

# NEW 15 SPRINT

The Official Magazine of the U.K. Sprint 15 Association  
autumn2016 [www.sprint15.com](http://www.sprint15.com)

**2016 NATIONALS-**  
RACING & FUN EVENTS

**2016 SUMMER TT REVIEW**

**TT's - A TRAVELLER'S GUIDE**

**TEAM MARCONI ON THE ROAD**   **2016 AGM REPORT**   **TIPS**   **TRAINING**   **CARTOON FUN**



# COMMENTS

## from the ED



I always find this point in the year to be a time for reflection. As the nights draw in, it's time to look back on another great summer season for this evergreen class. There's been some notable highlights. The two-up boat of Sean and Sophia McKenna (aged 8) winning the Nationals - an event which, despite a lower the average attendance was a great success and thoroughly enjoyed by all who took part. More recently, the final summer event at Grafham, saw Team Marconi arrive in force with four new members taking part in their first away match, two of whom were youngsters - see page 29. Not only that, we had a two-up boat finishing in the chocolates at that event, crewed by another youngster. How good is all that as a harbinger for next year which will kick off our fortieth year on the water in advance of that official anniversary in 2018. And we've seen a few new boats take to the water. Having now sailed mine for a summer season, I can tell you that I'm absolutely blown away at how brilliant it is. The build quality is simply stunning and the attention to detail means that we have a manufacturer in White Formula and a distributor in Windsport who, between them, are producing a boat which is surely as good as it's ever been. If, like me, you've been thinking about a new boat for some time but weren't sure whether or not to take the plunge, I can guarantee you'll not be disappointed if you do decide to 'push the boat out'. (Go on - you deserve it). If there's one thing, above all others, that's the key to cementing our future, it has got to be more new boats on the water. Which, in turn, will secure a healthy supply of good quality second-hand boats to attract new sailors of all ages - including, hopefully, a few more youngsters such as at Pwllheli and Grafham. This is, I believe, fundamental to the future of production class Sprint 15 sailing.

So, reflections over, it's time to look forward. Another winter season beckons - better get my winter woollies looked out - and the de-icer! It'll soon be January and the days will get longer. As ever, and on behalf of you, the readers, a big thank you to all who have contributed to this latest edition. Howsoever you enjoy sailing your boat, I wish you fair winds. Cheers (&Laughter)

**George Love : 2019 : "Fly-by-Wire"**

Cover Photo by Cindy Chung :

2016 National Champions Sean and Sophia McKenna

# IN THIS ISSUE



YOUR CHAIRMAN WRITES.....

3

## EVENT REPORTS

2016 Windsport Sport National Championship	4-5
2016 Windsport National Championship	14-17
2016 Summer TT Roundup	22-23

## NEWS & ANNOUNCEMENTS

2016 AGM Report	8
Publicity News	9
From your Events Secretary	28
On The Money	30

## TRAINING, TIPS & REGULAR FEATURES

Draycote Training Weekend	6-7
Cartoon Fun	12-13
40 Years of Sprint 15 Sailing	24-25

## FEATURES

News from the Tropics	10-11
My First Sprint 15 Nationals	18
A Mascot's Nationals	19
Sail Away To Abersoch	20
2016 Go-Kart Grand Prix	21
Joining the Travellin' Band	26-28
Team Marconi On The Road	29
Our Survey Said.....	31

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2016-17 Events Calendar	32
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# YOUR CHAIRMAN WRITES.....



Well that's the National's over for another year and what a great event it was, the only disappointment being that we didn't get the size of entry we were hoping for. Forty entries at a Nationals is definitely below par for us these days. And that's such a shame because the venue at Pwllheli in North Wales is such a good place to go sailing. It looks like the trip across Snowdonia was a bit too daunting for some to contemplate. For those that didn't join us, not only did you miss some terrific racing in one of the most scenic areas of the country, but you also missed a very rare event - our first 2-up overall National Championship winners in over 25 years.

Congratulations go to Sean McKenna and his young daughter Sophia from Shanklin Sailing Club on a great performance. With 4 wins out of 7 races they dominated the whole event, sailed with great skill and thoroughly deserved to be crowned as 2016 National Champions. Well done. So is this the start of a 2-up sailing resurgence? Well, there was another surprise at the recent Catamaran Open event at Grafham Water, the last event in our summer series when we had another new entry. Young Finley Webb from Harwich Sailing Club joined us for the first time and sailed with his dad Andy Webb, the well-known Hurricane sailor. Clearly Finley has already picked up a few pointers from his Dad because he finished in 3<sup>rd</sup> place overall, a tremendous result for first time out with the whole fleet. It was widely suspected his Dad may have helped a bit...

There's more as well. Those of us who regularly look at the website forum can't have helped but notice we've been getting a lot of posts (actually a huge number) from a certain Dave42w. Turns out Dave 42w, let's call him Dave Warnock for now, also raced at the Grafham event, this time single-handed, but in his spare time he sails a lot with his wife Jane and he's even posted a video of this antic. We even heard how she fell overboard! It really

is great to have someone so enthusiastic with us.

Over the years we've very much concentrated on the single-handed side of things. We are the country's most popular single-handed catamaran after all. But it seems to get forgotten that the 15 is still a great boat to sail 2-up especially when it's with one adult and a youngster or two youngsters together. And if you go racing and the conditions are right, you can be fully competitive. Food for thought.

By the way, the only previous 2-up couple to win the Nationals outright were Linda Moss and her crew, a certain Stuart Snell way back in 1989.

## **Erling Holmberg**

I was going to say Erling Holmberg rest in peace, but it could be taken the wrong way because thankfully he's still very much with us. What I actually mean is that after 9 years' service as our hard working Event's Secretary, Erling finally stepped down at the Pwllheli Nationals. And if you'd seen how hard he was running around and working in Wales you'd agree he deserves both a rest and some peace. Not only has Erling been doing this job for us but, at the same time, he's also been for many years a prominent figure at Shanklin Sailing Club, where he's been highly active in building up the fleet and encouraging them to come to traveller events. And all to great effect because the Shanklin sailors regularly feature in the results. The number of Sprint 15s there seems to continually rise. It's now well over forty which is a fantastic achievement. Perhaps all that talking he's well known for really does pay dividends.

At Pwllheli we presented Erling with the Peter Mayne Trophy in recognition of his outstanding service to the Sprint 15 class.

We must be almost unique as a sailing class because we've only had two Events Secretaries in the last 24 years. We don't let people go easily! Bob Carter held the position for an incredible 15 years from 1992 and then Erling followed on from him. Not an easy position to fill. You may recall I appealed in these pages earlier in the year for a volunteer. Well, you can imagine my delight to have secured not one but two Events Secretaries! Step forward Chris Tillyer from Thorpe Bay as the leading man and Jenny Ball from Marconi. Jenny insists she's only the assistant, but between Chris and Jenny they've agreed to share the role with Jenny helping out particularly at the Nationals. I'm especially pleased because Chris and Jenny come from two of our biggest clubs and it's only right that they should be fully represented. You may well have already seen their questionnaire about

suggestions was apparently for a Caribbean event.... I can't wait! Joking aside, we should remember that every time that any of us go to an event it has to be organised and arranged. Things don't just happen out of thin air and a great deal of that workload falls to our Events Secretary. We owe them a great debt for all the behind the scenes work they put in. A round of thanks is due.



**Carol Smith presents The Peter Mayne Trophy to Erling at Pwllheli**

## **RYA Dinghy Show 2017 update**

Last year we had a very successful Dinghy Show at Alexandra Palace as part of a combined catamaran display. So naturally we'd assumed we'd be doing the same next year. But big surprise - there is not going to be a combined catamaran stand. Apparently some of the other cat classes weren't so enthusiastic and pulled out. This time we'll be sharing a stand with the Dart 18's in the outer hall. Be sure to look in on us.

## **2016-17 Winter Series**

By the time you read this the very competitive Winter TT series will be under way. We're one of only a few classes to run events over the winter. This year by popular demand, most events will be 3 races back to back instead of 2 as in previous years. I know the one-day format suits many people, so we're once again hoping for a good attendance and another good competition. Don't miss out.

*Good Sailing....*

*Best Regards,*

*Gordon*



# 2016 Windsport Sport Nationals



**Thirty-two Sprint 15 sailors** gathered at the home of the North Devon Yacht Club on Friday the 10th June for the Sport Nationals, the three-day regatta for single-handed Sprint 15 catamarans with main, jib and trapeze. The first race was set off promptly by race officer Gordon Smith in a force 2-3 south easterly with the course being an alternating, port-handed triangle-sausage. The defending champion, Paul Grattage from Shanklin Sailing Club, started the regatta with real intent and led the first race from start to gun. Fraser Manning and Liam Thom were fighting out for second until George Love, on his brand new boat, got a lift on the third beat and stormed ahead. Thom got ahead of Love on the final downwind leg to take second with Alex Raymond finishing third. Fraser Manning got the best of the starts in the second race ahead of Paul Chatfield with Paul Grattage leaving it to the last minute to take the honours on the line.

There was an excellent, very well attended barbecue on the Friday night, eaten in the clubhouse as the rain came down. There was even less wind on the Saturday and the race officer decided to spice things up with a starboard rounding course. In race 3, Steve Sawford got away well and led from start to finish ahead of Sam Heaton, George Love and Fraser Manning. Paul Grattage had to fight his way out of the body of the fleet to finish second in front of Love. There was a lot of traffic at the committee boat for the start of race 4 but Grattage got away cleanly and made the best of the light conditions, taking the gun ahead of Paul Chatfield, Fraser Manning and Steve Sawford. The wind was fading, despite the forecast, for race 5. Local sailing legend, Liam Bunclark set his watch wrongly and absolutely nailed the start well ahead of the pack, many of whom were rafted together. However it was

Roger Bone who sailed the fastest towards Instow beach and made the windward mark first ahead of Simon Fleet, Paul Grattage and Liam Thom, the latter two hitting the buoy and doing their turns with the ebb tide. The wind dropped to less than the speed of the tide and the rest of the fleet struggled to get round the first mark while the leading boats were nearly at the leeward mark. Bone took the race ahead of Grattage, Fleet and Thom with only four more boats managing to finish inside the time limit.



**A congested start line at the committee boat**

**Frolics from a younger member of the fleet**

**The Lundy Island ferry interrupts proceedings**

**Neptune makes his debut and takes the Pro-Am Trophy- Nice hat!**



With three wins and two seconds, Paul had retained the championship with a day to spare. On Saturday evening there was a quiz and a superb three course meal in the club house. The prospects for the final day of racing looked very promising with the flags starting to wave properly for the first time in the regatta. The sailors were relieved to see a red flag (all marks to port) on the committee boat but to keep us on our toes the pin end was on the right and you had to start on port. Race 6 started on time and Liam Thom got away well in 10 knots of westerly wind, heading out on port tack towards the Atlantic followed by Fraser Manning and Paul Grattage. The lead changed frequently in the following four laps with Manning slipping back to let

Grattage and Thom battle it out. Thom had the lead on the final leg but Grattage managed to overtake on the line to win by a short head. Manning came third while Paul Chatfield helped out Anthony Gray and Steve Sawford by hitting the finish buoy. The (right hand) pin end buoy was moved upwind for the start of race 7 to allow a starboard start. Paul Grattage headed to the left of the course while Liam Thom and Dart 18 expert David Groom tacked early and went to the right. Grattage got a good breeze along the Appledore sea wall and rounded first ahead of Liam Thom with Steve Sawford just behind. On the second upwind leg, the breeze picked up and the leading sailors all got out on the wire for the first time in the event.

Grattage maintained his lead to the finish but Sawford and Anthony Gray both got ahead of Thom and stayed there.

All the races were started promptly with no recalls - a great tribute to the race officer and the politeness of Sprint 15 sailors.

The change in wind conditions on the last day had shuffled the overall scores and Steve Sawford overtook Fraser Manning with Liam Thom fourth, Paul Chatfield fifth, Roger Bone sixth and George Love seventh.

Hector Bunclark was the first junior sailor and Roger Bone was the first over sixty helmsman. George Love and Eamonn Browne won the Pro-Am trophy.

Pos	Helm	Sail No	Club	R1	R2	R3	R4	R5	R6	R7	Pts
1	Paul Grattage	2018	Shanklin Sailing Club	1	1	2	1	2	1	1	5
2	Steve Sawford	1733	Rutland Water Sailing Club	7	4	1	4	DNF	5	2	16
3	Fraser Manning	955	North Devon Yacht Club	6	2	4	3	DNF	3	7	18
4	Liam Thom	1957	Shanklin Sailing Club	2	7	8	16	4	2	4	19
5	Paul Chatfield	2015	Stokes Bay Sailing Club	DNC	3	6	2	5	RAF	6	22
6	Roger Bone	1681	North Devon Yacht Club	5	5	11	5	1	15	10	26
7	George Love	2019	Carsington Sailing Club	4	24	3	6	7	8	9	28
8	Simon Fleet	1936	North Devon Yacht Club	8	6	10	10	3	6	24	33
9	Sam Heaton	1972	North Devon Yacht Club	12	18	5	9	8	10	5	37
10	Erling Holmberg	2007	Shanklin Sailing Club	10	12	7	7	DNF	12	11	47
11	Anthony Gray	1893	North Devon Yacht Club	15	16	14	17	DNF	4	3	52
12	Alex Raymont	525	North Devon Yacht Club	3	22	17	13	DNF	9	13	55
13	David Groom	1714	Netley Sailing Club	11	8	18	11	DNF	23	8	56
14	Keith Heason	1424	North Devon Yacht Club	19	10	22	14	6	16	15	61
15	Jeremy Rowe	1500	North Devon Yacht Club	23	13	20	8	DNF	11	19	71
16	Richard Chidwick	1545	North Devon Yacht Club	14	15	21	15	DNF	7	25	72
17	Eamonn Browne	1861	Creeksea Sailing Club	17	21	12	28	DNF	14	12	76
18	Ian Mounce	1951	North Devon Yacht Club	13	19	9	19	DNF	17	21	77
19	John Manning	1955	North Devon Yacht Club	16	20	13	23	DNF	21	14	84
20	Ed Tuite Dalton	1940	Draycote Water Sailing Club	21	9	16	20	DNF	24	20	86
21	Wayne Silver	1841	North Devon Yacht Club	22	17	28	12	DNF	19	18	88
22	Jon Finch	1890	Stewartby Water Sports Club	9	26	15	29	DNF	18	23	91
23	Derek James	1744	Draycote Water Sailing Club	18	23	24	18	DNF	27	16	99
24	Bill Hurr	1736	Draycote Water Sailing Club	24	11	29	24	DNF	26	28	113
25	Hector Bunclark	1906	North Devon Yacht Club	28	29	19	30	DNF	20	22	118
26	Tom Marsden	685	North Devon Yacht Club	26	14	26	25	DNF	DNF	29	120
27	Nick Day	1888	North Devon Yacht Club	30	DNF	25	21	DNF	28	17	121
28	David Warren	1711	North Devon Yacht Club	27	DNC	23	26	DNF	22	26	124
29	Robert Temple	205	North Devon Yacht Club	DNC	DNC	31	22	DNF	13	30	129
30	Liam Bunclark	1849	North Devon Yacht Club	20	25	DNF	32	DNF	RAF	27	137
31	Ian Wilkinson	1347	Shanklin Sailing Club	29	27	30	27	DNF	25	31	138
32	Keith Chidwick	1840	Queen Mary Sailing Club	25	28	27	31	DNF	29	32	140



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2016 Sprint 15  
Sport Nationals

**Left : Paul Grattage took the trophy with unmatched sailing.**

**Below : the fleet get away under leaden skies and light wind.**





# Draycote Training Weekend

**Trainers:** Howard Hawkes and Ed Tuite-Dalton

**Victims:** Ant Clay, Derek James, Bill Hurr, Richard Knight, Paul McTurk and Roger Pratt.

Last year we had a fantastic training day led by Howard Hawkes, the Association's Training Officer, and our own Ed Tuite-Dalton. It seemed too good to be true that Howard was prepared to suffer us again this year. Clearly, someone in the Draycote fleet goes to church.

**Weather:**

Last year we held our training day on the 6<sup>th</sup> June and it was bright and very breezy evidenced by lots of white on the water. It was cold too. This year the forecast promised long overdue warmth (22 degrees!), sunshine and a decent breeze, F2/3 from the east. The weather gods delivered on warmth and sunshine for which we were very grateful. However, our anonymous church-goer obviously had not made enough appearances. The wind was a disappointing 5mph or less. We hoped the breeze would fill in while we concentrated on a group bumble.

**Boat Check:**

Unfortunately, as Howard opened the proceedings he happened to be standing next to my boat and he pressed heavily on the tramp. Now most people are familiar with the pose

adopted by a builder when he criticises another's workmanship. Howard's comments were along these lines, slightly diminished, but then Howard is one of life's gentlemen.

Howard called for some instruments, a pair of molegrips and a piece of wood to tighten the tramp. Determined to be in contention for the 'Creep of the Day Award', I rushed off to my toolbox and produced the required items. There were one or two raised eyebrows on the grounds that this was a bit intense as an approach to '15' sailing. Some thought that having a toolbox was not really in the spirit of things. However, I'm used to criticism and I did get a properly tensioned tramp.

Paul was next and his tramp received the same treatment. Howard and Ed also thought that Paul's rigging tension was a little high. A look at the shroud pins showed that there was limited scope for adjustment on the day. This was followed by suggested approach to resolve the problem.

While all this was going on, Malcolm Lewin appeared and proceeded to order us about to form a group. Rumour has it that Malcolm is a photographer. Well, he is certainly bossy enough. Photograph over, we turned to sail setting.

A sail was hoisted and we were encouraged by Howard to stand behind

the leech. With his lighter touch, he showed that he probably isn't a photographer. Howard then adjusted the sheet tension to show how easy it is to hook the leech, especially in the light conditions.

**Sailing:**

The breeze showed no sign of filling in and so in the interests of democracy, we had a vote on the choice between more boat tuning and an attempt at sailing. Slightly more people voted in favour of sailing and so we launched and drifted out to the two marks Howard and Ed had chosen, except me. I did launch after several attempts to get my halyard to hook on and stay hooked on. However, 20m from the shore, my sail came down. (Worn hook due for imminent replacement.) Back to the shore, re-hoist and drift towards the marks. By the time I reached the sailing area it was time to come in for lunch.

**From Richard:**

*'Despite light wind conditions, Ed and Howard were able to provide constructive criticism on the importance of trimming the boat and being aware of the wetted areas of the hulls. In very light conditions, it was necessary for me to be positioned well forward in the centre of the tramp to prevent windward hull digging in.'*







### The Afternoon Session:

After lunch we launched and returned to the sailing area for some short windward-leeward races. Starts were on the 3-2-1 sequence. Howard's lunchtime briefing had emphasised the importance of a good start and it included a toned down Wesleyan admonishment on the consequences of a poor start. Howard did not refer to everlasting damnation, but did make strong reference to the curse and the shame of being 'spat out the back'.

There weren't too many boats on the line when the whistle went for the first start, but this improved for the subsequent starts thanks to Howard's 'encouragement', with the fleet finishing closer together. Although we weren't counting ('YES WE WERE!'), Ant was the unofficial winner.

#### From Richard:

*As a relative newcomer to racing, it was good experience sailing up and down the race line jostling for position against other cats in hope of getting the best position in readiness for when the gun was fired. The compromise between boat speed and distance sailed was very apparent even in light winds. I would initially take the shortest route on the beat, which at first looked like a winning solution, but then outwitted by those choosing boat speed over shortest distance.*

*After a few one lap races, the club bosun closed the water and asked us all to sail to the shore immediately as there appeared to be an approaching thunderstorm. Clearly, it wasn't going to be our day and church attendance will need urgent attention.*

We stood on the shore in the lightest of drizzle and watched as the storm receded without affecting us. However, some parts of Warwickshire received a fine old soaking. There was another vote to decide between a return to sailing or to abandon. Given the hour, we voted to pack up. Howard threatened to look at his GoPro footage, while some of us shrivelled at the prospect of the impending public humiliation. However, Howard decided that the light conditions had been so limiting that his photographic evidence was unlikely to yield anything useful. Howard quizzed us on our plans to attend traveller events and the Nationals in particular. This is an area where we are a little weak. There was a shuffling of feet and a lack of eye contact. Most people recognise the benefits of attending meetings, both socially and in the value of close (hopefully) racing. However, the initial difficulties with trailing are a significant deterrent. Perhaps we need a training day on towing(!)? Don't mention the Shanklin sailors, they put us to shame.

### Finally:

We thanked Howard for suffering us again this year and Ed appeared with familiar present; the clinking carrier bag. The lack of a decent breeze affected our day, but that's sailing, a sport that is more sensitive to the weather than most. The boat check was invaluable, particularly given the spread in performance in our growing fleet, now over 20 boats. Getting together to discuss our problems with knowledgeable guidance from Howard and Ed on set-up and sailing technique was very beneficial.

#### **Sample Problems:**

*Excessive use of rudder* in the tack with a maximum angle of 45 degrees.  
*Batten popping* in the light conditions caused problems. Exiting a tack with a stalled sail because the battens have refused to pop is not good for boat speed (and very frustrating!). Howard's solution was to use a technique which he attributed to Brian (Phipps). Use one hand pulling lightly on the clew and the other hand pushing on the sail as close to middle as possible. Result!  
Contributors: Roger Pratt, Richard Knight

Photographs by Malcolm Lewin,  
Malcolm Lewin Photography,  
Birmingham.



## A Note from our Training Man



For anyone needing a helping hand to move up the fleet or who is new to the class and would like to short-cut the learning curve, your Association can arrange training locally, either on an individual basis or in a group.

Ideally a group should be no more than six and of a similar standard, but where numbers are greater or there is a diversity of experience additional bodies are often available to make a bigger training event possible.

#### **A typical programme:**

Session 1: Boat preparation

Session 2: On-water exercises

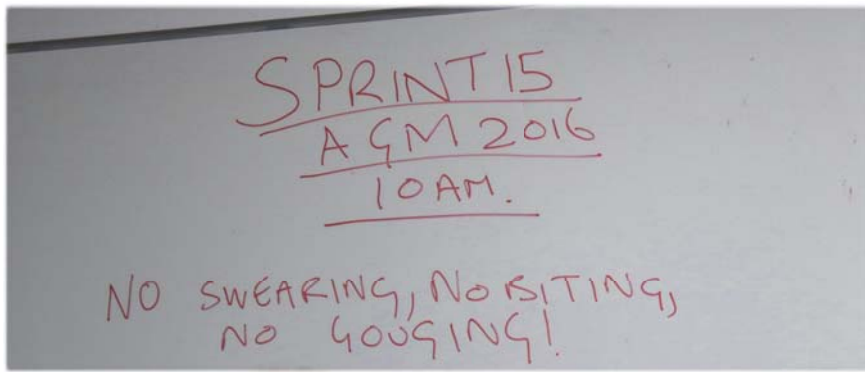
Session 3: Video review of session 2

Session 4: Short races

Session 5: Video review of session 4.

This year we ran training days at Marconi, Draycote and Thorpe Bay - ably assisted by Jenny Ball, Kevin Kirby, Ed Tuite Dalton and others - and everyone seemed to enjoy themselves. Whether you're the only Sprint 15 in your club or a member of a thirty strong fleet I'm happy to help. Do give me a call.

**Howard Hawkes**  
[training@sprint15.com](mailto:training@sprint15.com)



## Sprint 15 AGM Notes - held at Pwllheli Sailing Club during the Nationals

The competitors, whilst the wind was not blowing, decided to take the opportunity to hold the AGM, the key points discussed as noted below.

### 1.00 Apologies of absence were received from:

Paul Craft, Gary Burrows, Steve Petts, Steve Sawford

### 2.00 Chairman's report

2.01 Gordon delivered a slick and succinct report on the last 12 months activity by The Association, the points covered were:-

2.02 Reported on the 2016 RYA Dinghy Show and in particular the success from the numbers of people attending who were looking to try a sail on a Sprint 15.

2.03 The Dinghy show for 2017 was discussed as there has been amongst the committee some debate on where to locate the Sprint 15 as the Catamaran designated area is not happening in 2017.

2.04 The Chairman thanked Erling for all the years of hard work and organisation and who was stepping down this year as Events Secretary. The Association gave Erling a round of applause for his tireless efforts.

2.05 Gordon reported that over the last year the Class is still seen as the leading catamaran class and has very good attendance at events.

### 3.00 Treasurers Report

3.01 Unfortunately Garry was unable to deliver a full report but sent a message that The Association was in good financial standing and would publish a report in the next magazine. Erling did advise that, due to the numbers attending the Nationals (which was low from previous years), the event would show a loss of about £1500.00. Erling reported that he was in negotiations to see if some of the costs from Pwllheli could be reduced to mitigate this loss.

### 4.00 Election of officers

4.01 The committee apart from Erling was in agreement to stand for another year, so the officers were re-elected, these being:

Chairman: Gordon Goldstone

Treasurer: Garry Burrows

Publicity Rep.: David Groom

Magazine Editor: George Love

Technical Rep.: Bob Cater

Northern Rep.: Ed Tuite-Dalton

Southern Rep.: Paul Craft

Webmaster: Liam Thom

Training Rep.: Howard Hawkes

Membership Secretary: Andrew Berisford

4.02 As Erling had stood down there was an election of two replacements for the role of Events' Secretary and they were elected with a round of applause.

**Chris Tillyer : Events Secretary (Boss)**

**Jenny Ball : Assistant Events Secretary (Sidekick)**

### 5.00 Proposals Received

5.01 The proposal on The Association rule change regarding communication to members on a number of issues and as published in the Spring 2016 edition of The Class association magazine was debated and carried by a majority show of hands. (Note from Ed. - The text of the rule change is confirmed below).

5.02 The floor was opened up and a number of proposals received Dave Groom suggested that the Class consider scrutineering, which led to a debate across the members. It was proposed that Stuart Snell would use his experience with other classes and come back to the committee with something to be debated and considered before coming back in front of The Association.

### 6.00 Events

6.01 The Events team left a questionnaire for the members to fill in on the venues that would be of interest to the members so they focus on the right locations for future Nationals and TT events. This will be published on line via a survey in due course for those not attending the Nationals.

6.02 A debate took place on 2018 events and where best to hold TT's and

Nationals. It was left with the Events team to arrange accordingly.

6.03 The 2017 events were confirmed for both the Sport Nations at Yaverland Sailing and Boating Club: 19th - 21st May 2017 and the Sprint Nationals at Thorpe Bay on 22<sup>nd</sup> to 24<sup>th</sup> July

### 7.00 Secretary's Report

7.01 There are 205 paid up members, 133 lapsed members that we should try to win back so they can enjoy the benefits of the association and the Magazine and 49 old members who are still paying into the old bank account £10.00 per annum who we need to try and contact, this will be done via the Sailing Club reps and the magazine, request to be able to track down these people and bolster the funds.

### 8.00 AOB

8.01 George advised that after ten years and twenty issues as Magazine Editor, he would like to step down next year. George has done a splendid job and would work with an assistant over the next year or so who could take the reins in due course.

8.02 George also asked for contributions for the next magazine.

## Meeting closed and off sailing!



**DO YOU KNOW ANY OF THESE PEOPLE?**

### CAN YOU HELP?

*As an Association we are getting payments from the following people who are not getting the benefits of The Association as we don't know their addresses or emails. Can you help us trace them?*

*Do they sail at your club? Are you a relation? If so, please send any leads to secretary@sprint15.com. They can then benefit from the Sprint15 Association*

Name	
Ross Myring	Brass
Jeremy James	P C Dally
Richard William	Michael Warren
Davison	J Slater
C P Hodges	M Laden Wilder
Alfred J Dickason	T K Pearce
T R Allen	Alison Lee
D K Robinson	S P & P Dyer
A J & L Whaley	Robert Edward
D L Kingsland	P & J Smith
J J & H E Keyte	S F Rowell
D & Y Fleming	S F Stevens
D C Warren	C H Clay
P A Slee	J C Peysner
R J Adey	D Stanbridge
S H & L A Streve	JH & J Lewis
Gustar Laurence	A E Smith
Ann Hall	Gwynne
A R Hollan	Smith
K M E Pratt	Davies
G T S Mylcris	Lewis
M E Stokes	P R Howden
F & F Bull	AR & VM Catchpole
Victor Coleman	A J Bickell
JD Adamson	C J Thorn



# Publicity News

by David Groom



First of all it is wonderful to have seen our New Class Flags, half funded by welcome sponsorship from Windsport, flying in so many locations here and in Europe and at so many events, a good number of which were not related to Sprint 15's.

Secondly thanks to well-known cat aficionado and insurance guru David Lloyd who provided all those who took part at the recent Nationals in Pwhheli with baseball caps. Apparently he asked Erling Holmberg what would be a suitable colour to which Erling replied anything but beige. This means the one red, two white and two yellow caps will be much sought after!

The next stage will be Sprint 15 stickers to be displayed on boats, trailer boxes, cars or anything else you fancy.

It is amazing how small scale initiatives like this do an awful lot to promote the fleet which is an essential ingredient for its future wellbeing.

For the future I will continue to seek national sponsorship in the form of clothing and alcohol and I understand

Thorpe Bay are trying to secure more local support for the Nationals next year. We would obviously publicise such support, so if anyone has any suggestions of or contacts in firms that could be approached please let me know.

I also hope to work with the clubs running events to try and get articles before, during and after in and on local media and hope to raise our profile in the national arena in a similar manner. However, publicity is down to all of us - talk up the fleet, encourage people to give it a go at your club or at one of our events. We are the premier single handed cat fleet in the UK and one of only two cat fleets with any meaningful presence nationally and we must build on this to keep cat sailing going and encourage participation in the myriad of feeder classes that eventually lead to the Sprint 15.

Remember, for cat sailors only two things are certain - death and the fact you will sail a Sprint 15 one day.



**SOCIAL MEDIA - don't underestimate its power!**



Are you signed up to "Facebook" and/or "Twitter"? They're a great way to keep in touch with family, friends and organisations whose latest activities may be of interest to you. **But, more importantly** - if you've visited the Sprint 15 website of late, you will have noticed that The Association has a Facebook page, a Twitter account and links to Google Plus and You Tube. It's all about spreading the word about what a great organisation we are and raising our profile in the world of sailing and cat sailing in particular - **AND YOU CAN HELP!** Getting active has many benefits for you and The Class you love.

You can share pictures. You can hear about events and activities via your smartphone or tablet without going online on your computer. Receive postings on the "Chat" as soon as they are live. Connect with e.g. Windsport, Yachts & Yachting, The America's Cup, Ben Ainslie Racing Team etc., etc., etc. Share activities at your club with others. It's all out there and you can help spread the word about Sprint 15 sailing to the global audience. It's one part of many ways we can all help to secure our future and attract new members and keep us at the forefront of cat sailing. Do give it a go if you don't already. Ed.

Keep connected with Sprint 15 on:



## 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.

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# News from the Tropics



**At the end of the 2013 season,** Shanklin Sailing Club had twenty-seven Sprint 15s with two catamarans having just been sold to the mainland.

In 2016, one of the boats sold to England returned like the Prodigal Son and in June we managed to squeeze in our forty-third Sprint 15 into the already crowded boat park. The Dreadnought, as the most often sailed craft, was unceremoniously kicked out into the middle of the yard with no permanent berth. As well as the forty-three at Shanklin, there are at least four boats owned by members that are kept in gardens waiting for the right moment to return.

The growth of the fleet has been no accident but it has happened without any real great effort.

The main driver to increasing our fleet has to be the location. Shanklin Sailing Club is blessed with a gently shelving, sandy beach which can be accessed at any state of the tide. It is also sheltered from the prevailing weather and we launch into a sailing area with clear blue water, limited currents and no

shipping to worry about. It also helps that it is the sunniest place in Britain. We are also blessed with amateur power-boat drivers and an honorary secretary who rules the race box with a rod of iron. While other clubs have to organise a duty roster, we just turn up and sail.

If you want to keep a healthy fleet then it really helps if you can have an obstreperous fleet captain in charge of the boat yard. With Erling patrolling his domain like an angry polar bear only the right sort of craft is allowed in. Gurnard Sailing Club has proved a healthy hunting ground for prospective Shanklin members looking for boats and we have gradually bought up nearly all of their remaining Sprint 15s as they have moved onto faster boats more suited to their tidal racecourse. Boats have been plucked from horse paddocks, barns, gardens and the backs of garages and brought to their natural environment on the south-east of the Island. Most of them have some idiosyncrasies, but it's not about the quality, it's about the quantity.

We have racing on three days a week. There are two races on Sunday mornings, one on Thursday evenings and an informal race for the retired, semi-retired and work-shy on Tuesday afternoons.

The racing is taken seriously but we have a variety of races and cups for sailors who normally struggle to get out of the Peloton. We have a Pursuit Series with individual start times where boats start from the beach at their allotted time up to eight minutes before the normal start. Because we push them out to sea, they have no chance to mess up the start. The early starters have the benefit of clean air and can be very difficult to get past. In the 2016 Pursuit Series there were thirty-five entries with each of the six races having a different winner.

We had a new series this year with a normal start but with individual handicaps applied after the finish. We had twenty-five Sprint 15s on the start line for the first race with the podium places for the three races going to sailors with a range of handicap ratings.



“

**Boats have been plucked from horse paddocks, barns, gardens and the backs of garages.....**



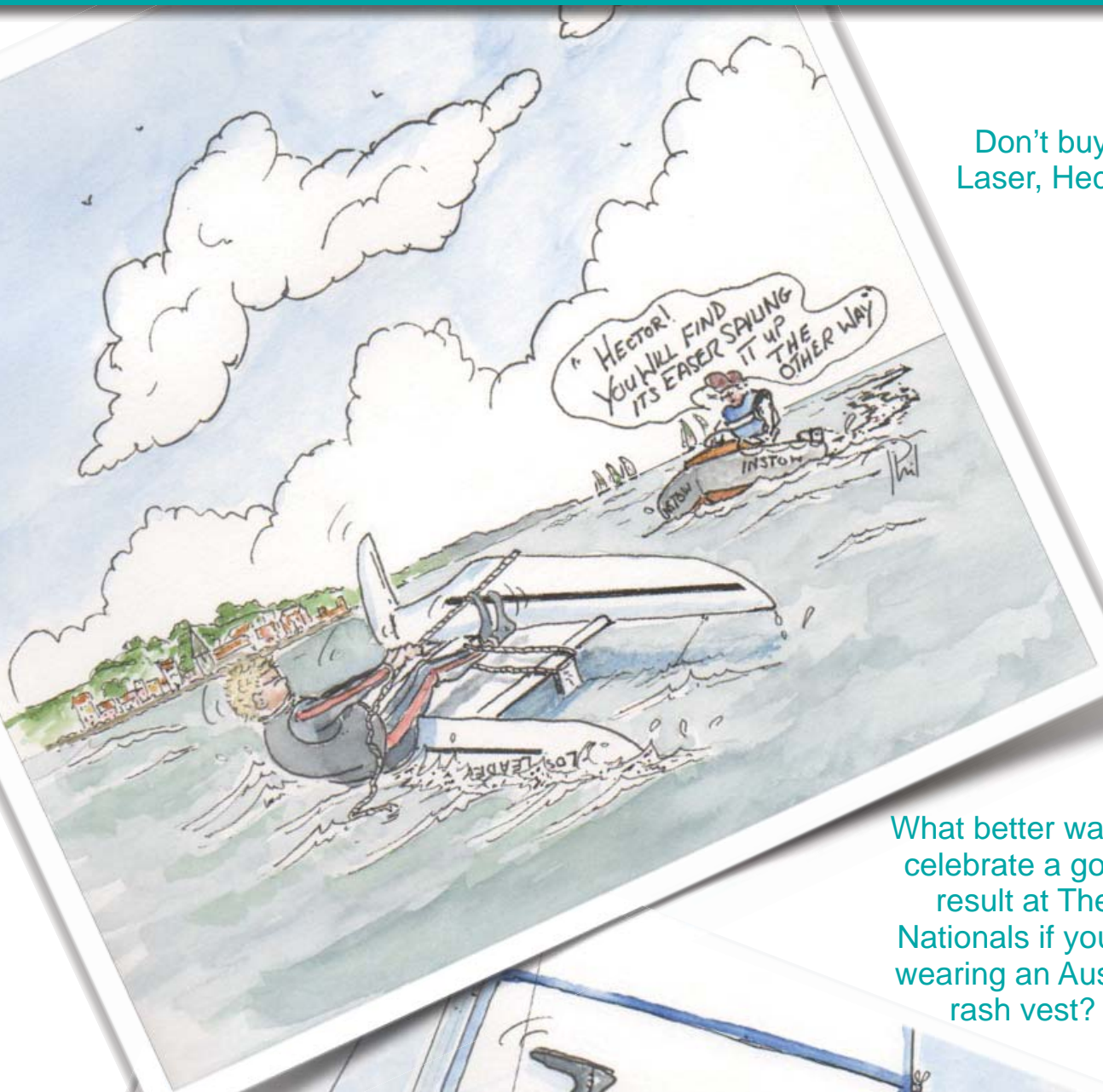




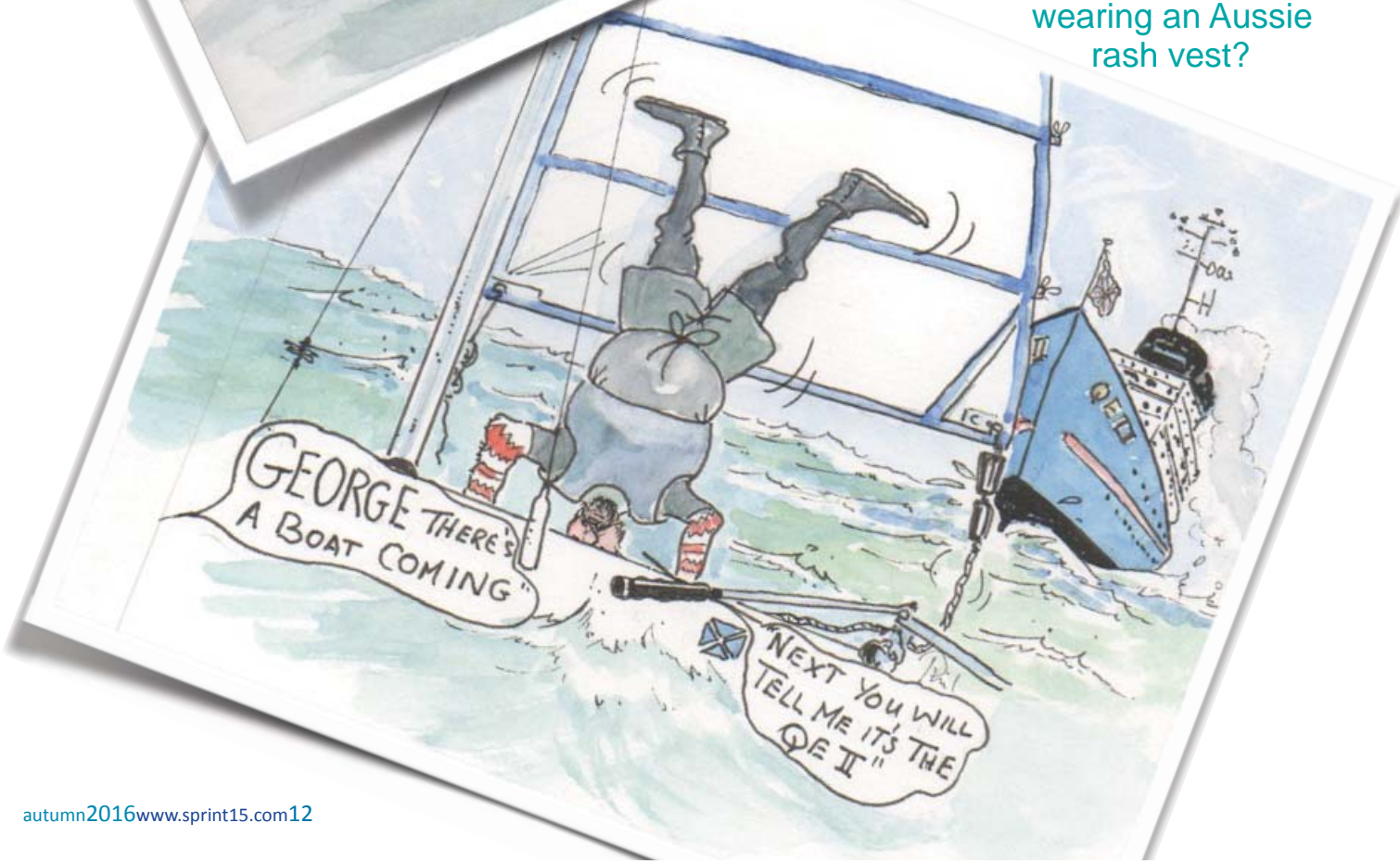


# Cartoon Fun

Don't buy a  
Laser, Hector!



What better way to  
celebrate a good  
result at The  
Nationals if you're  
wearing an Aussie  
rash vest?







If you want to smash it in the Sport Pro-Am competition - Eamonn's your man!  
(He and I were a couple of right old bandits - Ed.)



Scrutineering? - a keen eye to keep it all fair.....



# 2016 Windsport National Championship



**Forty** Sprint 15s arrived at Clwb Hwyllo Pwllheli on the Saturday of the August Bank Holiday weekend from all over the UK including South Island (The Isle of Wight), Devon, Dorset, Essex and Oop North. Racing took place Sunday to Tuesday. The furthest flung competitor was Gabriel Kicks who had come in from Lantau Boat Club in Hong Kong. Attendance was unfortunately down from the expected 50-plus due to the date and the travel cost/time to reach the venue.

Most arrived to fight for space to unload and rig up amongst a host of RS Tera sailors, the accompanying ribs and motor homes and legions of supporting parents. Luckily the Teras (Terrors) all went racing in the middle of the day so sufficient space was annexed by the Sprints for boats and trailers.

For almost all of the Sprint competitors the recently constructed National Sailing Centre was new. In the face of the multitude of users present over most of the event, it did manage to provide suitable landside facilities with an ambience and character strangely reminiscent of its opposite number in Weymouth. Luckily the old clubhouse was still partly in use meaning the Sprint fleet had its own reserved changing rooms.

Sunday morning dawned sunny and windless. At the briefing it was announced that the course to be sailed and the location of the finishing line was different to normal. This caused some consternation as the fleet is so well established it can only really easily cope with the norm. Given they routinely get nothing the fleet had also been thrown by the handing out of free event sun caps, most in a tasteful shade of beige, provided by David Lloyd of WH Insurance Consultants ([dinghyinsurance.com](http://dinghyinsurance.com)).

The Sprints launched and sailed round the corner so as to keep out of the way of the Terrors. Launching was the

normal Pwllheli low tide hike, firstly a marathon across the lengthy beach and then a wade through what felt like half a mile of shallow water until normal sailing could commence. This was of course having returned the launching wheels to above the distant high tide mark and slogged back to the boat. On the water the practice race got off to a good start in a Force Four with the initial excitement being near to and around the windward mark that, being set inshore, had a significant variety of winds in terms of strength and direction to contend with. Most boats finished but, true to form, some c@@@ed up the finish despite the specific guidance given at the briefing and a few, including the report author, had been called OCS.

Race One commenced soon after with all the fleet enjoying what was near champagne conditions in the bay with the fantastic backdrop of Snowdonia on display. It was full on upwind with a superb reach into the finish. The race was won by Sean and Sophia McKenna with David Ball second and Stuart Snell third. This was yet another unexpected event to cause confusion in the fleet given the normal race and event winners had not won.

Race Two started soon after and in the excitement two boats capsized, one before and one just after the start. As with Race One, places could be gained by tacking on the shifts and choosing the right side of the beat but it was snakes and ladders near the top mark. Uncharacteristically one of the top place finishers, Thomas Sandal, failed to finish correctly first time round and lost stacks of places when he corrected the error. At the end of day one, the first four places were Sean McKenna sailing with daughter Sophia, Paul Grattage, Stuart Snell and, to his and others' surprise, David Groom.

That night there was a roast dinner at the Club for many, as an alternative to a

barbecue with the Terrors, although some missed out on dinner due to a communication error resulting in a trip down town for fish and chips. Post after dinner light refreshment, a thorough analysis of the day's happenings and in recognition of three back to back races to come on Monday, the fleet retired to bed.

As per forecast Monday dawned sunny and windless and both fleets were sensibly kept on shore. In view of the time suddenly available, the Class AGM was held at which point various matters, including the benefits or not of scrutineering what is a mostly one design class, were debated and the National's venues of 2017 and 2018. The 2017 Nationals at Thorpe Bay (to be held 22nd to the 24th July) should see a return to 70 plus boats.

Early afternoon a light, and at times, steady onshore breeze appeared so the Race Officer summoned the eager fleet, or at least the eager muesli-eating lightweight component of it. Battle commenced with interesting and very different opinions on which way to go up the beat in each of the races. The windward mark was always an exciting place to be with a stream of boats coming in on port to mix it in with the train on the starboard layline occasionally with a boat using the mark as a convenient anchor. Many places were made or lost at this point with the mark, when it was not accompanied by an anchored boat having more than one boat polishing its side against it leading to a number of graceful pirouettes on the reaching leg to make up for such mostly unforced errors. Race winners were Team McKenna meaning they led again after Day Two followed by Grattage and Snell. This meant that, with the continuing exception of first place, the overall results showed the normal culprits in about the normal places.





That night, after the conventional three course Association Annual Dinner, limited drinking took place in wonderful peace and quiet post the departure of the Terrors. The limited drinking was this time caused by the forecast for what could be big Tuesday with an early start and two more races to get through. Unfortunately for the full English breakfast eaters the day dawned not as big as hoped for but there was a decent steady wind in the bay and meaningful waves in the new race area as just vacated by the Terrors. Their place had been taken by a small number of International Canoes (half catamarans really) practicing for their Nationals and Europeans. These are amazing machines with controllable everything, meaning the amount of string in any one boat is more than the Sprint fleet has in total.

The competitors were so eager to start Race Six that a general recall resulted and the Race Officer, sensibly, decided to use the Uniform Flag causing some debate amongst the fleet in terms of what does that mean? They soon got the hang of it with the competitors all hanging back with one minute to go before a last minute surge to the line. In fact both the starts were particularly keenly contested.

Unfortunately at this point two rigs fell down, one of which belonging to Paul Grattage. His Shanklin club mate and Team Captain, Erling Holmberg, showed how desperate he was that Shanklin won the Team Prize in that he lent Paul his own boat and took charge of the dismantled vessel. Paul gratefully used this fine machine for race six but showed the Sprint 15 liking for the familiar by sailing back to the beach and using one of Erling's shrouds to repair his own boat for the final race. The other dismantled competitor, Gordon Deuce, followed this example

leaving Erling with no option but an early shower as his boat was now fit for nothing but use as a bench or garden ornament.

Racing was great fun in both these last two races in a steady Force Three with heavy chop meaning both retaining boat speed upwind and maximizing surfing downwind was essential. This caused problems for some especially those more experienced in reservoir sailing. Options on the beat allowed place changing and the superb surfing conditions evident on the runs were to the delight of the heavyweights who can surf longer and faster than their less well endowed colleagues.

Race winners were Team McKenna and Paul Grattage with Kevin Kirby, Liam Thom and Stuart Snell picking up the minor placings. Paul was shown to have made the right choice in terms of boat as he won the final race by a country mile.

Overall it was a great event won by Team McKenna with Stuart Snell second, Paul Grattage third, Liam Thom fourth and Kevin Kirby fifth, David Ball sixth just beating his sister Jenny. In addition to all the main event winners special mention must be given to the following:

-Pete Richardson, Gary Sverdloff, Gabriel Hicks, Kevin Parsin Jon Dene and Gordon Deuce for getting commendable top ten positions in at least one race.

-Eight year old Sophia McKenna for winning her first ever event (hopefully someone collected and returned her drysuit and boots left in the changing rooms).

-14 year old Hector Bunclark for winning First Junior and coming eighth in one race at his first Nationals having sensibly ignored his dad, fellow competitor Liam's advice, as to which way to sail the beat.

-Sophia McKenna and Nathan Sverdloff for helping their respective old folks round the course in the two up boats.

-Jenny Ball for giving her (routinely awarded to her) First Lady prize to Sophia who it must be said helped by dad, had beaten her by a mile in every race.

-Simon Farthing for winning the heavyweight competition and giving the fleet an inkling of the steps he had gone through and the money spent to achieve the necessary stature.

-Liam Thom for demonstrating quite how fast a muesli-eater can drive a Sprint 15 upwind in waves.

-Thomas Sandal for winning the 50 plus competition despite not looking nearly old enough.

-David Groom for showing how badly he did last year by winning the most improved trophy.

-Steve Davison for winning the Paul Smith persistence award.

-Shanklin for winning the Club trophy despite the efforts of some Team Members.

-Stuart Snell for winning the 60 plus competition yet again.

-Carol Smith for presenting the prizes.

-Race Officer Henry Wright, his assistants Keith and Liz Appleby, all from Carsington Sailing Club and the rest of the on the water team for simply being superb.

-Those who stayed on for the fun events for the remainder of the week.

-Brian Phipps and Windsport for the excellent fleet support throughout the year providing spares and repairs including attendance throughout these Nationals keeping boats on the water that would otherwise have had to call it a day.

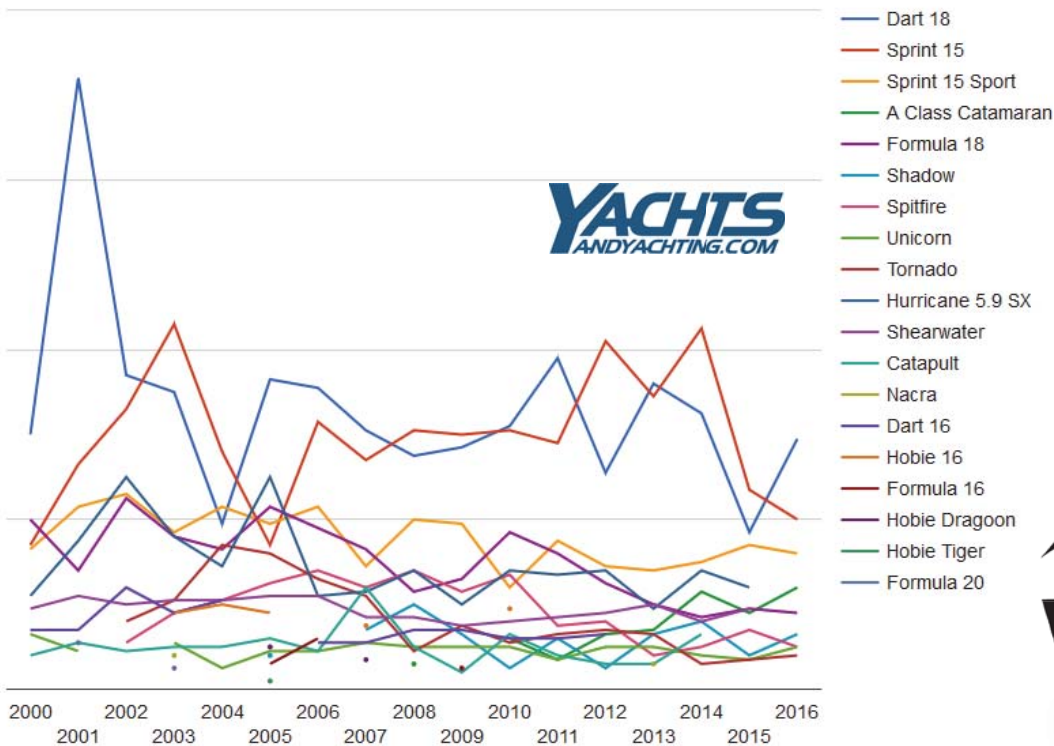




# 2016 Windsport Nationals



**Pics clockwise:**  
 Kevin Kirby.  
 On the beach with Simon Farthing, Steve Roberts, Thomas Sandal, Kevin Parvin & Stuart Snell.  
 All the sailors and support crews at the prize giving  
 Andy Richards and Coach run through some pre-race preparations.



So, this year we've been knocked off top spot for National's attendance by the Dart 18 who, this year, were celebrating their 40th anniversary. But we're still in 2nd and 3rd by a country mile from the rest. I'm sure we'll be back in top spot next year after Thorpe Bay. Ed.

(chart courtesy of Mark Jardine at Y&Y)

Pics by Cindy Chung, Pauline Love and Holly Farthing



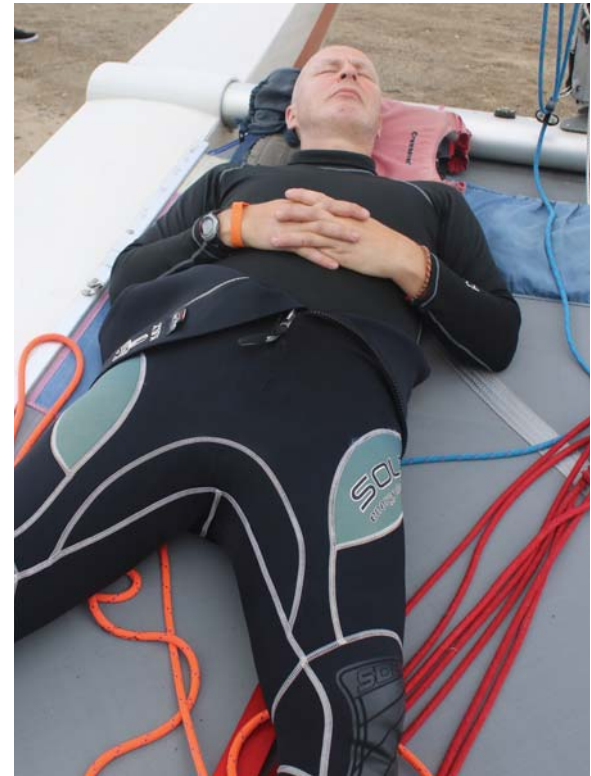
Sponsors of the 2016  
 Sprint 15 National Championships



# Gallery & Results



**Pics. clockwise**  
**Jenny Ball**  
**Liam Thom**  
**Charles Watson making an energetic return to the fleet**  
**A close call on the beat**  
**The full results table**



OVERALL RESULTS: 7 races sailed - 2 discards

Competitors	Sail No.	Club	Event Placings							Points	Place
			Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7		
Sean & Sophia McKenna	2018	Shanklin Sailing Club	1	2	1	1	2	1	41 DNC	6	1
Stuart Snell	2016	Grafham Water Sailing Club	3	4	5	3	1	3	5	14	2
Paul Grattage	458	Shanklin Sailing Club	4	1	14	6	11	39 DNF	1	23	3
Liam Thom	1957	Shanklin Sailing Club	12	3	9	4	16	5	3	24	4
Kevin Kirby	2020	Marconi Sailing Club	17	5	4	16	12	2	2	25	5 <sup>1</sup>
David Ball	1923	Marconi Sailing Club	2	7	11	13	3	7	6	25	6 <sup>1</sup>
Jenny Ball	1917	Marconi Sailing Club	6	8	18	9	7	4	4	29	7
Thomas Sandal	1982	Grafham Water Sailing Club	7	10	3	5	15	9	7	31	8
Simon Farthing	1898	Grafham Water Sailing Club	10	12	7	2	22	23	11	42	9
David Groom	1714	Netley Sailing Club	5	9	17	32	30	10	8	49	10
Jim Bowie	2021	Thorpe Bay Yacht Club	8	41 DNF	2	17	18	13	13	53	11
Ed Tuite Dalton	1940	Draycote Water Sailing Club	19	6	10	7	28	19	12	54	12 <sup>1</sup>
George Love	2019	Carsington Sailing Club	15	11	8	22	10	11	14	54	13 <sup>1</sup>
Peter Richardson	1983	Marconi Sailing Club	22	15	13	24	6	14	10	58	14
Gary Sverdlhoff	1963	Thorpe Bay Yacht Club	26	20	16	10	5	17	19	67	15
Gabriel Kicks	2015	Lantau Boat Club	24	41 DNF	21	21	4	16	9	71	16
Daren Fitchew	1642	Thorpe Bay Yacht Club	9	18	23	29	26	6	16	72	17
Gordon Goldstone	2004	Queen Mary Sailing Club	13	16	24	11	19	15	18	73	18
Keith Persin	1551	Thorpe Bay Yacht Club	14	13	6	37	24	20	24	77	19
Jon Pearse	1988	Marconi Sailing Club	20	14	22	33	36	8	17	81	20
Richard Chidwick	1545	North Devon Yacht Club	21	19	15	8	25	27	23	86	21
John Manning	1955	Beaver Sailing Club	11	21	30	15	39	22	22	91	22
Donald Sloan	1240	Felixstowe Ferry Sailing Club	18	17	26	18	17	39 DNF	25	95	23
Charles Watson	1237	Halifax Sailing Club	23	22	12	34	23	18	21	96	24
Kevin Parvin	1615	Llandudno Sailing Club	16	34	29	31	14	12	26	97	25
Stuart Pierce	1916	Shanklin Sailing Club	25	26	19	30	31	21	15	106	26
John Shenton	1956	Shanklin Sailing Club	33	23	20	12	29	24	30	108	27
Steve Roberts	1910	Dee Sailing Club	27	24	38	14	37	29	20	114	28
Gordon Deuce	1461	Brightlingsea Sailing Club	30	27	32	23	9	39 DNF	32	121	29
Ray Gall	1914	Carsington Sailing Club	32	25	31	26	13	28	34	123	30
Keith Chidwick	1840	Queen Mary Sailing Club	34	31	25	38	20	33	29	138	31
Andrew Berisford	1947	Brightlingsea Sailing Club	36	30	27	35	21	26	35	139	32
Gerald & Nathan Sverdlhoff	2017	Thorpe Bay Yacht Club	31	37	34	19	27	30	33	140	33
Ian Wilkinson	1862	Shanklin Sailing Club	35	32	28	27	33	33	27	147	34
Will Stefanou	1976	Stokes Bay Sailing Club	28	28	41 OCS	20	32	41 DNC	41 DNC	149	35
Liam Bunclark	1849	North Devon Yacht Club	37	33	39	36	35	21	28	153	36
Erling Holmberg	2007	Shanklin Sailing Club	29	29	33	25	38	41 DNC	41 DNC	154	37
Hector Bunclark	1906	North Devon Yacht Club	40	41 DNF	37	40	8	35	38 DNF	158	38
Andy Richards	1242	Open Dinghy Club	39	35	36	39	40	25	31	166	39
Steve Davison	1567	Halifax Sailing Club	38	36	35	28	34	34	36	167	40





# My First Sprint 15 Nationals

by Sophia McKenna



## I started sailing the Sprint 15

with my dad when I was 5 and we won a cup when I was helming. I liked helming and winning the cup. I think it was called a swap helming crew race. I decided to stop sailing because I was cold and bored. I started to do other activities instead like netball and ice-skating.

One day, when I was 8, my parents decided that I should go sailing with daddy as a punishment for bad-behaviour but then I realised that I really liked it. I like everything about the sailing, looking at my jib (it's the name for the sails), pulling, easing and tightening the ropes and sometimes I helm which is when you steer the boat. I count all the laps and I make sure that Daddy doesn't sail the wrong course because it is what he normally does. I also like meeting all the people at the Shanklin sailing club because they are all very nice and funny. I like Liam, Stuart, Sue, Erling, Paul and everyone.

Liam is the most competitive and everyone always makes joke about him saying that we can't let him win. Daddy asked me if I wanted to do the Nationals and I said: "Not now" and he said, "I'll do you a deal if we do it now, £100 if we win, £50 for second, £20 if we third or £10 for top 10". Then, he signed us up.

We prepared the boat before the Nationals by putting different ropes and changing the jib. Erling took three boats to the Nationals, one boat on top of his roof and then two attached on top of each other at the back of his vehicle and then we were off to the Nationals.

[Edit: Actually, Erling's car broke down just before leaving so Stuart Pierce, John Shenton and Erling stepped in with a rescue plan – thanks guys!!!]. It was a long boring journey in the car to North Wales. We broke up the journey by doing some fun things like Longleat, Cadbury's World, Alton Towers and visiting some friends.

So the first day of the Nationals we took the boat to the beach and waited until we were allowed on the water. We had a practice race but it is bad luck to come first so it was good we came third. Next was a real race. We waited for the 5th bip on the stopwatch, got very close to the line and then we whizzed off. It was quite breezy and we like that because we go really fast and when we are going really fast we sing our song called "Hammer Time" [MC Hammer - U Can't Touch This!]. We sailed very well and got a 1st and a 2nd.

On the second day, it was very light wind and then we thought we would do damage limitation because we normally do badly in these conditions. It was better on the second day because I discovered there were loads of jelly fishes and decided to count them. I counted 96 that day. Some were bigger than my two arms stretched and some

were the same size as my wedding ring finger. They were white and glowed a bit. I told everyone before the race how many jelly fishes I had counted and they asked during the race how many I was up to. We sailed very well and we had two firsts and a second which means we couldn't be beaten and won the Nationals in two days. I was really excited because it was my first time at the Nationals and we celebrated by going to dinner.

Because we were not going to sail on the third day, what was really fun was that, during dinner, people from the Shanklin sailing club kept coming to our table to encourage us to sail to help them win the team cup because Erling had only won it once in his whole life. I decided I wanted to do it for them. My sisters told me that I would be selfish if I didn't do it.

On the third day, before the race we practiced surfing down the waves with me standing up. That was really fun! We did only one race and came first. It was quite a hard race because it was really, really choppy, loads of wind and Paul's mast fell down so it looked quite dangerous. Paul swapped boats with Erling who got towed in.

We finished the Nationals with the award ceremony. It was really lovely. Jenny got the First Lady's cup which she gave to me because I had been in front of her the entire time and because she was being nice. We won 8 cups altogether. Hector, I think he is 14, was really nice too because he filled my cup with chocolate. My daddy gave a lovely speech and I liked it when he said he likes sailing with me because I like sailing with my daddy too.

Sophia (aged 8)







## Key Moments of the 2016 Sprint 15 Nationals from a mascot's viewpoint Day Minus Two

1) Watching Paul Grattage struggle to cope with him (my Lord and Master) droning on about sailing and even other things as the three of us drove through the night from the South coast to Pwhheli.

2) Advising Paul that the above, due to it keeping him awake, was a shrewd safety move given he was driving.

3) Him telling Paul how spectacular the scenery would be at certain points (if it were not pitch black outside.)

4) Having arrived, watching Paul bed down for the night covered solely in a Sprint 15 Flag, as apparently he had brought fibreglass resin with him and not a sleeping bag.

5) Ascertaining that in the absence of his Mrs, all that was in the fridge were 18 cans of beer and small cartons of long life milk.

## Day Minus One

6) Breakfast in a rather nice cafe in town.

7) Finding out what time the South Island contingent had started off this morning/the night before.

8) Discussing the likely reaction of the Tera fleet when they found the space they had vacated to go sailing was filled with Sprints and the associated bits and bobs.

9) Witnessing the actual reaction when they returned.

10) Watching him, and a friend, mortally offend a Terra mum with the comment "yes but they (Terra kids) have not yet discovered alcohol, drugs and the opposite sex".

11) Then watching them making matters even worse by responding to her heartfelt reply "my son is 18 and has not yet discovered these" with the retorts "as far as you know" and "there is still time".

12) Welcoming competitors as they arrived particularly the unexpected contingent from North Devon.

13) Finding a nice Chinese restaurant, again down town, for a meal that evening with him and otherwise the 15 fleet elite.

## Day One

14) Not having to remind him (for once) to check boat carefully before going racing to ensure tramp tight, shackles done up, hulls empty of water, battens not broken and tied in and that hulls and rudders square - has he finally have learned from previous mistakes!?

15) The fun of sailing in the bay against the backdrop of Snowdonia - if one ignored much of the Pwhheli seafront.

16) Watching his delight at actually (again for once) doing quite well in the races - if you forget the OCS in the practice race that is.

17) The roast for most in the Club that evening eaten in the absence of Tera kids who were enjoying a Barby (que not doll) outside.

## Day Two

18) Sunbathing for much of the morning

19) Noting the boat had mysteriously managed to turn itself through 360 degrees, with no help from him, as the wind filled in.

20) The AGM and the decision (if they will have us) that we go to Restronguet in two years' time - I like it there and will happily help him and others launch.

21) Watching him partially mess up Race Three by getting involved in an altercation at the windward mark and handling it so badly that he rammed the mark and had to do turns losing us half a dozen places.

22) Watching him mess up Race Four by just sailing badly.

23) Watching him mess up Race Five, after a brilliant start, by not engaging brain at the windward mark requiring, as a result, a gybe, a reach down the line of boats approaching on the starboard layline and the loss of 28 (I counted them) places.

24) Our almost annual, ask Erling for more details as to the exception, get together at the Association meal with Team Roberts

## Day Three

25) His happy face when he woke up to sunshine and the promised wind

26) My successfully helping him overcome yesterday's abysmal performance by providing advice meaning that he actually started well, engaged his brain when approaching marks and had a little practice before racing to work out the best settings for up and down wind.

27) Laughing as he completely failed to identify the strange flag raised before last start. He thought it was an "I" flag not a "U" - but in any event he did the right thing and hung back

28) The really nice sail back into the beach

29) The welcome assistance given in pulling the boat over the beach and up the hill - shame he forgot to reciprocate.

30) The prize giving, the delight of Team McKenna and the sportsmanship which Team Marconi female component (Jenny Ball) showed in rededicating her prize..



31) Actually seeing the scenery he had talked about on the way home.

32) Explaining to him and Paul that they had both been beaten soundly by an eight year old girl.

33) Overtaking Brian Phipps after some roadworks.

34) Waking Paul up when we got home.

**MY NAME IS MOUSE - A.N.O.N.Y. MOUSE**





# Sail Away to Abersoch

by Catherine Berisford



## After the hustle and bustle

of racing 40 boats on Sunday, Monday and Tuesday it was a rather more "select" band of sailors who set forth on Thursday. Whilst Pauline, Liz and Catherine joined their other halves (George, Ray and Andrew) and went two up, Gordon Deuce, Donald Sloan and Kevin Parvin went it alone for the one and a half hour beat up wind to the pretty town of Abersoch. Ray was in his element, having swapped his standard sail for a rather more sexy grey and clear one. After a dissertation on the merits of this new sail we didn't see Ray and Liz again as they shot off leaving the rest of us in their wake. Having only joined Andrew on a boat in Turkey before now, I found myself lured into a false sense of security by the calm of Pwllheli Bay. Wrapped up in my wet suit, spray jacket and bobble hat I felt positively warm and confident; that is until we rounded the harbour and watched Kevin perform half a victory roll whilst trapezing. He righted himself quickly and was soon back in the lead but all thoughts of trapezing myself were banished.

Now my idea of sailing is pootling about in a Pico for 20 minutes, handing it back to a member of the beachfront team and then lying on a sunbed with a cocktail in hand for the rest of the day so I was somewhat shocked to discover that it is possible to sail for 30 minutes without tacking or appearing to get closer to your destination. However, when we did eventually tack I rather

wished we hadn't because we now had waves to contend with and some of them were rather large and suddenly I wasn't so warm. We were also going in the wrong direction with only the safety boat for company. You know how in Top Gear when they do a trip, there's always a back up car lurking just behind them? Well it felt a bit like that. The others (we shall call them Richard and Jeremy) had abandoned us. Or so we thought, because just as I was about to jump overboard, gorgeous George and Pauline appeared out of no-where and it wasn't quite so lonely. One more tack and we were heading for the beach, not as far behind the rest as I had thought. We ladies graciously allowed the men to carry the boats up the beach a short distance and followed Rosie Snell up to Caernarvon Yacht Club where she and Stuart had arranged for us to be fed and watered. A big thank you to all the kitchen staff who very quickly served up hot toasties, paninies, chips, tea and the best hot chocolate I've had in a long time. Unfortunately there's only so long you can take drinking hot chocolate and all too soon we were back at our boats and wondering why we had carried them up the beach – the tide was still going out!

After adding another layer (thank you Kevin), we two ups were back on board and heading back for Pwllheli on a broad reach. The single handers were disappointed to be told by the safety boat that they couldn't sail around Bear Gryll's island because the wind was

becoming too strong (25 knots) so they changed direction and headed back with us. Two gybes later we rounded the headland to discover that the sea does indeed go out a long way at Pwllheli. The run up the beach was a challenge in itself but by the time all the boats were back in the compound I had at least warmed up.

Now Gordon Deuce is a man who likes his gadgets and his latest is a watch, which tells you how far, fast and furious you have been. So for those who understand these things we travelled 19 miles at an average of 8 knots and Gordon hit a top speed of 15 knots whilst surfing home.

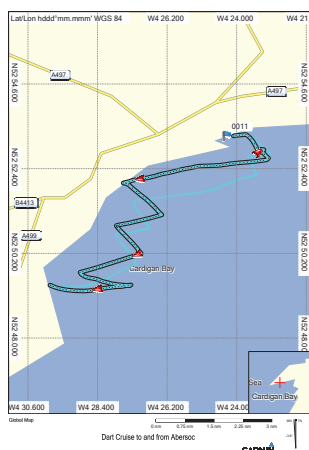
I must say I am full of respect for everyone who goes out on a Sprint 15 (or any boat for that matter) on their own into the seas around Great Britain. It can be an inhospitable beast, the sea, and the phrase "sailing close to the wind" is apt indeed. Sailing is a lot harder work than I appreciated and that's before you've dragged the boat back up the beach or spent two hours preparing your boat for travelling home (Donald!).

And what to do after all that fun? Why eat a fish and chip supper of course. George and Pauline opened their home to the remaining few (myself and Andrew, Liz and Ray, Stuart and Rosie and Kevin) and we polished off a variety of half opened wines, some tiramisu and cheese and biscuits. All in all a very enjoyable day in the company of very nice people.

Ready for the Off

The course : 19 mile round trip as tracked by Gordon's gadget

Landfall on Abersoch Beach





# 2016 Go-Kart Grand Prix

by Bob Carter



## The traditional Go Kart Grand Prix

took place at the Glasfryn Parc on Wednesday 31 August on a fine afternoon. The attendance was a little down on previous years as many had not stayed for the fun events but nine intrepid competitors took part, representing four clubs. There were three of the Sverdlhoff family and two Berisfords. We ran one practice session followed by three races and the results were calculated as per a sailing series using the low point scoring system with no discard.

Race 1 was dominated by Ray Gall who led from start to finish and lapped some of the slower karts several times. George Love and Gary Sverdlhoff gave chase and took 2nd and 3rd and Catherine Berisford was 4th. Gordon Deuce was the unlucky punter who got kart No. 9 which seemed to only go at about half the speed of the other karts so he was lapped four times by Ray. In Race 2 competitors had the opportunity to change karts and we formed the grid by reversing the order of the previous race so Gordon Deuce was on pole and Ray Gall was at the back and slow kart (No. 9) was rested. Gordon Deuce held on to the lead for

three laps but despite the fact that Ray was at the back of grid he managed to carve through the field to lead by the 4th lap - it turned out he had retained kart No. 21 which clearly was a good one! Gordon Deuce shook of the memory of the slow kart in race 1 and held on to take second from Lawrence Sverdlhoff and Gerald Sverdlhoff who were 3rd and 4th. In this race Catherine Berisford got a mega slow kart (No.27) and changed it for kart 9 which now had been fixed but her place at the back of the pack was secure.

In Race 3 we banned Ray from kart No. 21 and gave it to Catherine to compensate her for the problems of race 2. To keep it close we once again formed the grid in the reverse order of the previous race so once again Ray was at the back of the grid but this time in slower kart 27. Catherine was on pole in fast kart 21 but she squandered her big chance by spinning it on lap 1 and letting most of the pack get by. The whole race was very tight with karts 17, 15 and 10 duelling for the lead throughout. It turned out that those karts were all driven by the Sverdlhoff family members making the race a family affair (at the finish 1st Dad, Gary; 2nd son, Lawrence & 3rd Uncle

Gerald). Catherine caught back to 4th and 5th was the best Ray Gall could do in kart 27. The good news was there was no rogue kart and no one got lapped.

In the final analysis of the results Ray Gall won (1,1,5) from Gary Sverdlhoff (3,7,1) and son, Lawrence Sverdlhoff was 3rd (8,3,2). The full results are shown in the table below.

In retrospect it was a shame that some races were doomed for one competitor who got a slow kart. This would have been resolved if we had 1 discard. As it happens if the results are recalculated with one discard then the top 3 places remain unchanged.

When we calculated the team results it turned out that Team Carsington had narrowly defeated Team Thorpe Bay. Once the result was announced Team Carsington (Ray Gall and George Love) could be seen dancing a little jig of delight.....

Place	Name	Race 1	Race 2	Race 3	Total
1	Ray Gall	1	1	5	7
2	Gary Sverdlhoff	3	7	1	11
3	Lawrence Sverdlhoff	8	3	2	13
4	George Love	2	5	7	14
5	Gerald Sverdlhoff	7	4	3	14
6	Catherine Berisford	4	9	4	17
7	Gordon Deuce	9	2	8	19
8	Andrew Berisford	5	8	6	19
9	Donald Sloan	6	6	9	21

### The full results table

The podium left to right:

2nd : Gary Sverdlhoff

1st : Ray Gall

3rd : Lawrence Sverdlhoff





# 2016 Catparts Summer TT Roundup



## A total of 67 competitors

took part in the 2016 Sprint 15 Summer TT series of 5 events with events at Marconi, Seasalter, Thorpe Bay, Draycote and Grafham. All events were well attended with 16 – 31 competitors. Only Thorpe Bay had below 20 competitors and that was attributable to a very light wind forecast deterring the punters. Like last year Paul Grattage had wrapped up winning the series before the last event at Grafham so he went mountaineering on the Grafham weekend, leaving the rest of the fleet to scrap for the minor places at Grafham. Let's hope he does not return a unidexter this time.

## The Series kicked off at Marconi

on a weekend in April with strong northerly winds and 15 visitors joined 6 locals for some exciting sailing. The popular long distance race around Osea and Northey Island took place on the Saturday and was a blast in the fresh winds. Paul Grattage narrowly won from Kevin Kirby and Stuart Snell. On the Sunday the wind got even fresher with gusts to F6 and the competition was hot. Grattage won decisively with 4 first places from locals, Kirby and David Ball. Travellers Snell and Liam Thom took fourth and fifth places.

**Next in May** came the Southern Championships at Seasalter. The weekend started on Saturday with a fresh northerly breeze but on Sunday

the winds were light and variable. This made it an event of two halves for the 24 sailors (including 9 locals) who took part. Grattage made few mistakes and clocked up another victory with 3 guns and a second but local hot shot, Kevin Dutch and Robert Finch took two second and third places respectively on the Saturday but were 'out to lunch' in the lighter winds of Sunday. This left Snell to take second place from Thom, Chris Tillyer and Erling Holmberg.

**In July** the fleet moved on to Thorpe Bay on a weekend which was forecast to be great for sunbathing but dire for sailors as high pressure was established across the country. Local man Steve Healy posted to no avail that Thorpe Bay had a local microclimate and predicted that a fresh sea breeze would make for excellent sailing. Sadly few believed him so only 16 sailors took part despite the fact that the Club has a huge Sprint 15 fleet and other fleets are close by. It turned out that Healy was right and the fleet sailed 5 races in good sea breezes which increased throughout each day to about 20mph. Some tight sailing resulted in a close completion but David Ball did enough to take 2 guns and to win the event. Healy was second and took 1 gun and Kirby and Tillyer were third and fourth. Also worthy of mention are George Love and Howard Hawkes both of whom notched up race wins (Love's was his first in 20 years of sailing).

## This summer's top six

**Paul Grattage leads the charge at Marconi**

**Stuart Snell**

**Kevin Kirby**

**Chris Tillyer**

**Liam Thom**

**David Ball**







**The Northern Championship** at Draycote in September was a bit of an experiment as it was just a one day event on a Saturday (the fleet usually do 2 day events in the summer and 1 day events in the winter). 12 travellers joined 11 locals and the club packed in 4 tactical races in light conditions. Grattage made few mistakes with 3 guns and Love clocked up his second career race victory and took second place overall at the event. The next places were taken by Tillyer, Thom, Steve Sawford (who was making a rare appearance since being tempted into an A Class Cat) and Jim Bowie. The top placed local sailor was Ed Tuite-Dalton in eighth place. The fleet were disappointed not to have got more wind but the one day format seemed to meet general approval.

**The finale** was at the Grafham Cat Open in October and 31 sailors took part in the Inland Championships and dwarfed all other classes at the Cat Open. Sadly there were just 3 local Grafham sailors (how the mighty has fallen) and all these came from one family. Grattage took an 'away day' as he had already won the series but the competition for second place and the

Inland Championships was hot. 6 races were run in a F2-3 northerly breeze on Saturday which increased to F3-4 on the Sunday but both days the wind direction was swinging 30 degrees or more which added to the challenge. Local sailor, Snell, dominated the event with 4 first places and 2 seconds and Kirby was second. Andy Webb sailing two-up with his 12 year old son, Finley, at their first Sprint 15 event took a very creditable 3<sup>rd</sup> place. It is good that this format is again showing the flexibility of the class – especially since the National Championship was won by Sean McKenna and his eight year old daughter, Sophia. Jenny Ball took fourth place from Holmberg, Tillyer and Thom. Jason Clarke was the winner of the new Youth trophy. At the end of the Summer TT series 18 helms qualified with 3 events or more to count but Grattage retained his TT crown. Snell had beaten off the opposition to retain runner up slot from Kirby, Tillyer and Thom. This year there was a new trophy for the top club team of 3 sailors. Team Shanklin were the first with 33 points from Marconi (44) and Thorpe Bay (54).



**Final Results Summary:**  
**Overall TT Series Top Places:**  
 1<sup>st</sup> Paul Grattage (Shanklin) 3 pts,  
 2<sup>nd</sup> Stuart Snell (Grafham) 7 pts,  
 3<sup>rd</sup> Kevin Kirby (Marconi) 8 pts,  
 4<sup>th</sup> Chris Tillyer (Thorpe Bay) 11 pts,  
 5<sup>th</sup> Liam Thom (Shanklin) 12 pts,  
 6<sup>th</sup> David Ball (Marconi) 13pts,  
 7<sup>th</sup> George Love (Carsington) 16 pts,  
 8<sup>th</sup> Steve Healy (Thorpe Bay) 21pts,  
 9<sup>th</sup> Erling Holmberg (Shanklin) 21pts,  
 10<sup>th</sup> Jim Bowie (Thorpe Bay) 22 pts

**Traveller Champion & Standard Mode Champion:** Paul Grattage (Shanklin)  
**Traveller Team Champions:** Shanklin (Grattage, Thom & Holmberg)  
**Southern Champion:** Paul Grattage (Shanklin)  
**Northern Champion:** Paul Grattage (Shanklin)  
**Inland Champion:** Stuart Snell (Grafham)

**Pics**  
**Grafham Start Line**  
 (photo by Nick Champion)  
**George Love**  
**Steve Healy**  
 (both had first ever TT race wins at Thorpe Bay)  
**Andy & Finley Webb**  
 (photo by Nick Champion)





# 40 Years of Sprint 15 Sailing



## Celebrating 40 years of Sprint 15 Sailing

Hi All,

I have been asked to do a bit of a sales pitch as to why the Sprint 15 Class should consider the Nationals here in Cornwall at the home of Sprint 15 sailing in 2018 - the place where the Sprint 15 was conceived, trialled, tested and launched.

Every venue has something special for sailors and their family to enjoy and Mylor Harbour is no exception. The Falmouth location is as unique as any great venue with lots to offer all our visitors on and off the water. The home of Sprint 15 is set alongside the third largest natural deep water harbour in the world with a great sailing area of flat water 2 miles x 1 mile and a 20 minute sail to the open sea. The club is a traditional small club venue with catering and all the normal club facilities. It sits right next door to Windsport and between the two of us we have delivered a warm welcome and some great sailing events over the years for

dinghies and catamarans including the Little Americas Cup C Class catamarans.

Ok that's a start for you, the sailors. How about your all-important support team?

Well the plan is to race off the club so if they are keen to watch the racing they'll be in a good place. On the other hand if the beach support are keen on exploring, walking, historic houses and gardens, there is enough action around Falmouth to last you a month of Sundays and more.

Accommodation - the world is your oyster or lobster as long as you book early!

On location, you can camp or bring your motorhome. The number of pitches is limited so, again, book early. Between the club and the harbour, some 500m from the boat park, there are holiday houses and flats and in the local villages of Mylor Bridge and Flushing - houses to rent and B&B etc. If hotels are what you want, Falmouth has loads of them. All 10 - 15 minutes drive from the race venue.

**Early testing of Spark in 1978 on Carrick Roads against a Hobie 14 Restronguet SC from Windsport field**

## 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....

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Fax: 01326 376192

Email: [catparts@windsport.co.uk](mailto:catparts@windsport.co.uk)

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

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Things we could do while you are with us:  
OK, first and foremost - we will deliver the 3 days of national championship racing to the highest standard.  
What about the rest of the week?

Some suggestions:

- A 'Raid' event across the bay to Helford River, Frenchman's Creek and a pasty lunch. The shore teams can go by car and meet you there for lunch.
- A round the harbour sail away and creek exploring and meeting shore teams at St Mawes which is easily accessible by car or harbour passenger ferry.
- Have a day off and visit St Ives, then travel on to Porthcurno before enjoying an evening entertainment at the Minnack Open Air Theatre perched on the edge of the cliffs close to Land's End.
- Plus all the other regular Cornish options, formal meal, harbour cruise, gig rowing, trip to a riverside pub etc.
- And if you want to stay over at the end of the week, there is activity on and off the water wherever you look. From north coast surfing to historic gardens, moors and rugged coastal paths, there's something to satisfy all.

So there you have it. Sales pitch done. We hope you decide this is the place you want to host your 2018 National championships but that decision is yours and your committee.

Brian, Cookie & Team.

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**Tall Ships leaving Falmouth  
Windsport boat park above Falmouth/Carrick Roads**





# Joining the Travellin' Band

The following is intended to be a general guide for people who may not have competed in any / many Traveller Events before. It is only a guide and cannot be exhaustive – but hopefully it will encourage you to get along to a TT and enjoy it by giving you an idea of what to expect!

## Documents you need to read:

**Notice of Race (NOR)** – this is posted in advance on the Sprint 15 Association website. The NOR “announces” the traveller event and sets out the main format of the event and other useful information (including accommodation/food arrangements, etc). Double check whether you are required to register in advance (eg. Grafham in October or the Nationals) – most other events do not require this.

**Sailing Instructions (SIs)** – usually distributed when you register at the event on the day. The Sailing Instructions set out any specific instructions regarding the running of the event – eg, starts, courses, finishes, scoring etc. All events will run in accordance with the RYA Rules of Racing and the rules of the Sprint 15 Association – the SIs will specify if there is any variations to those rules for this event.

Make sure you have read the SIs before you go to the briefing – in case you have any questions.

## Registration, Briefing and Signing On/Off:

### Registration:

You will need to register on the first day of the event in the Race Office/ Reception. It is a good idea to register as early as you can to give yourself plenty of time.

You will need to complete an Entry Form confirming your details and that

you (a) are a member of the Sprint 15 Association and (b) that you have adequate third party insurance. You will also need to pay an entry fee and be given a copy of the Sailing Instructions. Read these prior to the Briefing.

### Briefing:

This is usually scheduled about an hour before the first race is scheduled to start. Have your boat set up and ready to go before the briefing so you are not rushed – particularly as you may need to launch some time before the first race to get to the sailing area. You may also want to get changed before the briefing too.

The briefing will usually confirm the key points in the SIs – e.g. sailing area, course, signing on/off processes and any other specific points of information. Note – the race management committee will assume that you have read the SIs so they won't cover everything but if you are not sure about something – you can either ask the question at the briefing or check with your fellow competitors.

### Signing On/Off:

Make sure you know what the signing on and off procedures are – they do vary between events. As you will usually be racing back to back races – make sure you sign on and off for all of them appropriately.

### Rigging and Preparation:

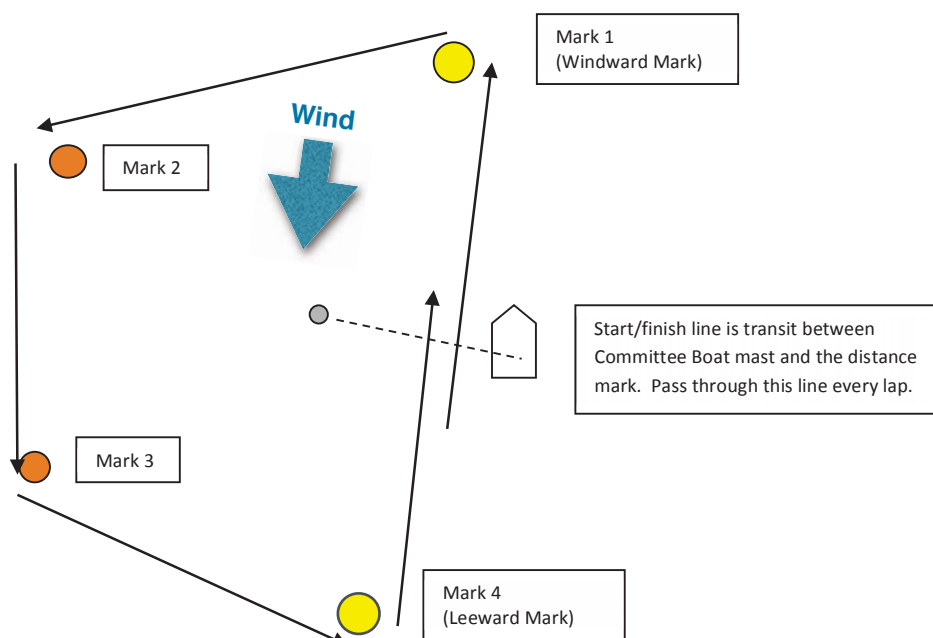
- Assuming you are using a road trailer (rather than car-topping) – you will normally only need to take down your mast and remove all loose equipment to trailer it to an event. You can usually leave your trampoline on.
- When you de-rig your boat – it is a good idea to record or mark how

you had things set up – e.g. mark on the forestay rope to show where it was tied. This will act as a good reference point when you set up again and will save loads of thinking time at the event.

- Trampoline – make sure you tighten it!
- Check you have everything on board – downhaul, righting line, rudders, tillerbar/extension, paddle, sail, mainsheet, traveller, hatch covers. It can be easy to forget something when you are not following your normal club racing routine! And don't forget your watch and setting it to the right start sequence.
- Back to back races – there will be back to back races which means you can be on the water for some time and hanging around between races is when you are likely to get cold. So dress accordingly and consider taking some water and snacks out with you too.

### Race area / course:

- The racing will usually take place from a committee boat start.
- The race area will be confirmed on the day and may be some distance from the club depending on the venue.
- The course will normally be a trapezoid course round four marks – leaving all four marks to port as set out in the diagram. You will also need to sail through the start/finish line on every lap so the Race Officer can shorten the course at the appropriate time if necessary.
- The start sequence will usually be 5,4,1 go although some clubs opt for 3,2,1 go so check the SIs.



So, a typical racecourse would look like this diagram :

A beat to Mark 1 from the start/finish line

A reach from Mark 1 to Mark 2

A downwind leg from Mark 2 to Mark 3

A reach from Mark 3 to Mark 4

A beat from Mark 4 to the lap gate/finish line.





### A few words on rules .....

It is important – particularly when racing in a larger fleet – that you have an understanding of the main rules that are likely to apply when you are in close proximity to other boats.

The Sprint 15s are all about good sailing and racing and do not bandy rules around unnecessarily. But – as with any racing or sailing – it is incumbent on each of us to understand our obligations to ensure good racing and, most importantly, ensure that we and our boats all get home in one piece. Plus – having a grasp of the main rules will mean you are much more confident when approaching another boat(s) – and know whether

you can call for right of way or whether you need to avoid them.

Having said the above, it is perfectly reasonable, particularly if you are new to racing in a larger fleet, to choose to “play it safe” and steer clear of getting mixed in with other boats where possible. If that feels better for you – then adopt it as your strategy until you feel a bit more comfortable getting in amongst things. Reading the rules can feel a bit overwhelming – so if you are not sure – just ask!

#### And finally – the golden rule:

Sailing and racing should be enjoyable! Competing in a Traveller event can produce highs and lows no matter what your level of experience – but it will always provide valuable experience

and learning which ultimately will help you sail better and gain more enjoyment.

The Sprint 15 fleet are competitive – but they are also very encouraging of people who are new to the fleet or to events – so never be afraid to ask for advice or help. The dinner and an evening in the bar can also provide great opportunities to chat about the racing and continue your learning off the water!

If you are unsure about anything, or need any help to get to you to, through and back from an event – do ask your fellow Sprint 15 sailors to help – we are only too happy to do so.

I hope to see you at future events!

## Joining the Travellin’ Band (Appendix)

### Appendix – Overview of some of the main Rules of Racing (see disclaimer at the end.....)

**The Basics:** The following core rules apply regardless -

**Sportsmanship** – comply with recognised principles of sportsmanship and fair play, accept the rules and be bound by them, make sure your conduct and behaviour is appropriate.

**Safety** – a competitor shall give all possible help to anyone in danger. Wear a proper flotation device (lifejacket/buoyancy aid).

**Avoiding contact** – ultimately, all boats have a responsibility to avoid contact if reasonably possible. If you are right of way boat and the give way boat is not keeping clear, it is better for you to take evasive action if at all possible and then call out their infringement. If you are right of way boat, you still need to give the other boat reasonable opportunity to keep clear.

#### Port / Starboard:

- When two boats meet on opposite tacks – the boat on starboard tack has right of way. Remember it applies on a reach and run as well as a beat.
- Port boats must keep clear – either by ducking behind, which can include slowing down first, or by tacking onto starboard. But you must not tack so close to the starboard boat that you impede them (known as “tacking in their water”).

#### On the same tack, overlapped:

- The windward boat shall keep clear of the leeward boat.

#### On the same tack, not overlapped:

- The boat clear astern shall keep clear of the boat ahead.
- If a boat clear astern becomes overlapped within two hull lengths of another boat, she shall not sail above her proper course whilst

they remain overlapped on the same tack – i.e. you cannot sail inside another boat and then luff them off in the wrong direction.

#### Particular considerations at the start:

- All normal rules apply when sailing around before the start – keep your eyes peeled as people will be sailing around in all directions including sitting hove-to. If you are sitting hove-to, it’s a good idea to make sure you are on starboard so you have rights.
- Starboard start – it is generally better to start on a starboard tack and the start line will usually have a bias that encourages this. Trying to pick your way on port tack through the whole fleet on starboard is not recommended. Once you have started – you will need to tack at some point to get to the windward mark. Check carefully over your shoulder so you don’t end up tacking onto port in front of boats above you who are still on starboard.
- If you are overlapped to windward of another boat on the start line, (e.g. they are sitting to your left if you are on starboard) they can point up and you must follow suit to keep clear. Competitors who have this right of way will generally call “Up” rather loudly! Equally, if you have someone to windward of you, they must keep clear of you and you can make that call also. Ideally, you are aiming to find a place on the line where you have a bit of space below you. You won’t get luffed up and you can also power up and get going at the gun, rather than pinching too close to the wind or stalling out. On busy start lines, this can be tricky.

- Following on from the above – if you are at the committee boat end of the line and you are overlapped to windward of a boat or boats below you, you have to give way, regardless of where the committee boat is. Equally, you must not hit the committee boat. As such, it is perfectly legitimate for another boat(s) to squeeze you out and force you the wrong side of the committee boat and mess up your start. So take care not to put yourself in that position in the run up to the start gun.
- **Over the line** - If the normal prep flag is used (the Blue Peter) and you are over the line at the start, you need to re-cross the line whilst staying clear of all other boats when doing so. If one or more boats are over the line, the race officer will indicate this by giving a second sound signal and dipping the class flag until all offending boats have re-crossed the line correctly.
- **General Recall** - If lots of boats are over the line or there is a problem with the start – the Race Officer may decide to do a General Recall. If so, there will be two additional sounds signals and the General Recall flag will be displayed. The start sequence will begin again from scratch – one minute after the General Recall flag is lowered.
- If there is more than one General Recall – the Race Officer may choose to fly the Black Flag instead of the Blue Peter. In this case – any boat that is over the line **within the final minute of the start sequence** will be disqualified. So don’t be over the line – simple!

....continued on page 28





## It's the end or an era.

The rather loud at times but quite affectionate fellow has decided to hang up his organising boots and concentrate on sailing. I'd like to say a big 'Thank you' to Erling for all the effort put in over the past years as your Events Secretary.

Now on to his replacement(s). The regular sailors to the TT circuit will know both me & my trusty, not to mention extremely well organized, assistant Jenny Ball. We have taken over the events secretary position on your committee. Technically Jenny is my assistant but I think some of you may reverse this and you could well be right. I'm fairly new to cat sailing although I have previously sailed mainly Lasers, Hornets & RS600's since I was 13. About three years ago I travelled down to Thorpe Bay and noticed a whole load of one design cats out racing. I learned later that day they were Sprint 15's. It

looked like a keen class. Steve Healy, their fleet captain, managed to use his second hand car dealing skills well. He sold me his old boat no. 1391 and here I was. The attraction of competitive one design sailing on a budget in a good sized fleet of friendly sailors soon attracted me back to competitive sailing after a five year sailing sabbatical. Three years on, with a little gentle persuasion from Gordon (the bruising has gone now) and I'm now the new Events (joint) Secretary.

So down to business now. The dates for the 2016/17 Winter TT's are all sorted and I am working hard to get a summer schedule together. Hopefully for those of you that went to this year's Nationals, plus others where we have your email address, you have taken part in a survey which Jenny and I organised. We wanted to know what your thoughts are on the TT circuit and how can we make it better and

encourage more people to take part. The results are in and Jenny has written a separate article on this. Basically we are going to try and make the events a bit more 21st century, have more races where possible, some one-day events and some new venues. We have some new sponsorship deals coming and will try to use this money to entice you away from your home club to get involved in the TT series. More information will follow once we know the precise details. Watch out for this on the [sprint15.com](http://sprint15.com) website. Do let me know if you have any good ideas. We are open to change where it benefits the great majority of the fleet and we'll be delighted to hear any views you have. Once again Erling, thank you for your efforts over the past decade. Without doubt you're a hard act to follow. I look forward to seeing you on the water.

...continued from page 27

### At the marks of the course:

#### Overlap at three boat lengths:

If you have an overlap inside another boat at the point the first boat enters "the zone" – then the other boat must keep clear and give you room to round the mark, regardless of whether the overlap is maintained or not after that point. "The zone" is defined as three boat lengths from the mark – so requires some judgement. If you have an overlap at that point, you may call for mark room – "water at the mark". Equally, if you are clear astern at the three boat lengths – you have to keep clear even if you establish an overlap after that point – usually the other boat will call "no water" if they believe this to be the case. Taking avoiding action if you are on the inside but don't have water is very difficult so plan ahead and avoid getting in this situation – otherwise you will find yourself pushed the wrong side of the mark. Remember that this rule applies when multiple boats approach a mark – e.g. a boat on the outside of three boats who have an overlap at the point the zone is entered, will need to give

enough room for all three boats to pass round the mark.

#### Important exception to note!

The above does not apply when approaching the windward mark on opposite tacks. In this instance, normal port/starboard rule applies regardless of the mark. If you come into the zone on port and then tack inside a starboard boat that is fetching the mark, you cannot cause that boat to sail above close hauled to avoid you. So unless they happen to have left loads of room between them and the mark (unlikely) – they are entitled to sail close hauled round the mark without giving you any room.

So it is usually best to come into the windward mark on starboard – unless you are really sure that you have plenty of room to approach on port and round the mark without infringing anyone on starboard.

**Getting a mark wrong** – If you go the wrong side of a mark, you need to "unwind" and retrace your steps back to the right side of the mark and then round it to the correct side. Again, be careful not to infringe other boats in the

process. Given the trapezoid course leaves all marks to port, this should not be a problem.

#### Hitting a mark – penalty turn:

If you hit or touch a mark with any part of you or your boat when rounding it – you must complete a 360 degree penalty turn, well clear of any other boats (see below).

**If you infringe a rule** – you need to complete a penalty turn of 360 degrees as soon as is reasonably practical. Sail well clear of other competitors to complete the 360 – usually a gybe followed by a tack.

#### Disclaimer -

I have sometimes used "layman" terms rather than "rule-speak" for convenience plus there are also more complex situations where multiple rules apply which I have not covered here. Comments/suggestions about how to approach marks / the starts etc. are Jenny's viewpoint only and do not form part of the Racing Rules. For the avoidance of doubt, the Racing Rules of Sailing and the event Sailing Instructions over-ride anything I have written here!



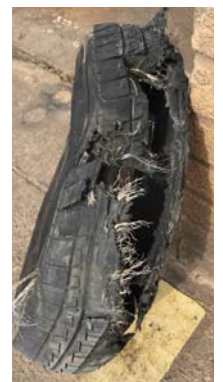
## A suggestion from Ed. before you hit the road - from recent bitter experience!

Before you saddle up, make sure you have:

a spare wheel properly inflated, a jack and a wheel brace  
After a blowout on the M5, I waited 3 hours on the hard shoulder for a man with the two latter items to arrive and fit the first item which I did have.

Had I remembered to pack the jack and brace, I'd have been back on the road again in a matter of minutes.

6P's - proper preparation prevents piss poor performance!  
(I did ask the guy if he could patch the tyre but he was quite sceptical of likely success on that one)





# Team Marconi On The Road

compiled by Jenny Ball



Team Marconi were very much out in numbers at the recent Grafham TT/ Sprint 15 Inland Championships. Joining their 'Travellin' Band' were four Marconi club mates, taking part in their first ever away event. They made such a great impression on the fleet that I asked Jenny to canvas their thoughts after they'd safely returned to home waters. Jenny asked them seven key questions on their experiences of the weekend. This is what they said....  
Ed.

## The Questions:

- Q1 : How long have you had your Sprint 15?  
Q2 : How much racing have you done in your Sprint 15?  
Q3 : What encouraged you to take part at Grafham as your first event?  
Q4 : What were the highlights of the event from your perspective?  
Q5 : Was there anything you found challenging?  
Q6 : What advice would you give to anyone else considering taking part in their first traveller event?  
Q7 : Any other comments?



**Will Harrison (age 12)**  
(photo by Nick Dempsey Photography)

- A1: 6 Months (its Dad's boat).  
A2 : Took part in 2 club races before coming to Grafham Cat Open.  
A3 : Competitive close racing in a decent sized fleet.  
A4 : Competitive close racing in a decent sized fleet.  
A5 : Starts were very busy with everyone on the line.  
A6 : Sprint 15 is a really friendly fleet and had many of the sailors came over for a chat once ashore.  
A7 : All of the boats are well matched. Even the old boats are competitive. So don't think you need a new boat to be at the front of the fleet.

“  
*-a really friendly fleet  
-plenty others to race with  
even a the back of the fleet  
-even the old boats are  
competitive*



**Dave Clarke** (photo by [jnbimages.co.uk](http://jnbimages.co.uk))

- A1 : 4 years.  
A2 : A little bit last year but have done a lot more this year.  
A3 : Being part of a group going away is less daunting and help was available to get the boat to the event.  
A4 : Managing to stay in front of my son, with the light winds he has the advantage of not being too heavy.  
A5 : No, the group we went with was really helpful.  
A6 : Apart from the traveling and putting your boat together and packing it up afterwards its much like racing at the club.



**Jason Clarke (age 14)**

- (photo Sara Townshend)  
A1 : I do not own a Sprint - I borrowed one from someone at Marconi.  
A2 : I have done very limited amount of racing in a Sprint 15.  
A3 : I was encouraged by my dad owning a Sprint 15 and I had just started to look at what options there were for boats to sail after moving out of old boat. Also there is a reasonable sized fleet that is very helpful at our club. They found me a boat I could borrow to do some club racing and also take to Grafham.  
A4 : My highlight was that wherever in the fleet I was there was always some that I could race against. Also whenever I had an issue many people would help me. Furthermore winning the under 18 trophy.  
A5 : The only thing I found challenging during the sailing was the shifty wind and at some points not enough of it.  
A6 : The advice I would give is get a few people in that want to go to the event. Second advice is to go - you will meet so many people.

“  
*Hope to see you guys on  
the water again, soon,.....*  
Ed.





## Treasurer's Report 2016.

Here at last, the much anticipated sequel to 2015's "it's all good", we have 2016's "Yeah, not all that great really".

### Highlights

- Cash on account remains high.
- Income from membership subs remains steady.
- Newsprint is now costing 50% of income.
- We will be hit by a significant loss on the Nationals at Pwllheli.

### Association Funds

Excluding the nationals, the balances over the various association accounts total

Year	2013/2014	2014/2015	2015/2016
Association Funds	18,407.33	18,739.68	19,054.63

Taking into account the potential loss from the Nationals (min £1,562.51, Max £2,662.56), the figure we have going forwards is between £16,392.07 and £17,492.12. Still a healthy balance, but down on the last couple of years.

### Income

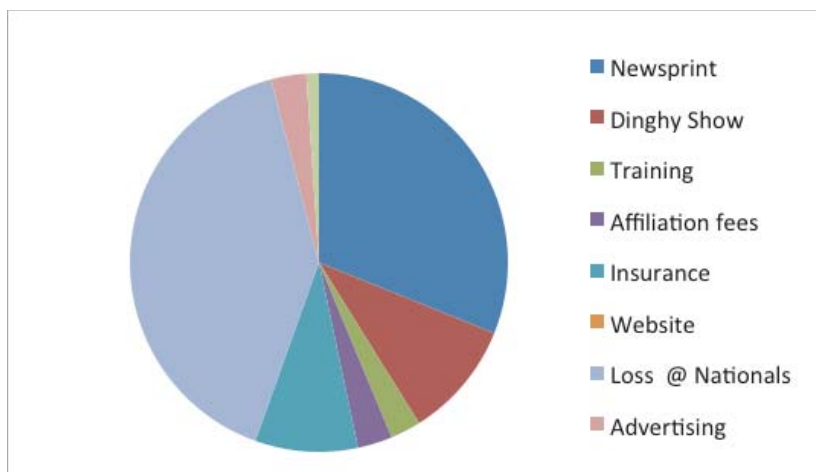
As per last year, income has remained steady at £3,970. This includes 'donations' of £380 from individuals who haven't updated their standing orders and hence don't receive a magazine or the benefits of being an association member. Without these contributions, we'd be running at a loss on our normal expenditure items.

### Expenditure

The table below shows our outgoings for the year, including a number of variations over the previous year: -

- Printing costs for the magazine are higher, mainly I believe because of cost increases and we've had more issues printed to hand out at the RYA Dinghy Show and other events.
- In 2016, the RYA Dinghy Show was run as a part of 'Cat Island' organised by UKCRA. This resulted in very significant savings over running our own stand. Unfortunately there isn't a UKCRA cat island for 2017 and thus costs are likely to be at the 2014/15 level.
- Insurance costs have doubled this year as we were in arrears. They will return to the 2014/15 levels again next year.
- We don't yet have a final figure for the loss on our Nationals at Pwllheli as concerns over the invoice have been slow to be resolved. Having examined the available information, the loss will be minimum £1,550 and a maximum £2,650. The figures shown below represent the worst case scenario. Once we get finalised figures, I'll provide an updated statement to the website
- Advertising was in the form of Class Association flags used at our Nationals and other class events.

Year	2014/15	2015/16
Newsprint	1,657.12	2,047.22
Dinghy Show	1,375.33	660.00
Training	250.55	171.00
Affiliation fees	249.00	196.00
Insurance	282.50	578.15
Website	115.06	
Loss @ Nationals	119.77	2662.56
Advertising		199.50
TT Prizes		70.00
	4,049.33	6,584.43



### 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.

Fastrack 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](mailto:sprint@dinghyinsurance.com) (plain text only)  
 web site [www.dinghyinsurance.com](http://www.dinghyinsurance.com)



# Our Survey Said.....

by Jenny Ball



& Chris Tillyer



When we jointly took on the role of organising Events, Chris had the great idea of doing a survey to get member views on Traveller Events and ideas to increase participation. Chris also managed to delegate the task to Jenny, just showing what a great Events Secretary he is going to be. The survey was circulated at the Nationals and also online to ensure we reached as many members as possible.

We received 76 surveys across 24 clubs. This was a fantastic response and also means that we have good representation across the membership. In addition to the specific responses, we also got lots of comments and suggestions too - and all of them were polite! Thank you to everyone who took time out to participate - we really appreciate it.

Having completed high-tech digital processing of the data - (Jenny thinks Excel pivot tables are leading edge & Chris had never even heard of them!) - we have been able to review all the ideas provided and identify actions we can take in response. Some of the suggestions require further consideration - others we are able to action straightaway.

## General Overview of responses:

**Summer TT events** - 13 attend regularly, 40 attend sometimes, 23 never attend

Key factors affecting Summer TT attendance:

- Time/Other Commitments (17),
- Practical effort involved (7),
- Geography (11).

In terms of the whether Summer events should be one or two day:

25 said a Mix, 24 said 2 day,  
14 said 1 day, 13 gave no preference.

**Winter TT events** - 15 attend regularly, 15 attend sometimes, 46 never attend

Key factors affecting attendance:

- Time/Other Commitments (9),
- Not keen on winter sailing / too cold / do other sports (12),
- Travel distance for one day of sailing (4),
- Have more races (4),
- Geography (5).

## Things we can't do:

The following suggestions unfortunately came under the heading of stuff we can't fix - sorry about that:

- funding early retirements
- creating more days in the week/ weekend
- fixing health problems

- moving the winter series to the Caribbean
- providing dry suits
- free beer and ice cream.

Geography is also a slight challenge as we had requests to run more events closer to all of the following locations: the North, the South Coast, the Isle of Wight, North Devon, Norfolk and the East Coast. Might need to give that a bit more thought.....

## Things we can do:

### General actions:

- Use email and Facebook in addition to the website and forum to publicise events and encourage attendance at events - and report on events in as real time as possible.
- Introduce additional spot prizes to encourage participants outside the top 10.
- Strengthen our network of Sprint 15 fleet captains / lead reps at each club to improve flow of information and feedback between the Association and Sprint 15 sailors.
- Ask clubs to consider awarding Average Points for club racing when a member attends a Sprint 15 Traveller event / Nationals.
- Actively encourage Sprint 15 participation at other big cat events - e.g. - East Coast Piers Race providing additional opportunities to race in a larger Sprint 15 fleet outside of the Traveller events.

### Winter series:

- Revise format to three races back to back to provide more sailing for the effort of travelling. This will also allow for a discard. This will take immediate effect, starting with Stewartby on 5<sup>th</sup> November. We will also review options if a winter event is cancelled due to bad weather.

### Summer series:

- We will look at a mix of one and two day events - e.g. replicating the one day event at Draycote this year - although not all venues will be suitable for a one day format.
- Where possible, we will have venues that enable on site camping or local accommodation and ensure this is well publicised in advance.
- Review if format can be increased to five races - possibly to include a long distance race.
- Consider including mini training sessions or social activities after

sailing on day one of two day events.

## Things that we need to think about a bit more:

**Training** - review whether training can be feasibly incorporated into Traveller events. Encourage increased training sessions at club level (with support from Howard as required). Other support for members who are new or looking to improve their skills and experience.

**Traveller Events** - ongoing consideration of alternative venues to potentially encourage new class members and/or increase participation and review geographical spread of events. Consider potential technology enhancements - e.g. RaceQS app, online registration etc. Increasing membership - review ways to engage new members and re-engage with former members. Ideally, broaden out the demographic of the fleet. Put in place support to encourage new members out onto the circuit.

## In conclusion:

The above is just a high level summary of the feedback provided so if you don't see your comments specifically reflected in here, don't worry - please rest assured we have them!

The actions highlighted above are not necessarily new and are not revolutionary - but we hope they will encourage more members to participate in our events more frequently. We will continue to monitor their effect and also take on board feedback from you as the winter and summer season progresses.

The one thing we would ask you all to do is make sure we have your latest email address - if in doubt, please email [events@sprint15.com](mailto:events@sprint15.com) to make sure we have it.

Thank you again for your support for this process and we look forward to seeing you out on the water!

Chris Tillyer - Events Boss  
Jenny Ball - Events Sidekick

**Footnote:** A reminder of the survey questions:

*Do you attend Summer Traveller Series - Regularly, Sometimes, Never  
What would encourage you to attend more Summer Events?*

*Would you prefer 2 day Summer events, 1 day events or a mix of both?*

*Do you attend Winter Traveller Series - Regularly, Sometimes, Never  
What would encourage you to attend more Winter Events?*

*Do you have any other comments or suggestions to improve attendance at Traveller Events?*



# 15 SPRINT

## Sprint 15

### Winter 2016-17 TT Events Programme

**Events Secretary: Chris Tillyer 07780 660650**

**Asst. Events Secretary: Jenny Ball 07941 884508**

Watch [www.sprint15.com/events](http://www.sprint15.com/events) for details of events and updates.

Date	Venue	Contact	Phone
Sat 5 Nov	Stewartby Water Sports Club, near Bedford (A421)	sprint15@swsc.org.uk	
Sun 4 Dec	Rutland Water Sailing Club	<a href="http://www.rutlandsc.co.uk">www.rutlandsc.co.uk</a>	
Sat 14 Jan	Draycote Water Sailing Club	<a href="http://www.draycotewater.co.uk">www.draycotewater.co.uk</a>	01788 811153
Sun 12 Feb	Thorpe Bay Yacht Club	<a href="http://www.tbyc.org">www.tbyc.org</a>	01702 587563
Sun 19 Mar	Grafham Water Sailing Club, Cambs.	<a href="http://www.grafham.org">www.grafham.org</a>	01480 810478

**Winter Traveller Series** is for all sailing formats (Standard PY933 and Sport PY897).  
Four events with three to count. First race Saturday at 11 a.m. unless otherwise stated



### Summer 2017 Nationals – Advance Details

Date	Event	Venue	Contact	Phone
19-21 May	Sport Nationals	Yaverland Sailing & Boating Club	Chris Tillyer Jenny Ball	as above
22-24 Jul	Nationals	Thorpe Bay Yacht Club : Essex (2,3,2 races/day respectively) (Sat., Sun., Mon.)	Chris Tillyer Jenny Ball	as above

**Sport Nationals** at Yaverland is for PY897 format  
**National Championships** at Thorpe Bay is for PY933 format

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

*Pics.: Above :2015 Sport Nationals competitors by Alan and Mary Howie-Wood  
Below: 2016 Nationals competitors by Holly Farthing*

