a successful show. And last but not least, the irrepressible George Love for supplying the association publications.





Minutes of the Sprint 15 Association and Windsport Meeting on the 1st March 2014

Present for The Sprint 15 Association: Gordon Goldstone, Stuart Snell and David Groom.

Present for Windsport: Brian Phipps.

TOPICS DISCUSSED

1.00 Windsport Event Support

1.01 Brian will support at least five out of seven events this year. The likely minimum list comprising Marconi, Euro Cat, North Instow, Thorpe Bay and Seasalter.

2.00 Possible Pre Event Training

2.01 Brian will happily liaise with the relevant clubs to provide a low cost training session the day before based on the model that has worked very well for the Dart 18 Fleet. Clubs have to support with rib and driver and minimum number of boats for training to take place is six. Likely cost £60:00 per boat for three hours on and off the water training session including on the water exercises and then discussion on land watching video footage of the on the water session.

3.00 Old Boat Rescue

3.01 Based on beneficial experience at Restronguet Brian suggested furthering a scheme whereby individual clubs identify unloved and unused 15's that could be purchased by a keen Member who wants to sail 15's for up to say £800. Brian will provide them with a voucher for £100 for parts and Association give one year free membership as long as they commit to doing 2 TT's in the following year.

3.02 Association Reps agreed to debate proposal further with Committee.

4.00 Windsport Support

4.01 Windsport no longer able to provide "free" kit to act as prizes. Instead would happily offer up one day's free training at Restronguet or elsewhere if prize-winner picks up his travel and accommodation costs. Association to decide how prize would be awarded with options including simple raffle to individual at an annual event, team prize based on highest attendance at event or series, weighted raffle with individuals getting moiré tickets based on events attended or given to individual or team (club) in most need! Association Reps agreed to debate proposal further with Committee

4.02 Other options seen as free training event at a nominated club for up to 6 with club supporting with RIB and driver and travel and accommodation costs covered or free tickets to pre event training mentioned above. Association Reps agreed to debate proposal further with Committee

5.00 Nationals 2014

5.01 Stuart has agreed to provide free beginners introduction and guide to the Nationals on the day before the event so as to encourage first timers to attend. He would cover topics such as registration, courses, basic rules and other boat avoidance. This fact should be used by Thorpe Bay to help sell the event and build up numbers to the magic hundred. They should also refer to Association one-off offer re: membership and get all club reps. to begin to whip up enthusiasm at their own clubs.

6.00 Price of Sails

6.01 Mentioned that the price of sails is seen by many as too high. Brian advised margins not that huge and price should be compared to similar spec sails on, for example Enterprises and that longevity of fully battened main should be taken into account. He advised no realistic chance to reduce price for individual deals but that if group order through the Association on behalf of Members for at least six sails with a three month delivery period over the off-season, a 10% discount may be achievable. Agreed Association would ascertain levels of interest through the magazine.

7.00 New Boats

7.01 Only enough new front and rear beams exist for two new boats. Windsport have to make a decision whether to order which is made more complex given substantial number of items that comprise minimum possible order and associated cost. Cost of new dies would be covered by Ian Fraser. Windsport looking for support from Association in terms of persuading members to buy new boats as otherwise fleet will overtime die. Association Reps agreed to debate issues further with Committee and Association Members

END OF MEETING

Notes of a follow-up Committee Meeting after Grafham Open

After the Spring Grafham Open those Committee Members present got together and agreed to:

- 1) Approach certain Clubs running events 2014 to see if Brian's offer re training could be taken up.
- 2) To award one-off training at Thorpe Bay Nationals.
- 3) Problems with beams noted but not seen any role for the Association with the exception of promoting the benefits of new boats.
- 4) Offer re: bulk order of sails also to be looked into.
- 5) Old boat topic deferred or to be honest we forgot to cover it.

END OF MEETING



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Cartoon Fun



Copies of Phil's brilliant and historical Cartoon Book (opposite) are still available and can be ordered from me. See my posting on the "Chat" line on how to get your hands on a copy in either electronic or hard copy format.

Many thanks to all who have already purchased one and who, in the process, paid a little more than the face value. As a result a total of £138 was raised and donated to The Alzheimer's Society in memory of Nick. ED.

"I TOLD YOU NOT TO USE THE ROBERT ENGLAND VIDEO AT THE SHOW!"



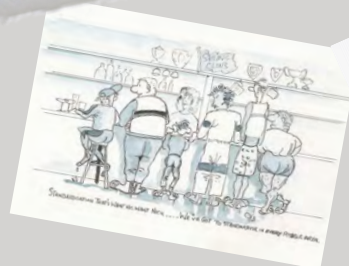
BOB SAID HE COULDN'T DANCE, BUT I FOUND THIS PICTURE OF BOB AND ANGIE IN THE 60'S "



"Catch You On The Water"

The Cartoon Years

from
Phil Breeze



Winter Cruising.....



Pcs.

Paul Gattage chases Liam past The Needles on a round the island winter jaunt

Setting sun at Shanklin

A gorgeous winter excursion to Bembridge



7th September 2013

The first trip of the autumn was to Whitecliff Bay with Alan Howie-Wood and Bob Marks. We had a good force 4 behind us as we headed towards Culver Down. Alan was experimenting with pitchpole-prevention by dragging his leg behind the transom and managed to spin the boat around the fulcrum of his foot and capsized in a most unorthodox manner. We decided to beat back the three miles to Shanklin just as the leaders in an offshore yacht race were coming into the bay to avoid the foul tide. We could keep with the big boats with our catamarans rigged for Sport mode and they accompanied us all the way back to Shanklin. 6 NM, max wind F5.

5th October 2013

After racing had finished at the end of September, our next trip involved Alan, Erling Holmberg, Stuart Piggy Pierce, Brandon Holmberg, myself and three grandchildren of one of my clients: William, Tallulah and Lily. The planned destination was Hayling Island but I was conscious that cowardice might shorten the course. I therefore set off a minute before the others - with William in charge of the jib - and kept the blinkers on until we had passed Bembridge in case anybody was waving at me to turn around. We had about ten knots of wind on our port side and it was an easy trip. We were going to unknown lands but the GPS pointed us at the steep shingle beach on the eastern end of the Sea Front. We had breakfast at JR's Diner with William eating a small dolphin and chips. There was less wind on our return and it took much longer to get back but the two girls were not entirely hypothermic by the time we reached Shanklin. 25 NM, max wind F4.

13th October 2013

Erling, Brandon, Paul "The Stig" Grattage and I took the boats round to Ventnor with the forecast promising a decent breeze. Paul and I were in sport mode and had a cracking ride out on the wire. The sea is often completely different when you get to the south of the Island and almost always rougher and windier than Sandown Bay or the Solent. But today it wasn't too rough with the offshore breeze. We had fried breakfasts outside the Beach Hut Diner as the rain started to fall. On the return leg the wind got up to about 20 knots from the North West so we sailed downwind out of Ventnor and were able to fetch back to Shanklin. 11 NM, max wind F6.

24th October 2013

Round the Yaverland post and back to cafe in Sandown. Luke Targett, Alan, Bob and myself. 6NM, F3 onshore.

30th October 2013

The Dreadnought was abandoned at Stewartby so Alan and I took his boat "Things Can Only Get Wetter" out and Bob accompanied us on his craft. There was a decent breeze behind us round Culver and into the sheltered, sandy cove of White Cliff Bay. Unfortunately the Twopenny Cafe on the beach shuts through the Winter so this was our last chance of the year for a fry-up there. This is one of the hidden corners of the Island that many people never visit unless they have a boat or rent a caravan. The return beat into a force 6 was most entertaining but Alan went quite pale as we passed the point where he capsized the month before. 10 NM, max wind F6 SW.



7th November 2013

Set off for Bembridge but very little wind so we stopped in Sandown for a bun. Alan, Bob and Ian Bolton sailing. 6NM, F2 W. Good sail. There was a decent force 4-5 north westerly and flat seas with the tide right for Ventnor. I landed first, ahead of Dr.Simon Giles - who isn't allowed out to play much and was clearly enjoying a rare opportunity to sail. We pulled our boats up the beach and waited for the entertainment to begin. The waves were breaking fairly high and the next boat in was Erling's. He took his boat in straight at the beach and the offshore wind totally died as a six foot wave broke all over his boat. Erling was cast into the sea and the boat came within a gnat's whisker of capsizing. Simon and I even managed to stop laughing at one point as we lost sight of Erling. The good doctor was understandably concerned about the prospect of having to administer the kiss of life. But all was well since Erling cannot be killed by conventional weapons. The boat came in and Erling emerged from the foam clutching a soggy hat. Piggy Pierce, meanwhile had had a refusal and went round for a second attempt with the colour drained from his ample cheeks. Alan caught a lovely wave and surfed in diagonally across the whole bay at about 15 knots before landing with aplomb. Brandon and Stuart then came ashore with little drama. Breakfast at Besty and Spinky's next to Ventnor Haven. We launched with thankfully less difficulty than with which we had arrived. 12NM, max wind F5 NW.

17th November 2013

Light winds so stayed in the bay. Bob, Brandon and John Shenton were out and William crewed on the Dreadnought. 6NM, max wind F3 NE.

19th November 2013

Fantastic, sunny sail to Bembridge, out on the wire all the way. Erling, Bob and John made up the flotilla. Lunch at the Tollgate Cafe. Run back past Bembridge Ledge then a beat across Sandown Bay. 16NM, max wind F5 NW.

23rd November 2013

Paul and I set off for Bracklesham Bay, near East Wittering in West Sussex in light NNE winds which built nicely to 20 knots as we got past Culver Down. Half way across the open water, while out on the trapeze, I had a UKSA yacht, also on port tack, duck two feet behind my transom with the whole crew cheering me on. We couldn't quite fetch our destination and had to tack at Selsey Bill and sail along the coast for a few miles. The GPS was aiming at a part of the beach which is not really suitable for catamarans, certainly not at high tide anyway, with large stones and a steep slope on the beach. Fortunately Paul has the strength of three men and we carried the boats up the slope out of the tide. Billy's on the Beach is an excellent cafe and very welcoming to people in dry suits. I award them 10 out of 10 for the full English breakfasts that they served up. The return leg, minus a few ounces of gelcoat, was as good as the first half with rolling waves pushing us along. As we came into Sandown Bay the wind was right for trapezing from the stern of the boat and we went absolutely flat out to Shanklin. 32NM, max wind F6 NNE.

24th November 2013

The next day we scattered Geoff Howlett's ashes across the start line as the starting sequence was sounded from the race box.

26th November 2013

Stuart Dyer, Alan and I had a sunny trip to Ventnor with just enough wind to play on the wire, but not enough to make it worthwhile. Lunch at Besty and Spinky's. 12NM, max wind F4 N.



The "Twopenny Cafe" at White Cliff Bay

“ I was conscious that cowardice might shorten the course ”



Winter Cruising.....



Erling comes ashore!!

”

...He cannot be
killed by
conventional
weapons!

“



30th November 2013

If the sun is shining and the forecast is for F5-6 northerly there is little choice in what to do on a decent catamaran other than to sail round the Isle of Wight. The 7.40am start was too much for Sean McKenna who arrived as Paul and I were already near Culver Down. Some inanimate objects felt the full force of his wrath as he watched us leave the bay. The forecast was for force 6 initially and it was every bit of that as we fetched out to the Bembridge Ledge buoy on the trapeze. I furled my jib to lose a bit of power which greatly confused Paul who doesn't understand the concept of depowering a boat. As we reached the St Helen's Fort, Paul discovered one of his hatches was missing so we sailed into Bembridge Harbour and phoned Alan to get us a replacement. Spinnaker Chandlery hadn't opened yet and we lost 40 minutes before Alan turned up with a new hatch cover. We set off once again and sailed a mile out to sea on port tack before Paul decided to go for a swim which didn't appear to cheer him up much. We did a couple more tacks on the Island side of the Solent and sailed across Ryde Sands and along the south side of the shipping channel. As we went past Cowes and two Artemis racing yachts came out of the Medina we were doing 16 knots, standing up in the stirrups. We could bear away and relax a little in the western half of the Solent and we continued to make good progress towards the Hurst narrows. I had hoped to get a ridiculous speed on the GPS towards the Needles with 4 knots of tide under us but we were running down wind now and speeds stayed in the mid teens. We both chickened out of going between the Needles and we took the sensible route around the lighthouse. Unfortunately we then turned too sharply and sailed into a hole in the wind by Scratchell's Bay which lost us 10 minutes. The original plan had been to go close to Freshwater Bay to get away from the foul tide but we changed our minds and set a direct course for St Catherine's lighthouse to keep the wind. Even against the tide we managed 12 knots but that increased to 16 as the tide slackened. We sailed a bit too close to the south of the Island at St Catherine's Point and the wind got a bit more fluky but the tide was now slightly in our favour again. Paul's boat was getting a bit slow and low as we went past Ventnor so he stopped on the beach to bail out. I continued on, conscious of the fact that we needed to get round in under 7 hours and 3 minutes to beat Paul Tanner and Erling's time. Past Dunnose Point the tide had not yet changed and the first tack pointed me almost back to Bonchurch. I stayed further in after that and crept along the coast up to Shanklin with the wind decreasing. 7 hours to the club finish line but the tide was very low and I had to sail to the far end of the beach to get past the sandstone rocks. 7 hours 3 minutes in the end. Draw. Paul wasn't far behind. That would have put us 85th out of 1459 in the 2013 Round the Island Race (but we aren't allowed to play with the big boys). Absolutely classic sail. 60NM, max wind F6 N.

1st December 2013

Overcast and light winds, just went round the Yaverland post and back to the cafe in Lake. William helmed my boat with me pulling the string. Alan, Luke, Brandon, John and David Kast also sailed. 6NM, max wind F2.

8th December 2013

Sunny with a decent southerly breeze. Two laps of the bay before cafe in Lake. Brandon and Bob sailing with William on my boat. 9NM, max wind F5 S.

11th December 2013

Sunny, but the light wind petered out before we reached Luccombe so the trip to Ventnor was curtailed. Alan and Luke also out. 5NM, max wind F2.

20th December 2013

Round the bay, out on the trapeze, cafe in Lake. Just Bob and I out. 8NM, max wind F4.



26th December 2013

Beautiful day for a Boxing Day sail with the tide right for Ventnor. Not much breeze in the bay but it picked up going past Dunnose. We sailed into Ventnor Haven where there is a small beach at low tide. I was glad to have William rowing but it was much easier than I had imagined because as soon as you are in the harbour the waves, wind and tide are minimal and you can ease your way in. Erling, Bob, Amy Rickards and Verity Baird all followed us into the harbour and we had breakfast at Besty and Spinky's. The coloured sails in the small harbour looked a picture. With the wind and tide behind us we got back in no time. 9NM, max wind F4 WNW.

29th December 2013

Ventnor again but this time with a lot of chop going past Bonchurch. William and I went into the haven but Tina Roman, Erling, Brandon, Amy and Paul all landed on the beach. We went to the Spyglass Inn for a drink and a bag of crisps. 9NM, max wind F3 WSW.

5th January 2014

With a very sporting forecast and a high tide the plan was a quick sail round the bay. However when only Paul and Piggy Pierce turned up we talked ourselves into a trip to Bembridge. The F4-5 wind was behind us on the way past the lifeboat station and then a beat into the harbour. We had a quick breakfast at the Tollgate Cafe and made a swift exit as the wind was forecast to increase. We had to beat past the Bembridge Ledge and the wind was just up to a f7 as we got past Culver. I managed to fetch Sandown and Shanklin Lifeboat station before beating the last mile to Shanklin. Meanwhile, however, Stuart had decided he didn't want to beat across the bay in a stiff breeze and parked his boat in Yaverland Sailing and Boat Club despite the very high tide all but covering the beach. Paul followed him in to find out which limb he had broken and having discovered it was only cowardice Stuart had contracted, sailed back to Shanklin. 17NM, max wind F7 S.

14th January 2014

Sailed with Alan to Yaverland to retrieve Stuart's boat. 5NM, max wind F3 NW. Round the post and back. Tide too high to stop at a cafe. Luke also out. 5NM, max wind F4 S

25th January 2014

Perfect wind forecast for the morning but with the threat of a force 7 later. Erling and I had a quiet sail to Ventnor except for some decent gusts at Dunnose. Tide was fairly low and rocks were prominent on the beach. Fried breakfast at Besty and Spinky's followed by run back. 10NM, max wind F4 SW.

Bad weather, a landslide and a course involving strange, single hulled craft prevented any sailing for a month.

19th February

Erling and I set for Bembridge with light winds behind us and the sun poking through thin clouds. We made slow progress across the bay but once at Culver we had no choice but to continue on with the tide. The wind picked up across Bembridge Ledge and we were flying a hull as we navigated into the narrow harbour entrance. We were joined by Alan and his wife Mary at the Tollgate Cafe where sandwiches were consumed. The wind had picked up to 22 knots on the return leg so the hour long beat from Foreland, without trapeze harnesses, was hard work but enormous fun. 19NM, max wind F6 WSW.



Pics.

Breakfast at Betsy's and Spinky's

Topical attire for the time of year

The small harbour at Ventor



2013/14 WinterTT Roundup

by Bob Carter



Draycote Winter TT in beautiful early January sunshine
Paul Craft led the charge at Grafham and won the event
Stuart Snell in flying form at Draycote
Paul Grattage (left) : Winter TT Champion
Thomas Sandal (right) : Winner at Oxford



The Sprint 15 winter series kicked off at Stewartby on 2 November with 8 locals and 16 travellers) on a breezy autumn day. In the first race Thomas Sandal led from start to finish and Paul Grattage progressed though the fleet to take second from Ed Tuite-Dalton, Stuart Snell and Mark Aldridge. In the windier second race there were a number of capsize including Tuite- Dalton but Grattage made no such error as he took the gun from Snell, Aldridge, Sandal and Robert Finch. So Grattage won the day from the Grafham trio of Sandal, Snell and Aldridge. Robert Finch was top local in 5th place.

The second event was held on 7 December at Oxford Sailing Club, a new venue for the Sprint 15s. A decent force 2-3 breeze enabled the 23 entries to complete the normal 2 races back to back. Snell made no mistakes in the first race from Sandal, Liam Thom and Robert England. Grattage spoiled his chances by being caught OCS on the second race leaving Sandal to take the gun from England, Erling Holmberg and Simon Farthing. Sandal won the regatta from England and Snell. The fleet went away happy that they had discovered a good new venue for the winter traveller series.

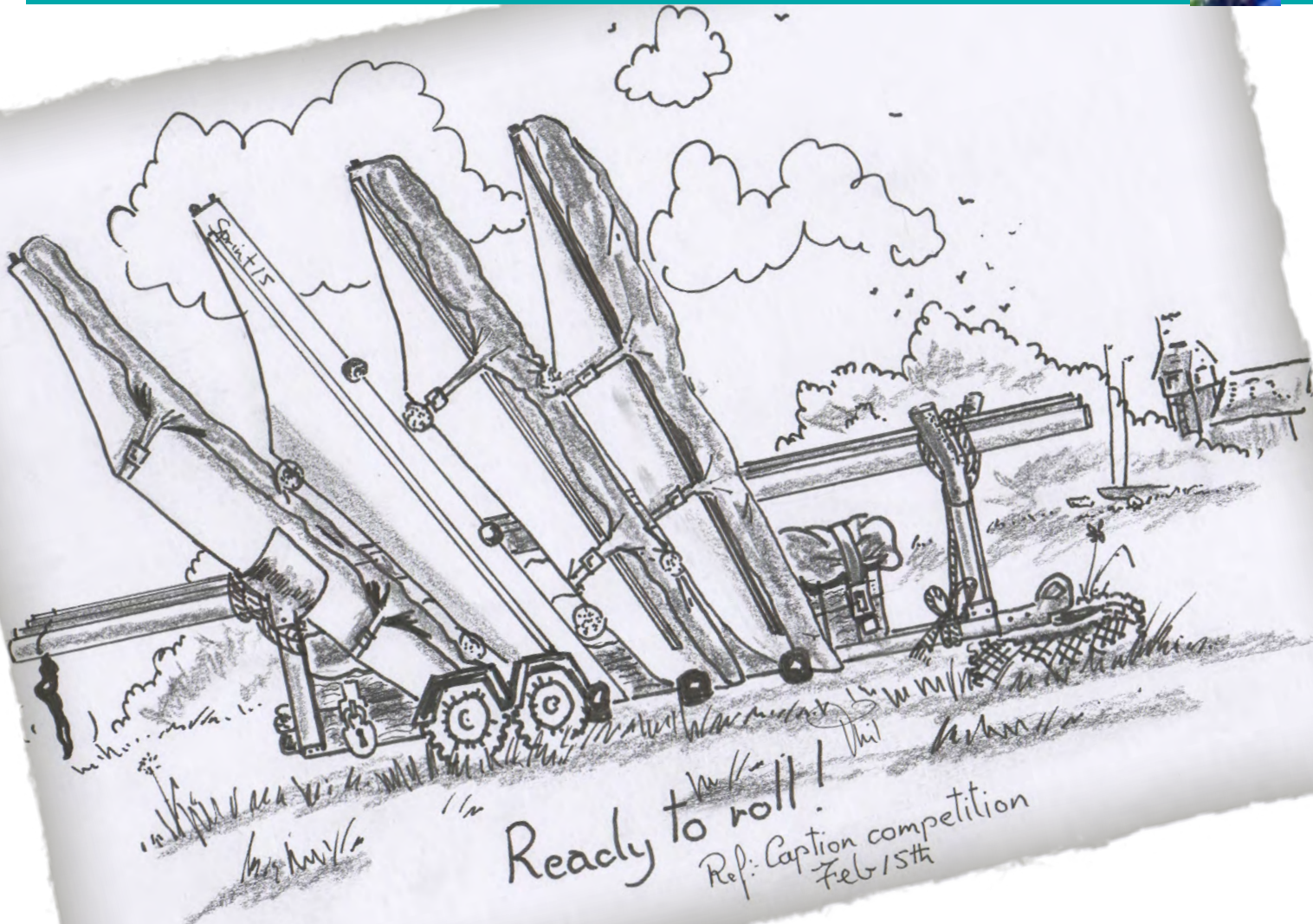
The Draycote open on 11 January had an attendance of 26 boats (including 11 locals showing how strongly the Draycote fleet is growing) and there was a nice westerly F3 breeze in bright sunshine. In some tight racing National Champion Snell won the event from Grattage on shortest aggregate time as they both scored a first and a second place. Similarly Sandal beat top local Pete Slater on countback as they both had 8 points.

The Fleet were scheduled to make their first return to Datchet for more than 20 years on 8 February but sadly the gales caused the event to be cancelled. We hope to have better luck with the weather next year when we plan to visit Datchet again.

Going into the last event of the series at Grafham, any one of Snell, Thomas or Grattage could win the Winter Traveller series in the final showdown. This event was cancelled last year due to snow but this year on 16 March we had no such worries and got a mild sunny day with a westerly force 3-5 wind. Just what the fleet ordered! Sandal led the first race from start to finish and was looking good for the series until a stray Phantom took him out in the second race. Paul Craft (3,1) won the day on countback from Grattage (2,2) with some consistent sailing and Snell was third from Farthing and Sandal.

So the new Winter Traveller Dewhirst Cup (in memory of our chairman, Nick Dewhirst, who sadly died last year) went to Paul Grattage from Thomas Sandal in second and Stuart Snell in third place. Our Winter series continues to go from strength to strength with 18 sailors qualifying with 3 or more results and all venues getting 21 or more entries. We lost just one event to the weather and some excellent sailing was to be had around the inland clubs.

Overall Series Results: 1st P Grattage (Shanklin) 5 pts, 2nd T Sandal (Grafham) 6pts, 3rd S Snell (Grafham) 7 pts, 4th P Craft (Open Dinghy Club) 15pts, 5th S Sawford (Grafham) 17 pts, 6th L Thom (Shanklin) 20 pts, 7th S Farthing (Grafham), 8th R England 21pts, 9th R Finch (Stewartby) 22pts, 10th E Holmberg (Shanklin) 27pts.



Caption Competition

Can you come up with a witty caption to go with this photo taken at Stewartby after some high winds and as depicted in the cartoon by Phil in his own inimitable style.

Captions for either photo or cartoon qualify for a fabulous first prize of your name in a light in the next issue as voted by the "Newsprint" editorial staff. Their decision will be final and no correspondence will be entered into in the case of complaints.

A fabulous offer not to be missed! Do give it a go. Send your entries to- newsletter@sprint15.com If you have a picture you would like to feature in future competitions, please send it as above. ED.

A Mascot's Winter TT Travels

Dragged out of hibernation winter review.

Now normally I have a well-earned rest from the time when my helm's long trousers and thermal undies come out until he feels there is a need for sunglasses and skin exposure. However this winter has been very different with Grafham not being my 2013 swansong.

I first of all got dragged up to Oxford, a place new to me but not so for my helm who used to sail Larks there 30 plus years ago. That was an interesting trip with an early start and a veritable oil bath courtesy of the A34 somewhere between Winchester and Newbury affecting most south coast boats. Much cleaning of hulls, beams and masts on arrival but still oil residue on me and my helms kit and a mini BP America style slick on the reservoir itself when we launched. Not a good idea but didn't seem to hurt the boat speed on the day or reduce the glamour quotient given our frequent appearances on the famous Robert England "You Tube" video of the event. Cleaning up at home next day was the impetus for an advert on the Sprint website for hull covers that led to a set being acquired.

We did ok in the autumn sunshine and light winds notwithstanding the worst ever port hand flyer on the first start resulting in us being last to the windward mark. Main claims for fame? We beat both Paul Grattage overall (he retired from one of the two races) and in one race we crossed the line ahead of a certain Mr Snell following him taking penalty turns times two!!!!!!

Overall the fleet was very well behaved with, rather boringly, no notable incidents to report although Erling does need to read his sailing instructions carefully in terms of the status of starting marks after the start. And we had to apologise for one rather dodgy call for water around the windward mark. Interestingly our badly adjusted sail in terms of batten tension as noted prior to the start by Steve Sawford (who had volunteered to help us set it up properly) came in useful when for some unfathomable reason we sailed straight though him and his impressively perfectly adjusted sail using pure boat speed on a reach. Whilst waiting for it to be time to go back to the nearest Oxford Park and Ride to meet my helms by then multi shopping bag encumbered wife and mother in law, we had a nostalgic walk around the dinghy park and came

across a bevy of derelict blue Larks looking remarkably like those he was quite convinced that he had once used and abused, trailed on overloaded trailers or on one occasion the mini bus roof, broken, sunk and generally trashed. These included "Sir Jasper", a well-known Lark previously owned by a famous sail maker in it's day, that my helm had used for three Student Championships sailed at an always freezing Plymouth Hoe which was memorable for much beer and huge vats of red hot chili in the clubhouse.

The trouble with such a successful and enjoyable event is it whets the appetite for more. So, lo and behold, within a matter of weeks I was being dragged off to Draycote Water which is usefully near to Leamington Spa and the retail opportunities available there making the trip far easier to sell to my helm's Mrs. and her mum. Another lovely winter's day with the effect slightly spoiled on arrival at Draycote by the ridiculously small area available for rigging up and launching and the fact that the many other users of the Country Park thought they also had the right to use it unencumbered by masts lying across the road etc. Made the cramped space at Oxford seem palatial by comparison.



Still, we found room to unroll sail and have an expert batten setting tuition and practical demonstration from Steve Sawford (last time those knots ever get changed). Good start but we then had to park what felt like miles away from the boat and the Clubhouse and pay a fee for the privilege causing much cursing and unnecessary exercise. The distances were such that the curvature of the earth and perhaps global warming meant different winds were in effect meaning it was dead quiet in the car park so helm left hiking pads, balaclava and winter gloves behind but were, by then far too late, seen by him as being much needed when the boat was finally reached and then very much missed on the water. How does he think I feel given my summer and winter gear is the same solely comprising fur and I do not complain..... that much. Launched boat having helped straggler rig up and launch comforted by the fact that

our worshipful Chairman was still on shore and they would not dare start without him. Surely?

Bit more wind so we did ok and, as requested by Robert England, we also managed to ensure we never got in his way like what we had at Oxford. We also beat Steve S in Race One causing him to promise he would never help set our battens up again. Race two, did even better (at first) and found ourselves in second place going round the windward mark. Normal order soon prevailed with three boats, two from Grafham, hammering past us on the first reach. Never mind, still doing ok until helm ignored my advice on the penultimate beat and went left not right losing us six places in the process. Again no one doing anything remotely dodgy, no capsizes or other incidents and we did not even appear as a speck in the distance on the Liam Thom (Paul Grattage) video. Incidentally we had straightened our backs and adjusted our hair and make-up each time we went past the photo boat who seemed to be taking loads of pictures so why are only seven available to view anywhere??

Now as if this winter exercise was not enough I am told we would have gone to Datchet had a hurricane and torrential rain not arrived. Erling had used his connections with the weather gods to best effect up till then but that day boy did he blow/rain it.

So next outing was to the Dinghy Show at Ally Pally involving a five a.m. start and a circular route to deliver helm's son from old to new flats via Sevenoaks, Stratford (East London) and Brick Lane. My work was cut out for me in London helping Tom-Tom assist in terms of routing, bus lanes, traffic lights, 20 mile an hour zones, filter lights, pedestrians, bikes, buses and no left or right turns etc. Honestly driving in London is now such a stress it is hardly worth it which is what we assume the mysteries THEY (grey men in suits) and Boris want. Got to the Show and met helpful car parking attendants who eventually agreed there must be room to leave the car as they were not letting people in and cars were now leaving.

At the show a resplendent looking Sprint 15 supplied by Windsport was located next to a slightly tired looking 18 (that was still sold for a good price on the first day). On the other side was a resplendent cutting edge (so this week's model) A- Class which you would never see me dead, or alive on even with a skid lid (crash helmet) given the erratic flying tendencies the curved dagger boards and movable cases suggested. Having said that it looked amazing and should have won the concours d' elegance not some mono hull creation too dumb to stay away from candle flames. Loads of interest in the Sprint, various names taken for demo sails, good chats with other Sprinters and soon time to go home.



Unbelievably!! further disturbance in early March but as the weather was decidedly spring like, Erling's link to the weather gods working overtime again, no problem. Having fitted new recently obtained but unused second hand Laser Centre hull covers (any link between their shape and the shape of a 15 hull being entirely co-incidental) we drove up to Grafham the afternoon before when I was introduced to our new one-piece mast. How my helm laughed when I pointed out that having threaded the halyard in fading light with some difficulty from the top, the bottom fitting could not be removed meaning we had to start again finishing at the top so that it could be removed. Also fitted new posh wind indicator. Perhaps still sore about the batten incidents, Steve Sawford advised my helm next morning he would not notice the difference. That really made all the effort worthwhile. Anyway he was wrong as the sail now goes up the mast without the bottom quarter falling out of the track, the sail shape is better and the mast does seem to flex more positively when the gusts hit. Didn't help us in Race One when my helm missed the gate on the last lap and had to sail back downwind letting probably four boats through. Thanks Steve for pointing that one out without too much glee on your face.

Race two and we had what we thought was a good start as we followed Stuart Snell and Paul Grattage off the line and up the left hand side of the beat. It appears even they get it wrong occasionally as the boats on the right fared much better. We then compounded our error by sailing very fast in the wrong direction meaning the losses we had downwind from not going towards the shore were not made up for by gaining places upwind. Helm didn't help through being both unfit and out of practice and his moaning on the water was only slightly less than his moaning about aches and pains all the way home. Steve S assisted by helpfully pointing out on the last but one beat that we had missed the gate giving us the chance to count all the places we lost as we sailed past them slowly downwind. I also think we owe Liam an apology for a rather loud muttering when he, with hindsight, legally tacked in front of me when approaching the windward mark last time round. Overall a normal high quality Grafham event blessed by excellent 15 weather and a good introduction to their new starting sequence. Incident filled trip on the way home including very, very, very nearly rear ending Gordon's the Chairman's boat in a cloud of smoke and squealy tyres as we left Perry due

to the car ahead of him stopping before turning left whilst my helm was checking trailer and lights in the mirror and us missing the turning towards the M25 meaning we had to go through North London a process not helped by our right turn indicator bulb going and the 1.2 hours it took to get through a 1.8 mile queue caused by congestion due to participants visiting the North London Hari Krishna Centre. Peace and Love went well out the window when we triggered the reason for the delay. (Funnily enough HK caused us a huge delay once whilst driving across Prague due to their annual European conference taking place in a huge football stadium. We must be fated or is someone telling us something?) So roll on the summer and the fun and games to come. See you soon and please remember to check your SO's as I am told the Association is still getting far too many paying ten pounds. North Instow members beware, we will be checking memberships at the Sprint Nationals and I hope to see lots of you mascots and helms at both the nationals and other circuit events. Let's go for the magic ton in terms of participants at Thorpe Bay. My name is Mouse - A.N.O.N.Y Mouse

The OTT Trophy



Chairman, Gordon Goldstone, presents Erling Holmberg & Liam Thom with the "Over The Top" trophy in recognition of their mammoth weekend jaunt to Alderney and back. Dubbed by Liam as an "Eight Nurofen Trip", you can relive their experiences in the Autumn 2012 edition. Needless to say, this particular trophy doesn't get awarded very often!! Very deserving in this case.





Trolleys and trailers!!!

Like it or not, trailers and trolleys are as much part of our sailing kit as our wetsuit and sails. Without them doing their bit, the enjoyment of sailing is tempered and sometimes frustrated.

Getting our pride and joy (Sprint 15) to a venue and into the water needs a bit of trailer and trolley attention.

Trolley check

- 1) Check the condition of the tyres. Over the years rubber will perish so cracks in the walls cause slow punctures or a sudden blow out.
- 2) Check the air valve is not leaking. When adding air always spray some lubricant into the valve area and use a dust cap to prevent dirt / salt water getting into the valve seating.
- 3) If your wheels are tubeless consider fitting an inner tube to extend the life of the wheel unit, especially big wheel tyres.
- 4) Trolley cups should have a soft but firm padding where the hull sits, preferably non-water absorbent. If you need to replace old trolley padding make sure the original surface is clean dry with the old adhesive removed before applying new adhesive and padding.
- 5) Trolley axels and clamps? If you are using a stub axle trolley cup, check the cup to stub axle fixing. If it is loose, do something about it as it will not get better. Normally this means cutting into the bottom of the trolley cups padding to gain access to the inside of the cup. Rivets may have been used originally but you cannot beat a good s/s nut and bolt with some washers. If your trolley cup is clamped in position as used on most big wheel trolleys, consider drilling an 8mm hole in the axle shaft so the clamping screw locates in the axle to prevent rotation and sliding.
- 6) Bearings and inserts? Having a plastic roller bearing is great to reduce friction but they do need to be held in position. On the big wheel trolleys this is done by a bearing clamp pushed up against the wheel hub shoulder. Check it does just that before the roller bearing can slide out of position and start breaking up.
- 7) Extension handle or not? A piece of rope to stop your trolley from sliding off your lovingly polished hulls is a good idea but it can help to have a 'T' handle off the main axle making it easier to position the trolley and provides a handle to pull the trolley rather than the boat.

Road Trailers.

- 1) Wheel bearings and suspension unit. The worst scenario is a failure on the motorway. Take some time to jack each wheel off the ground so it can be rotated. Check for wheel wobble and listen to the bearing. If you identify play or bearing rumble, take action to adjust, grease or replace. Suspension units are designed to take maximum loads, up to 750kg for non-braked trailers. That's the all up weight trailer and the load. If you carry more than the max load for your trailer your suspension unit will bottom out, possibly bend the axle and causing your tyres to wear badly and quickly or other nasty things.
- 2) Tyres and wheel nuts. No different than on your car, check side walls for cracking and tread for legality etc. Make sure they are inflated correctly and carry a suitable wheel nut spanner should you need it. They may not be the same size as your car wheel nuts. Trailers spend a lot of time doing nothing but that does not mean the rubbery bits do not get affected! Carry a spare wheel? Of course! -and a spare set of bearings!
- 3) Tow hitch and safety wire. Younger drivers can only tow up to 750kg unless they pass a special towing test. Us older drivers do not have to worry about that but the safety factors still hold good. Check the safety wire is in good order and gets used, the hitch operates as it should. A bit of oil around the system works wonders.
- 4) Jockey wheels and brake systems. There are an awful lot of lower jockey wheel units left on roads around the country where it has unwound its self during the drive and dropped off. Bad in itself but even worse if it causes damage to someone else. Go the extra mile and tie your jockey wheel up or make sure it is well cramped and wound up fully. Brake systems on braked trailers need to work and need to be adjusted periodically. You can do it but if you do not have the time take it to a specialist. Use the trailer handbrake for short term parking, use chocks and leave the handbrake off to prevent the brakes from seizing up locked on. If that does happen rock the trailer forward and backwards while tapping the wheel hub with a hammer or similar to try and release the internal brake shoes.
- 5) Lights and lighting. Of course they have to work!! But also your lighting board outside lights have to illuminate to the width of the load. If you look at all new trailer and lorry builds you will see lights on a rubber stalks that indicate the max width of the lorry or trailer to oncoming and following vehicles. The days of a small 4ft lighting



board on a 7ft wide boat are gone and, whilst you may get away with it today, if you were involved in an accident it could get tricky, especially abroad. The Sprint 15 is 7ft wide so you really need a 7 ft lighting board with forward facing white lights. In the next few years the government plan to introduce a MOT programme for trailers and the ease of making your own trailer is being phased out. Trailers will need a conformity plate.

- 6) Boat protection and strapping. If your car gets dirty on the road just think what your boat gets being towed behind. If you love your hulls protect them with a set of good fitting hull covers that do not flap about or wrap your hulls in cling film! While you are at it check your mast support system to reduce mast flexing as much as possible and keep the dirt off it with a mast sock. When it comes to tying your boat down, it goes without saying that you should pull over and check it after a few miles when things have settled in. If you are using ratchet straps make sure the ratchets work well with a bit of oiling and take care to make the strap firm but not crushing!! Padding on the hull bearing points spreads the load area. Position of the boat on the trailer will determine the nose hitch weight along with loading of your trailer box. Negative nose weight is dangerous as is too much nose hitch weight. A good starting point is the nose hitch weight should be such that you can, with a bit of effort, lift the hitch by hand and put it on the tow hitch ball.
- 7) Spares and repairs. Prevention is better than cure, but being prepared is also good when you are on the road. Spare wheel, wheel bearing, wheel spanner and jack is a good start. A trailer plug connection card with the colours and the connection numbers could be useful if your plug wires get dislodged. Check your road contract includes a trailer and any restriction on length or size.

Whilst Windsport are not trailer experts, we see a lot of trailers, use a lot of trailers and trailer a lot of miles both UK and abroad. Many of the parts you may need, inner tubes, clamps, covers, wheels and tyres, lighting board, etc. are on the Windsport Catparts website- www.catparts.windsport.co.uk -for when you need to invest or replace those few things!



Pics, from left
Driving with a tyre like this is asking for trouble
If your big wheel tyre looks like this, buy an inner tube from Windsport
Big wheel trolley bearing clamp not firmly against the hub



**Organised by the
Thorpe Bay Yacht Club
and the
Sprint 15 Class Association**



Sail No Sailing Mode: 1 up / 2 up*

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

Helm's address

Post Code..... Sailing Club.....

Tel.No E-Mail

Helms Weight> 95Kg (l4.13stone) Y / N *

Helms Age> 50 Y/N* Helms Age> 60? Y /N* Helm age under 19? Y/N*

Entry Fee £75/£95/£110* Extra £20 off if this is your first time at the Nationals.

* Delete as appropriate. Postal entries are discounted by £35 if received by 15th June and by £15 if received by 6th July. 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

I would like extra tickets for the dinner on Sunday evening:No. Adults(£15ea.)

No. under 12s..... £10each (Please pay for this with your entry fee.)

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 Thorpe Bay Yacht Club as if I were a member and to abide by those rules.

Signed.....Date.....

FOR RACE OFFICE USE

Entry Fee..... Cash/Cheque..... Assoc. Member Y/N Entered on computer.....



TBYC 2014

Sprint 15 National Championship

Saturday 12th July to Monday 14th July
2014

Thorpe Bay Yacht Club, Thorpe Bay,
Southend-on-Sea, Essex. SS1 3NW

Notice of Race

Organising Authority:

**Thorpe Bay Yacht Club in conjunction
with the Sprint 15 Association**

RULES

The Championship will be governed by the Racing Rules of Sailing (RRS 2013 – 2016), the prescription of the RYA, the rules of the Sprint 15 Association, this Notice of Race and the Sailing Instructions. In the event of any conflict the SI's shall prevail.

ADVERTISING

Boats may be required to display advertising chosen and supplied by the organising authority. The regatta is designated Category C Advertising category.

ELIGIBILITY & ENTRY

The Racing is open only to boats of the Sprint 15 Class which comply with the rules of the Sprint 15 Class Association that are sailing either single handed in unrig mode or alternatively two-up with the mainsail and jib. Use of the trapeze and fittings will not be permitted in the championship races. Helms must be fully paid up members of the Sprint 15 Class Association. All competitors and their families will be deemed to be temporary members Thorpe Bay Yacht Club for the duration of the event.

Parent/Guardian Declarations: All helms and crews under 18 years of age during the event shall submit signed Parent/Guardian Declarations either by post or at registration.

FEES

Entry fee per boat can be found on the Entry Form.

FORMAT OF RACING

Courses will be displayed in the race reception, described at the briefings and defined in the Sailing Instructions.

SCHEDULE

- Friday 11th July 2014
 - Registration in the clubhouse available between 19.00hrs and 20.00hrs.
- Saturday 12th July 2014 (High Water 13.07hrs 5.9m)
 - Registration in the clubhouse from 08.00hrs to 10.30hrs.



- Briefing 09:15hrs.
- Practice Race warning Signal at 10:40hrs (1 lap only).
- Races 1, 2 (back to back) first warning signal at 11:25hrs.
- Sunday 13th July 2014 (High Water 13.57hrs 6.0m)
 - Race 3, 4 and 5 (back to back) first warning signal at 11:25hrs.
- Monday 14th July 2014 (High Water 14.45hrs 6.1m)
 - Race 6 and 7 (back to back) first warning signal at 12:10hrs.
 - Prize-giving will be held in the clubhouse as soon as possible after completion of racing.

No starting signal will be made after 16:00hrs on the last day of racing.

SAILING INSTRUCTIONS

Will be available and issued upon completion of registration.

VENUE

The regatta will be held at Thorpe Bay Yacht Club, Thorpe Bay, Southend-on-Sea, Essex. SS1 3NW and sailed on the Thames Estuary south of TBYC.

The race office will be in the clubhouse. The official Notice Board is located in the ground floor of the club house.

PENALTY SYSTEM

A penalty shall comprise one turn including one tack and one gybe. This changes Rule 44.1.

SCORING

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

Races	Discards
1 – 3 races completed	No discard
4 – 5 races completed	1 discard
6 – 7 races completed	2 discards

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

MEASUREMENT

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

REPLACEMENT OF CREW

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

SUPPORT BOATS

Support boats shall register at the Race Office during the registration period.

PRIZES

To be announced.

RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats, this restriction also applies to mobile telephones.

2014 Windsport Nationals

Notice of Race

SAFETY REGULATIONS

All competitors shall wear a personal flotation device adequate for the conditions at all times when afloat. Wet and dry suits are not an appropriate standard.

RIGHTS TO USE NAMES & LIKENESSES

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.

DISCLAIMER OF LIABILITY

Competitors are entirely responsible for their own safety, whether afloat or ashore, and nothing reduces this responsibility. It is for competitors to decide whether their boat and its helm and crew are fit to sail in the conditions that they might find. By launching or going to sea competitors confirm their boat is fit for those conditions and that they are competent to sail and compete in them. Nothing done by the organisers can reduce the responsibility of the owners and/or competitors, nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the event and include the organising authority, race committee, race officer, safety officer, patrol boat personnel and beach masters. The provision of patrol boats does not relieve owners and competitors of their responsibilities.

INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2million per incident or the equivalent.

BOAT PARKING

Boats should be left in Southend Corporation Car Park adjacent to and entered by the TBYC boat park or as directed by a member of the event organising team.

CAR PARKING

Cars should be parked in the Southend Corporation Car Park adjacent to and entered by the TBYC boat park – TBYC car parking stickers will be made available. No cars in the boat park please.

CAMPING

A limited amount of camping is available onsite. Please advise us in advance before planning to Camp.

FOOD AND BAR SERVICE

Food and drink will be available in the clubhouse. Menus and specials boards will be on display in the clubhouse main bar area along with the times that food will be served.

FURTHER INFORMATION

Please contact Paul Morgan, Sprint 15 Captain on 01702 582167 or 07741 201052. Email at tbycsprints@gmail.com . TBYC Club Website is <http://www.tbyc.org/>.



Sponsors of the Sprint 15

National Championships 2014

Pics : Thorpe Bay Yacht Club : 2008 Nationals



Sprint 15 Events Programme 2014

Events Secretary: Erling Holmberg 01983 865012

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

Date	Event	Venue	Contact	Phone
12-13 April	Traveller	Marconi Sailing Club, Essex	Fenella Miller	01621 741671
1-4 May	International	Eurocat Regatta, Carnac, Brittany, France	Paul Craft	07736 081709
6-8 June	Sport Nationals	North Devon Yacht Club, Instow (Fri., Sat., Sun.)	Erling Holmberg	01983 865012
12-14 July	Nationals	Thorpe Bay Yacht Club, Essex. (Sat., Sun., Mon.)	Erling Holmberg	01983 865012
9-10 Aug	Traveller	Southern Championships, Seasalter Sailing Club, Kent	Steve Willis	07890 416422
20-21 Sep	Traveller	Northern Championships, Carsington Water Sailing Club, Derbyshire	see club website	
25-26 Oct	Traveller	Inland Championships, Grafham Water Sailing Club, Cambs.	Bob Carter	01438 354367

National Championships at Thorpe Bay is for PY933 format

Sport Nationals at Instow is for PY897 format

Summer Traveller Series is for all sailing formats (Standard PY933 and Sport PY897).

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



The U.K.'s most popular single-handed catamaran

Competitors with families & friends on the quayside at Pentewan Nationals 2013 - The specially produced class flag '2006' centre in honour of Nick Dewhirst