

# NEWS SPRINT

The Official Magazine of the U.K. Sprint 15 Association  
spring2017 [www.sprint15.com](http://www.sprint15.com)



**THE DREADNOUGHT DIARIES**  
**THE BIG INTERVIEWS**  
**THE UNUSUAL ONES**  
**FINNISH LINE**  
**FIRST YEAR IN A 15**

2017 NATIONALS PREVIEW TIPS CLASS NEWS WINTER TT REVIEW CARTOON FUN

# COMMENTS



## from the ED

This is very much a poignant moment for me as this edition of "Newsprint" is to be my last as editor. Having held the post for 10 years, I feel it is time after 20 editions to move on and let a new editor take up the reins. What I can promise the new incumbent, whoever he or she may be, is that they are about to embark on an extremely rewarding experience if mine is anything to go by. Holding the post has given me the opportunity to engage with so many members who have made so many valuable contributions by way of interesting articles - many of whom I have yet to meet in person despite my fairly regular attendance at events. I have also been blessed with a goodly number of regular contributors which has helped the survival of a printed tome rather than the more often modern electronic versions favoured by clubs and organisations such as ours these days. So, thank you all and long may it continue. I would also make special mention of Carol Smith who, throughout my tenure, has proof read every copy for me before going to print so that you, the readers, receive a publication that contains good, proper english! Carol - you're a star! As we contemplate the 40th anniversary celebrations in 2018 of this great boat and Class, I can't help feeling that we are at something of a crossroads. There are a few issues currently at play, some of which are covered in this edition, will be publicised to you in advance of this year's AGM and which will be the subject of decisions to be made in that forum. They have, I think, the propensity to make far reaching changes to the ethos we have and which is the envy of others. In advance of our AGM we should all consider those things that, in the past, have made this Class so influential in the sailing world. The future of The Class as a production one design boat is in the balance. But to look on the bright side, it remains very much in the gift of us all to ensure a bright one. I have no doubt that that is what we all would wish for. But we need to make it happen! Howsoever you enjoy your boat, may I wish you fair winds, great times and I hope we'll meet on the water very soon. Many thanks.....

Cheers (&Laughter)

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

Cover Photo :

Ian Wilkinson (Shanklin SC) rounding The Needles

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# YOUR CHAIRMAN WRITES.....



## It's been quite a journey for me so far this year.

Having taken on the Events Secretary post from Erling last year, I more recently took over the role of Acting Chairman after our long-standing chairman, Gordon decided to stand down. I would like to register our collective thanks to Gordon for his excellent service as Chairman. Many will know that Gordon stepped into the breach when he took on the role – having already served on the Committee for many years previously. Thank you Gordon.

To say I've been busy is an understatement. So, where do I start with this missive, my first "Your Chairman writes" for the magazine? Let me start with the 2017 RYA Dinghy Show. What an excellent weekend this was for The Class. We had many new enquiries and lots of positive comments from visitors to the Sprint 15 stand. It was a very busy weekend and many thanks should go to those that made it happen. Before he disappeared off skiing, David Groom co-ordinated arrangements with the event organisers. Howard & Jenny put in a huge amount of their own time across the weekend, George produced loads of great photos and promotional material for display and as 'giveaways' for visitors. Thank to you all and the others who helped out and ensured a continual presence on the stand. A big

thank you also goes to Brian Phipps and the team at Windsport for supplying a boat and all the associated transport logistics. A report on the show is included elsewhere in the magazine. Moving on to events related matters.

Firstly, thank you to my Events Sidekick, (note official salutation), Jenny Ball who, with Webmaster Liam Thom, is doing a brilliant job with all the Facebook stuff, web announcements, general organising and publicity. I can't say how much I appreciate their great work done with such enthusiasm and energy. I look forward to the next 12 months or so.

The 2016-17 Winter TT's have concluded with Paul Grattage 1st, Steve Sawford 2nd & Jenny Ball 3rd. Well done to those who braved the cold winter. A special mention should go to Ed Tuite Dalton who sailed every one of the winter events and earned a well deserved fourth place. Thanks go to our fleet representatives and organisers at the host clubs of Stewartby, Rutland, Draycote, Thorpe Bay and Grafham for making the series possible.

Marconi SC recently has hosted a Teach-in session the week before their Open. Thanks to Howard, Jenny & Co. for arranging. The following weekend we had a tropical TT at Marconi, almost shorts weather. Liam put in a superb performance with a very consistent set of results thus winning with Paul

Grattage in second and George (fast) Love 3rd (apparently carrying extra weight !!) I had to miss Sunday due to a flight to Barcelona that afternoon but George was overheard saying he enjoyed his first visit to Marconi so much that he might move down south. There is a space waiting for you, George, at the club.

The Sport Nationals will be taking place in May hosted by Yaverland and Shanklin - probably too late for a report in this edition of the magazine – but hopefully the event will enjoy a great turnout. The Seasalter TT takes place in June and, thereafter, it will be back to a favourite club Thorpe Bay for the 2017 Nationals from 22nd to 24th July. Also thanks to Steve Sawford of Speedy Services who has agreed to sponsor the TT series. We are awarding a spot prize at each TT event to someone outside of the top 3 who has been exceptional for one reason or another.

Thorpe Bay is a great venue for sailing but also for shore based activities so we hope you will bring your partners and families with you. We are also delighted to have secured sponsorship for this year's Nationals. Windsport will again be supporting the event – along with new partners GJW Insurance. Local sponsor, Elmore Homes, will be supporting our new Chairman's Award prizes across the weekend.

As always, there is a discounted entry fee (and a free t-shirt!) if you get your entries in before 24th June and we have also introduced a new online entry process this year. Full details about the event, entry process and things to do in Thorpe Bay can be found elsewhere in the magazine and on the website.

Next year is the 40th anniversary of The Class and we hope to organise some special events to celebrate what a fantastic class the Sprint 15 is. Hopefully by July, we will also have secured a venue for our 2018 40th Anniversary Nationals.

Finally a very special thankyou to Jenny Ball. Jenny has helped and organised me so much I could not do half of this without her help. I owe you big time.

*Good sailing-*

*Regards,*

*Chris*

# The Unusual Ones?

## Are we the unusual ones?

Jane and I have taken up Sprint 15 sailing but perhaps, not in the usual way.

We have had a long (14 year) break from sailing partly due to work and location but more so because none of our sons wanted to join us. Before that our first joint boat was a very leaky Hornet with a sliding seat plus self bailers that could just about keep up with the water exiting the buoyancy tanks. For a short while we had a Jaguar 21, then redundancy forced a sale. Next we then shared a Laser 16 with the rest of the family. It was great, especially with small children who would sleep under the spray hood but it was so heavy to launch. Then we restored a dilapidated 21 foot Hironnelle Mark 1 catamaran (we often seem to only afford boats older than us). The highlight was a summer cruise in 2002 with our 3 sons (ages 10, 8 and 4) from Emsworth (Chichester Harbour) as far as Falmouth before finishing on the River Fowey.

In the summer of 2016 we rediscovered our joy in sailing when messing about in my brothers new-to-him Laser 13. So for a freedom summer holiday (sons no longer wanting to come with us) we washed down a Laser Pico that had been sitting unused in the garden for years and put it on the car roof to take to Cornwall. We sailed from Mylor where I had many family holidays as a child. We found two key problems a) getting it on and off the car roof was close to being beyond the two of us, and b) some middle aged spread meant we exceeded the design weight capacity of a Pico and the crew would get somewhat stuck in the tiny space

when tacking. Still we enjoyed it immensely.

Some thinking and fortuitous 'googling' facilitated coincidences which led us to Windsport at Mylor and a test sail of their Sprint 15. Well, more than just a test sail as we each got some individual tuition plus a sail on our own. That experience coupled with the wealth of information on The Association website set the train rolling and we started to look at all the adverts.



The Sprint 15 promised to be great fun....

At this point our interest in a Sprint 15 does seem to make us unusual in a couple of ways. Firstly, we hadn't been thinking at all about racing. I think the only series of racing I'd ever done was Junior Week at Mengham Rythe Sailing Club, Hayling Island in an Optimist when I was 11 (and memorably I fell out when learning to heel to windward on a run – just managed to grab the rudder as she sailed away).

Secondly, for us being able to carry the boat on the car roof is essential, we want to use it on holidays and generally we tow a caravan and so can't tow a boat as well.

So what we wanted was a boat that had enough weight capacity for the two of us and yet which we could comfortably lift onto the car roof. Such boats are few and far between! We realised that without children we didn't need to be able to sail to beaches with tons of stuff.

Instead, we could focus on the actual sailing.

The Sprint 15 promised to be great fun to sail and with each hull being about half the weight of the Laser Pico much easier to take on holiday.

So when Steve Sawford posted about a bargain for sale we couldn't resist and bid for #2008 from the campsite during the August bank holiday. I collected it from Grafham the next week and suddenly our ideas changed a bit because it included a road trailer. The trailer makes going somewhere for a days sailing so much more attractive due to the time savings (at home as well as at the destination).

So far we have taken our Sprint 15 on a couple of holidays along with our caravan. One to Stokes Bay Sailing Club in October, which was great – we managed 4 days of sailing and just over 60 miles – and the other to St Just-in-Roseland (near Mylor) for the New Year where we managed 3 sails. That included the brilliant combination of sailing to St Mawes for a fresh pastie on the beach on December 28<sup>th</sup>. Also my fastest sail yet was on New Year's Day when I achieved 18.1mph with our 13 year old nephew on his first catamaran sail.

The key challenge for holidays is finding somewhere to launch the Sprint 15 using its launching trolley where it can also be stored for the length of the holiday (using the car roof and assembling/disassembling each day is just too much hassle). In an ideal world it would be somewhere close enough to cycle between campsite and launch point. We are still looking for more locations. Maybe information could be added to the clubs on the website about using them as a base for a holiday.





We have also been sailing at Rutland Water quite a few times, although we prefer to use Whitwell rather than join Rutland Sailing Club (soooo much cheaper, closer to home and no need to do any duties) especially as racing is generally on a Sunday or an evening when I'm at work anyway. I've uploaded a few video's of these sails to YouTube, although sadly didn't catch the moment when Jane fell overboard when a strong gust caused rocket like acceleration downwind.

We have now met quite a few of you as we discovered the TT series and so I've been sailing at Draycote (x2), Grafham, and Stewartby. Generally we prefer sailing together but unless there is a Force 12 it isn't worth us racing 2 up so I've been doing the racing singlehanded. The membership have been very friendly, welcoming and really helpful with practicalities and tips. I plan to continue with the TT races although mostly limited to Saturdays within travelling distance of Leicester. What next?

Well, we have done quite a few upgrades, probably the most significant of which was to acquire drysuits (and thanks for the advice from members which was much appreciated) which have transformed our comfort and allowed us to continue to sail all year round, They are particularly great on holiday in a caravan as you don't have loads of wet stuff hanging around and they are dry and warm ready for the next day. Thanks mainly to both Speedy Marine and Windsport, we have improved our road trailer (needed an extra u-bolt, new wheels, safety tether, longer mast support and we added a jockey wheel and switched to rollers for the aft support), big wheel launching trolley (much easier to move the boat on it), new cover and new sheets, halyards etc.

We have also switched to a bigger car (well actually a Citroen Dispatch van) to have more space when combining sailing, cycling and camping on holiday. A gadget called a "Rhino-rack Universal Side Loader" makes it really easy even

for one person to load the Sprint 15 hulls on the van roof (so easy I even dared wonder if we could do the same with a Dart 18 – a suggestion that was not well received).

We have two Sprint 15 holidays planned for this year. One week will conclude with the Nationals at Thorpe Bay (wondering about spending the week before practising there). The goal is to come last to set me up for the most improved sailor in 2018 ;-)

Then a week probably in Cornwall in August (possibly/probably keeping the boat at Windsport).

As I mentioned, The Association website is a brilliant resource for anyone considering a Sprint 15 (significantly better than either the Dart 18 and Hurricane for example) and the members are very encouraging and enthusiastic. Hopefully, we can contribute experiences that show the unique qualities of the Sprint 15 beyond the excellent racing, particularly as a fast, fun, comfortable two-person day sailing boat that can be easily carried on a car roof.



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# Muesli Men, Fat Boys & Wind

From observations on the circuit, I believe the following revisions to the Sprint 15 Beaufort Scale as set out in the left hand column are required. Any offence to Muesli Eaters in general or, in particular, our webmaster is absolutely intentional.

Wind Speed	Original Sprint 15 Website Text	Hearty Breakfast Eater Revised Text	Muesli Eater Revised Text
0	<b>Sails to be left ashore</b> other than in bright sun when used for shade. Do not go afloat without paddles, anchor and swimming gear. Alternative activity filling gelcoat is socially acceptable	<b>Time for another sausage</b> or two with, of course, toast, an egg or eggs, bacon, hash brown, black pudding and beans and numerous well sugared cups of coffee.	<b>Looking very pleasant</b> and my sort of conditions. Better lay off the milk and added fruit though as severe danger of putting flesh on bones and slowing down boat. Obviously no sugar!
1	<b>Class fishing fleet puts to sea.</b> Paddles recommended. Tow rope essential for long distance cruising. Inland sailors cut grass or buy coloured string from chandlery	<b>See above.</b>	<b>Getting excited now</b> and can see movement in non-class legally mounted burgee. My sort of weather especially when shifty conditions which I can pretend to understand and take into account and show off my tactics post the racing on my large GPS enabled watch.
2	<b>Typical Grafham Sunday racing weather.</b> Do not admit to boredom afloat but pretend you're out for the mental challenge. Sprinters leave long tiller extension ashore. Cocktail cabinets may be filled with moveable liquid ballast and emptied during racing provided that none is discharged over the side whilst afloat. Class experts hike out leeward to gain shade from mainsail. Consider fitting bowsprit and kite.	<b>Reluctantly take part.</b> Mostly to show willing. Position bulk in middle of tramp near forward beam and do not move at all. Rank fleet by weight which will be the same as on the water and talk to other fatties around you.	<b>Hiking time</b> and use weight??? to keep boat level and move around to adjust fore and aft trim to best advantage. Ensure heavy weights are well buried in the pack ramming them before the start if necessary to slow them down. Stand up on the forward beam whilst running and gybe frequently so as to look in control and advertise fact that I am in the leading bunch.
3	<b>Typical Grafham Sunday lunchtime weather.</b> Trampoline ideal platform for lying full-length studying fullness of mainsail, mast bend, cloud patterns as recommended by most sailing manuals. Sailing in mixed fleets questions credibility of comparative Yardstick ratings of monohulls with big baggy sail at the front.	<b>Worst possible wind force.</b> No real excuse not to go out but will be hammered upwind and down by virtually every boat with less well-endowed helm on the race track. Only remedy - think clever - continue to sit in the middle of the tramp, stay out of the pack and hope for a sea breeze later on.	<b>Yippee.</b> Ideal weather will be hiking proper like hoping legs can support upper body weight for more than two minutes and will require both arms (and possibly legs) to pull in the mainsheet. Blast past any fatties who did first beat well on the reach or run with smug expression on face. Stop standing up on run as may be blown off boat.
4	<b>Sprinters get technical</b> with long tiller extension, (short one to be left ashore). Expect to get sandwiches damp. Moderate care required when overtaking other boats at gybe mark. Aim to sail within range of photographers.	<b>Bring out the hiking pads.</b> Yes these may well be required at times but only to protect muscular thighs from hard edge of deck. Perhaps half of one bum cheek or occasionally both over the side as any more stops hull flying.	<b>Tricky.</b> Lots of hiking required with little resulting effect on boat heeling. Traveller half out and downhaul on full aided by use of preposterously large class legal kicker system. Start to worry about pitch poles as no weight available to keep bows up.

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5	<p><b>Perfectly sailable.</b> Go for it. Fix 3 mtr strop to launching trolley to avoid wetting your elbows when launching in on-shore wind. Sprinters to take mainsheet and traveller strings outboard at all times when trapezing. Sunglasses to be tied on with coloured string. Popular with batten manufacturers.</p>	<p><b>Yippee.</b> Fat boy weather, both cheeks over the side and pull mainsheet in tight (one handed of course leaving other to hold onto shroud). Long beats are best and can always show more boat speed upwind than muesli eaters. Move towards the rear beam for bearaways.</p>	<p>Traveller fully out and wait for the running legs which are the only chance for any boat speed if pitchpoles can be avoided by sitting on a rudder. Bear away getting awkward so may be tempted to tack round. Sail well away from the finish line so as to keep away from gloating fatties after the race.</p>
6	<p><b>Class training weekend weather.</b> Expect to get wet. Antics of Sprint 15 fleet closely monitored from club bar by monohull sailors who claim they didn't plan to sail but have only turned up to drill holes in things, cut grass or buy coloured string from chandlery. We know they've wimped out. Checking the windspeed thingummy becomes socially acceptable ideally after sailing and accompanied with dismissive remarks – e.g. "Is that the time ?" or "This things fast !"</p>	<p><b>Yippee even more.</b> Both cheeks required and a bit of leaning out. May have to let go of shroud. Dump traveller a bit, blow lightweights away upwind and blast past them downwind. Perfect Sprint 15 weather and should be minimum race wind speed for all events.</p>	<p>Stay on shore and send/publish top placed heavier heroes rude messages decrying their achievements, ability and hard work during the race. Share a raisin with fellow muesli eaters all of whom had a good excuse to sit it out.</p>
7 plus	<p><b>Only sailing at Grafham</b> (and Seasalter and Paul Grattage wears a dry suit.)</p>	<p><b>Sailing at Grafham</b> so be there</p>	<p><b>Sailing at Grafham</b> so stay at home</p>

## A "Pause for Thought" Note

from Stuart Snell



Over the last few months you may or may not be aware that there has been a large amount of discussion around the weight of the new boats being produced by Windsport. I understand that it is the intention of the committee to bring in rule changes at the AGM which may require weights to be fitted to the hulls of all new boats post sale. Whilst I am not going to go into the whys or wherefores of if/how this should be addressed, I would like to share my thoughts as to the wider impact this decision could have on the class.

Many of you may well have felt that this has little to do with you (not unsurprisingly, as currently there are only 6 new boats affected). However, throughout my 50+ years of sailing I have seen similar situations arise in other classes and the choices they have made at that crossroads has adversely affected their future. If the weight additions are imposed it is likely that Windsport will no longer continue to manufacture new boats; would you spend over £10K on a boat heavier than the one you are currently sailing? Indeed, since this discussion has arisen, no new boats have been sold and one boat has been returned. Without a manufacturer (as Bryher Mouldings have exclusively given Windsport a license to build the Sprint

15), the class becomes less attractive to new members – it is effectively in run off...not good at a time when sailing is in decline and potential new members are looking for classes with a future. Whilst many of you may never have the inclination, or perhaps the funds to purchase a new boat, the knock-on effect will be that the ongoing supply of second hand boats will inevitably run dry. Long term this will have an impact on the residual values of all our boats. Given how little our boats have depreciated over the years this will be something of a shock to the system.

A number of the parts on a Sprint 15 are unique. As a result, obtaining spares will become increasingly difficult and inevitably more costly. Potentially it could incur an increase in insurance premiums (if you break a mast the boat will be a right-off). We have been spoilt by the ongoing sponsorship and onsite repair service that we have received from Windsport at the Nationals and other key events. This will inevitably disappear. If the membership decreases subscription fees will have to be raised. If there is a decrease in attendance at TT's clubs will be less inclined to act as our hosts and we will have to start sharing our events with other classes. At best this may mean mixed class cat

events but it may also mean sharing with dinghies who have different needs from an event. Less Nationals venues will be available – those who attended Pwllheli last year will understand how inconvenient sharing with another class can be especially when the other class is given priority.

So what might happen? Well almost certainly less boats, probably less competitive racing and a bigger dent in your back pocket. In the very worst case, the end of the Sprint 15.

Over the years, we have been exceptionally fortunate to have had Nick Dewhirst's diverse Cat experience to help negotiate these kinds of tricky waters. We have always strived to be a class of inclusion and tolerance.

Gordon has been a long-respected member of the committee and since Nick's passing he stepped into the breach as our chairman perpetuating these values. As Gordon felt the direction the committee was taking the class in was untenable then surely, we all have a duty to give careful consideration to the future of our class before we cast our vote at the AGM. So let us take a moment and pause, ask questions and consider the implications of the biggest decision in the recent history of our class.

# 2016-17 Winter TT Roundup

by Bob Carter



The first event of the Sprint 15 Windsport Catparts Winter Series 2016-17 was held at Stewartby Water Sports Club in November where 10 travellers joined 6 locals for three races back to back in a 20-25 knots stiff breeze. Paul Grattage dominated the event with 3 first places from locals Robert and Jon Finch who were second and third respectively each with 5 points. Steve Sawford and Stuart Snell were fourth and fifth.

The next event was at Rutland Water in December where, in a steady light breeze, Snell dominated the event with 3 guns. George Love was the well deserved runner-up on 4 points from Sawford and Richard Philpott, who was by chance at home on a visit from California.

In January, Draycote was the venue for the winter traveller. The weather was bitterly cold which doubtlessly put off some of the travellers but 6 hardy visitors joined 8 locals. The day started with beating rain in a decent breeze but as the racing progressed, the rain stopped and the wind dropped but it remained bitterly cold throughout. The racing was tight and tactical and webmaster, Liam Thom took the first two races, slightly aided by Grattage's errors resulting in penalty turns but clearly Thom sailed well. The third race was shortened to a single lap as a

result of the, by now, light wind and Grattage made no errors taking his first gun of the day. So Thom (1,1) won the event, Grattage (2,1) was second and Jenny Ball (2,4) was third. The next 5 places were taken by locals with Ant Clay ahead of Peter Slater, Jan Elfring, Ed Tuite Dalton and David Rowe.

In February the fleet moved on Thorpe Bay Yacht Club for the first Sprint 15 winter traveller (in 27 years) to be held on the sea. 6 travellers joined 10 locals to race in good north easterly breeze on a cold grey day. Jenny Ball of Marconi took the first two guns both from local, Gary Burrows. Chris Tillyer took the third race from Ball and Burrows. So the result of the event was 1<sup>st</sup> Ball, 2<sup>nd</sup> Burrows, 3<sup>rd</sup> Tillyer, 4<sup>th</sup> Sawford.

The finale was at Graham in March where 13 travellers joined 4 locals to race in a strong south westerly breeze. Grattage was back to his usual form and took two first places from Robert Finch and Sawford. David Groom was fourth and Tillyer fifth.

Thus in conclusion, all 5 of the Winter Traveller events were held in a good range of wind strengths. Paul Grattage (1,1,2) won the series and was presented with the Dewhirst Trophy by Judith Black. Steve Sawford (3,3,4) was runner up and Jenny Ball (1,3,8) was third.



## Overall Series Results:

- 1<sup>st</sup> P Grattage (Shanklin) 4 pts,
- 2<sup>nd</sup> S Sawford (Rutland) 10pts,
- 3<sup>rd</sup> J Ball (Marconi) 12 pts,
- 4<sup>th</sup> E Tuite Dalton (Draycote) 18pts,
- 5<sup>th</sup> J Elfring (Draycote) 22 pts,
- 6<sup>th</sup> G Goldstone (Queen Mary) 24pts,
- 7<sup>th</sup> R Finch (Seasalter) 25pts,
- 8<sup>th</sup> G Love (Carsington) 26pts.



2016-17 Winter's Winners:  
Left : Paul Grattage leads the fleet to take 1st. place overall.  
Above : Steve Sawford 2nd.  
Below : Jenny Ball 3rd.  
Prizes presented by Judith Black







## Twelve locals and visitors

attended the Sprint 15 Association Teach in at Marconi SC on Saturday 1<sup>st</sup> April 2017. Despite being early in the year, the weather was glorious – mild, sunny and with a perfect breeze for sail training. We could not believe our luck! Participants included people who race regularly and were just looking for some tips and practice to improve. Others have had their Sprint 15 for a short time and were building their experience. And two participants have just joined The Class from other fleets and this was their first outing on the boat!

After a briefing session over bacon rolls and coffee, the group headed out to the cat park to discuss boat set up and share lots of tips about tramp tightening, rigging, batten tension, rudder alignment and general commentary on tacking and gybing. None of which I am going to share with you here because we want to keep that advantage to ourselves.

The group then split into two. Howard Hawkes led the teaching for those who

were newer to the fleet, supported by Fenella Miller and the fleet headed out onto the water to sail a triangular course – practising different points of sail and boat handling, particularly mark rounding. Mike Godwin travelled all the way up from Newhaven and Seaford (our new TT venue for 2017) and kindly took our newest fleet member out on a Sprint 15 to help them find their way round the boat. Mike obviously did a great job because his crewing services were not required by the afternoon!

Chris Tillyer and David Ball led the second group and ran a series of mini-races with committee boat starts run by Jenny Ball and Mark Savill. The famous Blackwater tide pushed half the fleet over the line for the first start suggesting that a bit of practice was required after all (see footage on the Sprint 15 Facebook page!) – but the fleet quickly got to grips with it and put in some great races.

After lunch, the two groups did a debrief using footage from Go-Pros of the morning session before heading out onto the water again. Howard's group built on learning from the debrief with a series of practice starts and races around the triangular course with coaching from Howard and Fen from

the RIB. Chris's and David's group headed out onto the race course which had been moved to an area where the tide was less strong as there was now more water to play with. The fleet completed a series of races with lots of competitive sailing and with coaching from the RIB. And Gordon Deuce kindly capsized in order to show people how to right a Sprint 15 from the turtle position as part of their training. Except the others were all too busy racing to notice .....

After a cracking day's sailing, the fleet headed home for well earned tea and cake!

Thanks to Howard for leading the Teach-In on behalf of The Association. Thanks to Chris, David, Fen and Mike for tutoring. Thanks to Pat Shaw, Dave Russell, Pete Richardson, Tony Goode, Rhiannon Hitt and Mark Savill for manning support boats and the committee boat.

And a big thanks to Antony Bailey, Richard Piper, Nigel James, Steve Thomas, John Hefford, Rob Bailey, Steve Healy, Kevin Dowley, Gordon Deuce, Andrew Perks, Donald Sloan and Nick Pavitt for taking part!



# News & Announcements

## A note from The Chairman on behalf of The Committee.

### Boat Weights, Class Rules and the 2017 AGM.

The Class is in a bit of an unusual position regarding our rules, in particular the weight issue. Many of you are aware of the matter but for those who are not, I will briefly explain.

Late last summer, a question was raised regarding the relative weights of the most recently produced new Sprint 15s versus previously built boats – specifically that they appeared to be lighter than expected by some margin.

The Committee has been looking into this in detail - gathering weight data, reviewing the rules and consulting with Windsport, our class manufacturers and Bryher Mouldings on the matter.

A key USP for the Sprint 15 is the one design principle of our class. Equally, unlike some other classes, a specific weight is not defined as part of our rules (a deliberate choice when the boat was designed nearly 40 years ago). And we have a long history, which inevitably includes some variability or changes – the most recent being the switch of manufacturer to Windsport where some changes to manufacturing specification were agreed at our AGM at the 2012 Nationals with an accompanying rule that the overall weight would remain unchanged. At a Committee meeting in January, data regarding hull weights and all up weights across a number of different boats was reviewed, alongside the Class Association rules and other relevant information. Following a detailed discussion, a majority of the Committee concluded that the new boats were lighter than the rest of the fleet and did not comply with the rule voted in at the 2012 AGM. This was communicated to the owners of the new boats who have responded in different ways – from voluntarily carrying corrector weights to proposing a range of counter arguments. I should add at this stage, we recognise that every single owner of a Sprint 15 bought their boat in good faith to participate in competitive one design racing.

The Committee meeting also highlighted that our class rules need clarifying to say the least as clear interpretation seemed lacking with particular regard to the weight issue under discussion. As is often the case, whilst looking at them in more detail, it is apparent that some of the other rules (unrelated to weight) would also benefit from a general update and refresh at an appropriate time.

Suffice to say, it is not a straightforward matter and requires full and proper consideration. Bob Carter our technical man has been beavering away obtaining various data and considering different proposals including the implementation of a minimum class weight. As we go to press, we are gathering boat weight data using hanging scales accurate to within 200g. This will allow much more accurate results to be obtained.

At the class AGM at the 2017 Nationals at Thorpe Bay, we will be presenting some rule changes on which all the members present will have a chance to discuss and vote. This will include any proposals from other members if received in line with the timescales specified in our constitution.

Gathering of hard data and developing the proposals is still ongoing so it may be that not all the new proposals will be fully published in the magazine. If this is the case, a full set of proposals will be clearly publicised to members via our website in line with the notice period specified in our constitution. Once published, if you have any questions I am happy to try and clarify and I shall try to be unbiased in any response so as to allow the members to form their own opinions. Whilst there will be great debate over the weight issue, I truly believe we do need to set a minimum weight so that at least going forward our manufacturer has something to aim for. Most new boats are built to a target of 2 / 3 kg under and lead is added. This way, as a boat naturally gains a bit of weight during its life, it can be adjusted by removing some lead.

In an ideal world this would have been resolved back in 2012 and the first boat weighed but we can only deal with the situation as it is now. I truly hope we can resolve all of this and move on to better things. The Sprint 15 is without doubt the number one single-handed cat providing unrivalled sailing and racing at both the club and circuit level.

**Chris Tillyer : Class Chairman**

## 2017 AGM Notification

### Sprint 15 Class Association

#### Notice of 2017 Annual General Meeting

**Date** : Saturday 22nd July 2017

**Venue** : Thorpe Bay Yacht Club, Southend

**Time** : 17.00pm unless otherwise posted

1. Chairman's Report
2. Secretary's Report
3. Treasurer's Report and Summary of Accounts status
4. Election of Officers and Committee
5. Windsport update
6. Proposals from the Committee: *(to be circulated 14 days prior to the committee meeting) (Refer also to pages 32-35 of this edition)*
7. Proposals of which notice has been received by the Secretary 21 Days prior to the AGM, who will advise the membership 14 days prior to the committee meeting (see also pages 34 & 35 of this edition)
8. Venue for the 2018 National Championships and report by the Events Team
9. Any Other Business

NB. After the formal business of the meeting there will be an opportunity for the members present to discuss any other aspects of the Class Association activities and to present ideas for the future.

**Andrew Berisford : Secretary**



## THE COMMITTEE NEED YOUR SUPPORT

**For the readership. If you would like to stand for any of the positions as described below, please express your interest at least 21 days before the AGM to:**  
**[secretary@sprint15.com](mailto:secretary@sprint15.com) Please clearly indicate the post for which you would like to stand. (As we go to press, the present post holders who have confirmed their willingness to stand again are noted in red text)**

Post & Current Holder

**Chairman : Chris Tillyer**

**Vice Chair : Vacant Post**

**Secretary : Andrew Berisford**

**Treasurer : Gary Burrows**

**Publicity Representative : Vacant Post**

**Events Secretary : Chris Tillyer**

**Assistant Events Secretary : Jenny Ball**

**'Newsprint' Magazine Editor : Vacant Post**

**Webmaster : Liam Thom**

**General Committee Member 1 : Vacant Post**

**General Committee Member 2 : Vacant Post**

**Technical Representative : Bob Carter**

**Northern Representative : Ed Tuite Dalton**

**Southern Representative : Vacant Post**

**Training Representative : Howard Hawkes**

# 2017 Dinghy Show Report

by Jenny Ball



For many sailors, the Dinghy Show at Alexandra Palace on the first weekend of March is the definitive start to the new season. New clothing and equipment are bought, sailing friends are caught up with and new and traditional boats alike are admired. This year, the Sprint 15 Association was co-located with our Dart 18 colleagues and had a very busy and successful weekend. The stand looked fantastic with lots of visual material courtesy of George Love, and a Sprint 15 as our centrepiece, courtesy of Brian and the Windsport Team. We also had plenty of give away materials from GJW Insurance who are sponsoring our National Championships this year. We had lots of interest from people who had just bought a Sprint 15 or were actively considering joining the best fleet in the world and we wasted no time in extolling the virtues of the class. We signed up twenty people interested in a demo sail – one of whom was keen enough to sign up for the Teach In at Marconi too! This year, we also ran a free prize draw to win a copy of Brian and Tom Phipps' "The Catamaran Book" signed by the authors. The draw was won by our very own Paul Morgan of Thorpe Bay Yacht Club! We also had the opportunity to catch up with

lots of existing Sprint 15 friends on the day and it was lovely to see you all. We are following up with the people we met on the day and Bob Carter is kindly co-ordinating the demo sails. If Bob approaches you to help or if a new Sprint 15 arrives at your club – we would appreciate your support in welcoming and encouraging new members to the fleet.

### Thanks to:

Howard Hawkes and Gary Burrows for setting the stand up on the Friday. To Steve Healy, Rob Bailey, Bill Hurr, Gordon Goldstone, George Love, Gordon Deuce, Andrew Berisford, Ed Tuite-Dalton, Paul and Ellie Morgan and Chris Tillyer for manning the stand across the weekend.

### Special thanks to:

George Love and Morrison Design Ltd : Architects for providing and setting up the printed boards and materials which made the stand look so professional. GJW Insurance, who are sponsoring our National Championships at Thorpe Bay this year, for providing giveaways. Brian and Cookie Phipps at Windsport for providing the boat and all the logistical arrangements to get her there plus setting up and packing down.



Sponsors of the 2017 Sprint 15 Dinghy Show stand



The emphasis at this year's Dinghy Show was very much on cats and foiling



This year's Dinghy Show saw the launch of the very latest new edition of

### "The Catamaran Book"

by Tom & Brian Phipps

The book is a must for any catamaran sailors and racers whatever your standard. I thoroughly recommend it. So, put it on your birthday/Christmas list - or just go buy it.

I got my signed copy over a glass of bubbly with Tom and Brian.

Cheers, guys! Ed.



# The Dreadnought Diaries



The many cafés of Sandown Bay, Ventnor and Bembridge were visited by Sprint 15s from Shanklin throughout the less balmy months. The winter was not too violent and those of us too lazy or cack-handed to mend things at the clubhouse managed to get on the water at least once a week.

We did also manage a couple of epic journeys, epic for very different reasons.

The forecast for Sunday the 13<sup>th</sup> November 2016 was for a force 4-5 northerly which is the perfect wind for a trip round the Isle of Wight. The tides were good for an anti-clockwise voyage and Ian Wilkinson and I set off at 9.10am across the Bay towards Culver. The wind was initially light with more west in it than was forecasted and it took 40 minutes to get across Sandown Bay into the open waters opposite Whitecliff Bay. With the tide in we were able to stay close to land across the Bembridge Ledge before tacking our way up the north-east coast of the Island past Bembridge and Seaview. We went out far enough from the coast at Seaview to be able to fetch Ryde Pier but we were headed slightly and forced to tack out twice more to avoid the passenger ferry terminal at the pier head.

Once clear of the hovercrafts and passenger ferries at Ryde the next obstacle is the much bigger Wightlink car ferries which come out of Fishbourne and head to Portsmouth. Before we got into their path however, I did a very lazy tack and Dreadnought got blown over. First capsize since the Laying Up Supper marked off to me. As David Groom often points out, I am an eater of muesli so can take a while to right an inverted boat. I also had to use the halyard in the absence of a righting line but Dreadnought was well behaved and the mast was facing upwards before Ian could catch up.

We could not fetch Old Castle Point, to the east of Cowes but one tack in Osborne Bay had us out into the edge of the shipping channel so we were able to sail on starboard through the many yachts coming in and out of the Medina. A fifteen foot boat does not earn much respect from the weekend sailors of the Solent but you can use mind control to persuade skippers that starboard sailing actually does take precedence over motoring with your mainsail up, even if your jib cost more than the boat to which you are supposed to give way.

We were abeam the Yacht Squadron at noon with the tide strengthening in our

favour. We had done the difficult bit and could now bear away to the west-south-west.

We stopped briefly for refuelling opposite Gurnard then headed out again across the more scenic, western half of the Solent, away from the ships and the majority of the yachts in Solent Trim. We made up to 19.5 knots on a beam reach and rounded the Needles just over an hour after passing Cowes.

”

A sneaky gust caught Ian unawares.....

We kept well clear of land on the back of the Wight, opting for more wind and a shorter distance travelled. The tide was mostly against us to start with but not as strong as in the Solent where it reaches more than four knots. The thirteen miles from the Needles to Saint Catherine's Point often seems the longest because you are away from land and the sandy cliffs can seem fairly featureless. It was, however, an easy sail with the wind behind us and a flat sea.

The last section was completely different again with the wind having to cross the downs before dropping to the sea. We kept out about half a mile but a sneaky gust caught Ian unawares off Steephill Cove and flipped his boat over. Number two on the capsize board to Ian, first of many no doubt. The wind was dropping as we passed Ventnor and it had also turned to the north – when we could have done with a north-westerly. We had to tack seven times before we got back to our beach, six hours and fifty minutes after leaving.





On Saturday March 11<sup>th</sup> 2017 seven boats were rigged on the beach ready for a trip to Bembridge. There was pretty thick fog but it looked like it was clearing so we set off into the gloom as planned. There was a gentle easterly breeze and we thought we would easily fetch Culver on starboard. We thought we were heading out clear of the cliff but our first site of land was half a mile north of Sandown Pier. I asked Erling if he was happy to carry on. He said he was. This time we kept within sight of the land, tacking our way out of Sandown, past Yaverland, along the sandy cliffs until eventually they turned white.

We were in thick fog. It was quiet and a bit eerie and we didn't want to go out of sight of the Island. We passed a couple of kayakers silently fishing in the gloom. A couple of flocks of geese glided gracefully past us, inches above the flat water, then disappeared.

We suspected sea serpents had swallowed up Mark and Charlie Randerson and Erling. But possibly cowardice, boredom or common sense had turned them back to Shanklin. The tide had now turned and the remaining five boats made slow progress out of the Bay past Culver Cliff. Once out of the Bay we could bear away from the wind and take a close-in route over the Bembridge Ledge and then gybe downwind over the beach and into the harbour. It has taken us two and half hours to sail eight miles.

The public convenience was our first visit on making landfall before ordering cooked meals from the Tollgate Café which is right next to the beach in the harbour. Some of the spouses had been a little worried about us and had left messages with all the eating establishments on the east coast of the Island for us to ring them. Alan Howie-Wood was given the job of calling in to report his whereabouts. Maybe we should carry phones with us. Then maybe we shouldn't...

“ ....Erling had not in fact died....

The gentle breeze had veered slightly to the south-east which meant tacking in and out of the groins to keep within sight of land and to keep out of the tide. The tide splits two ways at the western end of the Island and once past the lifeboat, the tide was with us. However we had to leave the comfort of the shoreline so as to get away from the shallow ledge which was now exposed. This was the only vaguely hazardous part of the journey. We had to follow a course far enough out to sea that we didn't run aground or have to tack and not so far out that were in the path of

the Commodore ferry on its way to St Malo. Half way between Foreland and Culver Cliff I set a course on my GPS for the outer distance mark at Shanklin and the five of us stuck together as we set a course straight across the Bay, except the sea serpent had attacked again. Brandon Holmberg had taken his own course along the coast and Richard Beasley had disappeared. I knew Brandon would be OK where he was but Richard, who is blind as a mole, could have been anywhere. If we didn't look out we could be under a ferry. Yvonne Pike, Alan and I headed back where we had come from and we heard a plaintive cry from the whiteness. Richard had stopped for a comfort break and didn't think that letting us know might be vaguely helpful.

Navigating in fog with just a GPS was quite disconcerting. You have no idea of which way you are facing, you just have to trust the gadget on your wrist to get you home.

We landed on the beach at 1.40 pm, five hours after we set off. Brandon landed a couple of minutes after us. Top speed was only ten knots and we had done sixty manoeuvres. Not champagne sailing but a good test of seamanship.

It transpired that Mark, Charlie and Erling had not in fact died, they had just given up when the tide turned.



# My First Year in a Sprint 15



## I am Hector and I live in North Devon.

Mainly owing to my Dad and because we live close to the sea, I have always loved boats and most of all, I love to sail.

I learnt to sail in Devon and Cornwall, first in an Optimist, then mainly in Laser Picos and then I started to race a Laser with a 4.7 sail when I got to 11. I wanted to start in the Sprint 15s when I was 12 but Dad laughed and said he didn't know how to sail it himself yet. I asked others in the North Devon Yacht Club (NDYC) fleet and discovered that Fraser Manning and Sam Heaton had both started when they were 13.

So my Dad insisted that I waited until I was 13 but suggested that I crewed on a Dart 18 to learn more about cat sailing. I always wanted to go faster than most kids of my own age, so when I was 12 I started to crew for John Farr in a Dart 18 on Sundays and sail my Laser on Saturdays. The 18 was a lot more exciting than the Laser.

The first time I was allowed to go in a Sprint solo was back in July 2015. It was a Tuesday and a workday for Dad but I persuaded him to take a few hours off. We thought there was going to be only a force 1 or 2 and next-to-no wind so it was less of a sail and more of a drift but perfect for a first gentle sail. As we didn't expect much wind we rigged the boat in Sport mode so we would have enough power to sail the boat back to the club if the wind dropped further.

We sailed out from NDYC to the centre of the river and pointed the boat out to the entrance of the estuary. Dad then climbed onto a small RIB with a friend Richard (with whom he was supposed to be working) so I had safety cover and I sailed down to the lifeboat off Appledore.

Dad's mobile went off and he and Richard killed the engine and took the

work call. I tacked around the lifeboat and a puff of extra wind came along. Dad was stuck on the phone so, ignoring his last advice of "leave the jib furled and take it easy – keep the traveller out", I unfurled the jib and pulled in the traveller a bit, clipped on my trapeze harness and went zooming off to Puttermouth. I was off and it was fantastic. That year of crewing on the Dart 18 paid off. I was away and I loved it!

After a brief telling-off from Dad and another practice or two, I was allowed to have a race in his boat. Over the first few races I competed in, I was last back and yes, on one occasion capsized.

“ ....her foot went through and created a hole in the sail.

The NDYC rescue boats helped get me back to the club, but I was learning every time I sailed.

In my first race with a decent wind, about a force 4, I went out with a crew. I thought this would help me keep up with the fleet. A younger female friend, Sophie, who sails with the youth squad joined me to sail 2 up. It was about force 4. When our first race came around, we were rigged, changed and out on the start line on time. We were close hauled with my crew on the trapeze and a gust came which I wasn't prepared for 2 minutes before the start. We blew over. I did not realise that you needed to un-bleat the mainsheet and the traveller rope from the cleats at the stern of the catamaran before you went if you can, so when we went over my crew un-hooked and jumped in but

landed on the sail. As it was cleated off tightly, her foot went through and created a hole in the sail (sorry Dad!) and therefore our race ended before it started.

A few weeks later I raced my first race in force 2 light winds and didn't come last. It felt such an achievement beating one of the older sailors.

Over the next few club races on the following weekends I was trying to borrow Dad's boat as often as possible. I was restricted in the conditions and the times I could sail.

My older sister and I realised that we needed another Sprint in the family and persuaded our parents to sell one of our two Lasers and buy a Sprint for us. We found a Sprint on E bay that looked in good condition and so we bid the price of the sail number at the last minute and were lucky enough to be successful. The only problem was that the boat was near Redcar and we were in Devon. We left at 4:00 in the morning and got back at 11:00 at night. It was a very long day collecting her but it all went well, and in August 2015 we became a two Sprint family!

I had only managed to sail the Sprint for about 6 or 7 days when the weather wasn't too strong over the autumn and for only two hours maximum each time. I was usually at the back of the fleet, occasionally jumping up to second to last but that would never last for long as I would lose position again. I wasn't 100% sure what I was doing but it was fun and a learning experience. And I was getting better. Then, sadly, it was time to put the boats away as the winter series ended.

I was looking forward to starting again in 2016 and was finally able to start sailing again in April, only a few weeks before the Sport Nationals at Instow. As it was my home club, Dad said I could have a day off school to compete in the 2016 Sprint Nationals Sport Mode at NDYC.



I tried to go out sailing as often as possible before my first big event. In one race before the Nationals there were a few light wind races which I was suited for as I weighed under 9 stone. This meant I could overtake the heavies like Dad and Sam Heaton (who were not happy being overtaken)! In that race I cruised past the opposition downwind towards Skern mark and I was still in first on the way back. The only problem was that after overtaking them and making it down to Crow Point in first place, I tacked way too early to make it into the inner home transit. Sam had the right idea of going down towards the beach and then tacking so he could shoot along on a beat and won. Dad went 100 metres further than me and made the line and I got stuck within 50 metres of the line as others passed and ended up in 6<sup>th</sup> place at the end of the race. Having good and bad parts to the race is typical. The bad parts aren't really bad, they were just lessons that help me learn how to sail faster next time and would hopefully give me more of a chance when it comes to races with even more experienced sailors. During the Sport Nationals at Instow, we had Erling Holmberg, Liam Thom and Ian Wilkinson staying with us for the weekend. There were 33 competitors and I had finished 28<sup>th</sup> and 29<sup>th</sup> on the first day. It was tricky with sometimes very light winds. My Pro-Am partner was Liam Thom and he took me down to the beach in the pouring rain and he helped reset my boat and gave me some great tips. In my next race, I came 19<sup>th</sup> and then managed 4 more results between 20 and 25. I felt I had moved up! It was a great experience in home waters and with light winds so it was hard to be sure of how much progress I was making. Erling told Dad that he had to take me to Pwllheli for the Una Rig Nationals. I then took a break from sailing the Fifteen to sail the Dart 18, the big brother of the Sprint 15. First, at the GP2 with John Farr at the 40<sup>th</sup>

Anniversary Grand Prix at Restrouguet, which was great fun. The racing was good with lots of wind on day one gusting a force 7 and the atmosphere and the party was great. Dad suggested that I shouldn't be on the roof of the club at parties but he was with Keith Heason and had had quite a few shandies, so what did he know! Then followed the Dart 18 Worlds in Medemblik. John and I had varied race success in the Dart 18 but were compromised by a crash with another British boat. Whoops! But it was a fantastic experience and we still managed to finish in the top half but not where we hoped to be. After this, I helped at NDYC as an Assistant Instructor during the cadet weeks and raced in the Youth Race Week, known as Pelican Week, winning the Laser fleet for the second time. (Better luck next time Tom!) After Pelican Week, Richard Chidwick and I finally persuaded Dad to take me to the Unarig nationals in Pwllheli. So over the next few weeks I raced the Sprint several times in Unarig mode. At NDYC we sail in sport mode. I didn't want to try Unarig for the first time at Pwllheli. On the first day it still felt weird and I didn't really know what I was doing. It felt very strange sailing without the jib as that was what I was used to and after the first day I thought: 'This is impossible. How are all these people doing this?' I was also having problems with my rudders, which was frustrating. My professionals were Sean and Sophie McKenna – yet more members of Shanklin Sailing Club. The McKennas gave me some great advice. I almost feel like I am a junior member of Shanklin Sailing Club now! (I even briefly met Henry and Simon Giles in Sienna once but the only water was rain!) Sean took me to see Brian Phipps with the Windsport support who fixed my rudders. Back on the Welsh water in a force 3 to 4, I started racing with the back of the fleet and was more comfortable. In the last race of the day, I started close to

the Committee Boat but behind the front row. I immediately tacked off to what turned out to be the best side of the course. I came out third at the windward mark! Although I was overtaken by 6 other competitors, I managed to overtake one of them again and was gaining on the boat in front when I crossed the finish line in 8<sup>th</sup> place! When I got ashore Brian Phipps said it was because of my rudders being fixed! I was chuffed to bits. The next day the wind got up to blow between a force 3 to a 5. I was having great fun charging up and down really quickly before the race as the course was adjusted. Most people sat calmly resting. When the races started I realised why! The conditions were difficult and I rapidly became tired. In the last race I capsized and needed help to get back up! The sailing was competitive and there was nearly always someone close to you that you could compete with. The atmosphere was fun too and all the older members of the fleet helped with practical help and advice. We had an eventful journey home. We left with Richard Chidwick in convoy. We followed Brian Phipps and the Windsport van towing a 15 through the Welsh mountains; he was quicker than us as you would expect! Eventually we got to the motorway network and had a blow out near Bridgwater on the M5. Richard and Dad sorted it but it meant we didn't arrive back until the early hours. When we got back to North Devon we left the boats in the boat park and went home. Pwllheli was a wonderful end to a wonderful first year sailing catamarans. The next weekend I went down to the yacht club a couple of hours early to rig up the boats for the Autumn Sunday Series. Now, I am pleased to say that I am not usually last! I hope more young people can be encouraged to join the fleet. It is great fun. I have learnt new skills, seen new places, made new friends and have had a great time. I've even almost joined Shanklin Sailing Club!



## To Boldly Go North Where No Sprint 15 Has Gone Before Helsinki FIN Fleet 1

Finland, the land of 1000 lakes - with great natural surroundings, fantastic sailing conditions and wind!

Three years ago the idea was born to bring catamaran sailing to youngsters, young adults and adults without the huge expense of buying a new cat. The boat had to be simple, single or double handed capable, trapeze, a jib and complex enough to home in and develop the needed sailing skills for the new crop of boats lining up for the new generation of sailors to master.

The Sprint 15 fitted that bill 100%. Top performance and with its no tools approach for setting it up, the easy to take anywhere and robust construction and, most importantly, its big after market of relatively cheap boats, support and parts. The Sprint 15 is the boat for young and adult sailors to enjoy high performance one-design racing.

Seven boats make up the current fleet here in Helsinki. During the 2016 season we introduced many junior sailors to the sport of flying a hull with great success. We had ear to ear smiles for almost a week from most Optimist sailors who sailed the Sprints. Some smiled even despite pitch-poling and getting bruised - it was just plain fun racing these machines in America's Cup style in front of the club house.

The Sprint 15 fleet has found its home at the Brändö Seglare Sailing Club. Check it out at: <http://www.brandoseglare.fi>, where a lot of activities are being offered during the 2017 season around the Sprint 15 and Dart 18 for any age group and skill level. And all with top coaching provided.

We see the responsibility of a sailing club to be the foundation where people can experience, learn and develop racing skills in order to then move to boats, programmes and

Olympic platforms which a club cannot provide any more. Our mission is to sow the seed of "Sailing for Life" and enjoy wind and water.

This being the first report from Finland it is, at this point, rather brief - as this class here in the cold north of Europe is rather new and more will be reported as we start having exciting clinics and racing during this season as well as our, soon to be announced, SPEED WEEK.

The year - 2016 - was the first season of introducing the boat to the public in Helsinki. This spring and summer, more clubs from other cities will come and try the boats.

As all these events will happen - the next edition of this write up will include more action and details including hopefully many pictures of smiling champions.

## Helsinki FIN Fleet 1



Cartoonist Phil's take on the Finnish Winter Series





## Sprint 15 Class Association Committee Meeting with Windsport Sunday 5th March at 11:30am at Alexandra Palace, London.

### Present

#### Windsport:

Brian Phipps  
Cookie Phipps

#### Sprint 15 Association Committee:

Chris Tillyer - Chair  
Jenny Ball – Events Assistant  
Howard Hawkes – Training Lead  
Andrew Berisford – Secretary

### Matters discussed

Brian opened the meeting to discuss the support that Windsport can offer the Sprint 15 Class in the year 2017

#### 1.00 Events support

1.01 Brian confirmed that Windsport intended to provide event support with the trailer at the Thorpe Bay Nationals as a Sprint 15 primary event. It was also their intention to support the summer TT at Seasalter as a secondary event subject to staff availability and logistics at the time.

1.02 Brian noted that a Class Association representative holds a small supply of spare parts sponsored by Windsport (£200 worth) which can be taken to those events that Windsport are not able to support directly. The Committee will follow up on this so that it can be made known to TT participants when available.

#### 2.00 New boat sales / Commercial considerations:

2.01 Brian advised that Windsport have been looking at the commercial viability of the Sprint 15 after many years of supporting The Class and the associated investment in taking over as its supplier. Windsport are holding a large range and volume of Sprint 15 unique parts to support the ongoing supply of spares as well as new boats.

Conversely, when an existing supply of a Sprint 15 specific part gets used up, there will be an investment decision required re: viability of setting up new tooling / sourcing raw materials and the inevitable long term shelf life costs of some key parts.

2.02 Another key consideration for Windsport is the low volume of new boat sales to date.

2.03 For continued support to the class to be commercially viable, Windsport has concluded they require 3 new boats sales in 2017 as well as the income from replenishment parts. **Lack of new boat sales in 2017 may well lead to Windsport removing the tooling and moulds from current Windsport suppliers and the Sprint 15 no longer being available as a production catamaran.**

2.04 Windsport also advised that they are the process of setting up a financing offer to support sales across their range of boats. They expect this to be available within the next few months.

2.05 Windsport noted The Committee's recent review of the weight of Sprint 15s to which it has contributed separately. Whilst Windsport did not support the Committee's proposal for new boats without cocktail cabinets to carry weights as an interim measure, Windsport also acknowledge the Association's role in managing the rules of the class. Windsport will wait to hear from The Committee following the AGM where this matter and any other potential rule changes may be debated by the membership. Brian further advised that Windsport would **continue to try and build boats within the all up sailing weight set by any class rule change but these constraints are subject to materials and manufacturing skills at any one time as has been the case in the past.**

2.06 The Committee recognised the historic long term support offered by

Brian and the Windsport Team and The Committee's desire for the long standing partnership to continue. The Committee also acknowledged that Windsport need to take account of its own commercial considerations. The Committee welcomed the proposed introduction of a finance offer to support boat sales and will actively promote this to the membership when available. The Committee confirmed that they would keep Windsport informed of proposals discussed at the AGM in July.

2.07 Finally – Windsport advised that they will now be adding their base at Mylor Harbour, Falmouth as a Wedding Venue to their commercial offering!!

#### 3.00 2018 Nationals:

3.01 Following the discussion at the last AGM, Windsport have looked into the option of hosting the 2018 Nationals at Restronguet.

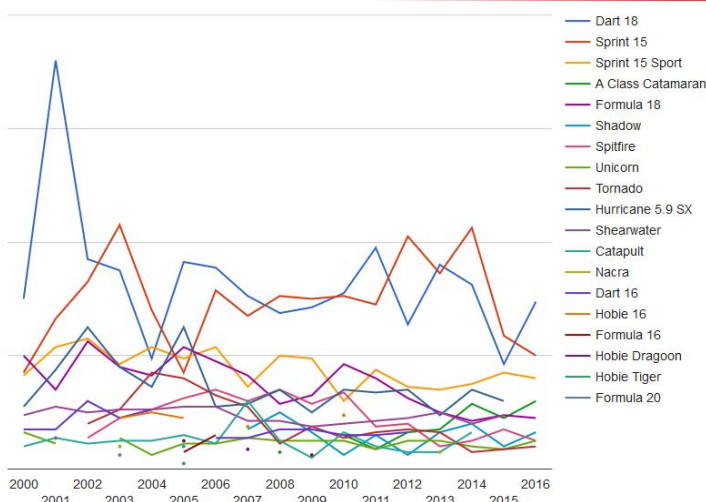
Unfortunately, the costs and resource associated with putting on the event are such that Windsport do not feel it will be feasible for the Nationals to be hosted at Restronguet. The Committee thanked Brian for making the enquiries on its behalf and would now approach other potential venues to host the event.

#### 4.00 UKCRA:

4.01 Windsport advised they are currently holding six UKCRA Dart 16s which were previously youth/demo boats. These have been refurbished to a serviceable level and are up for sale. They would be ideal for a club trying to encourage new / youth sailors into cat sailing. Cost: £950.00 to clubs and catamaran classes while stocks last.

4.02 There was a brief general discussion about the role of UKCRA ahead of the UKCRA meeting schedule later in the day.

### Meeting closed



### For the "statos"-

**We're not quite top of the table in 2016 for National's attendance across all UK catamaran classes - having been knocked down to second by Dart 18 who were celebrating their 40th anniversary in 2016! This year - 2017 - we'll surely be back on top.**

### And Sport mode takes 2016 third place overall

**And as you can see we've been top for seven times in the last sixteen years and only dropping below second place on three occasions in the last sixteen years!**

**Proof, if proof were needed, that the Sprint 15 has lasting appeal and endurance in the single handed catamaran racing arena. You won't find better competition - whether you're a seasoned campaigner or an up and coming rookie.**

Chart by kind permission of:

**YACHTS**  
ANDYACHTING.COM

# Cartoon Fun



Phil provides some fun and laughter with his latest take on the lighter side of sprint 15 sailing





How about suggestions for a caption for our heavyweight sailor  
e.g.  
"The only weight problem with my boat is me!"  
OR  
"If anyone wants some spare weight, I'll be delighted to give you some"  
Any more from anyone?

# The Big Interviews

Our latest recruit to the 'Newsprint' journalistic team, Holly Farthing, has been out and about, catching up with one or two of our racing regulars. Holly persuaded them to answer a few searching questions on just what makes these guys tick as well as their best tips to success on the race course. She also found out a few things that, in a more guarded moment, they might not want you to know!

Look out for more **BIG Interviews** from Holly in future editions.

## Stuart Snell- Grafham Water Sailing Club

### Where's the best place you've sailed?

My favourite sailing event was Carnac in 2014, as it was somewhere Nick always wanted the fleet to go to.

### Where in the world would you most like a Sprint 15 event?

I would like a Sprint 15 event at Lake Garda in Italy as I sailed there around 10 years ago. The food was amazing, especially the ice-cream, and the sailing was quite good too!

### Who is the person you most like competing against?

In 1979, at Hickling Broad, I raced against Reg White. He was sailing a Mystere and I was sailing a Dart 18. It was an incredible race.

### Given the choice: would you rather compete in the Olympics or Americas Cup?



I would choose the Americas Cup, as I prefer sailing Catamarans and think they get to go to better venues. I also would enjoy the company both on and off the water of some of the most talented sailors in the world.

### If you hadn't got into sailing, what would you most like to have done?

I would've liked to have learnt to surf or snowboard, even though I'm not a massive fan of the cold or water. I used to play table tennis at county level and would've liked to carry that on too.

### What's your between races snack?

It's got to be bananas! I duck tape them to the tiller as they fit nicely and taste good even when they're soaked.

### What's the most interesting sea life you've encountered sailing?

I've seen quite a lot of sea life sailing around the world but the most interesting would have to be the sharks. Whilst sailing with my daughter, in Port Elizabeth, South Africa, we saw hammerhead sharks and an enormous basking shark which swam under us and bumped into the boat.

### Do you have any lucky charms or rituals?

I don't have a lucky charm. However, I'm told I'm very antisocial before racing and like to be left alone. Sorry!

### What's the best prank you have ever played on another sailor?

When Dart first came out they only made red and white boats, meaning they all looked identical. So at an event we swapped 2 white ones over so they went out on the wrong boats. Not looking at their sail numbers both competitors went out and didn't realise until well off the shore. It was hilarious.

### What's your top tip for someone new to sailing?

The more practice you get the better you'll become, it can only be achieved through hard work. You have to put in (what I like to call) 'Tiller Time'.



Above : Stuart Snell  
Left : Peter Richardson



## Peter Richardson-Marconi Sailing Club

### Where's the best place you've sailed?

Definitely Aruba in the Caribbean. It's got 16 degree water and it's perfectly flat; great conditions for sailing.

### Where in the world would you most like a Sprint 15 event?

I'd like to go back to Aruba! But, if not, then probably Dubai. Out there they're trying to promote and encourage sailing and I think they'd put on a good event. Dubai also has lovely hotels and facilities.

### Who is the person you most like competing against?

I competed against 3 gold medalists in Aruba. They included Mitch Booth and Yves Loday and I got to call water on one of them.

### Given the choice: would you rather compete in the Olympics or Americas Cup?

I'd rather the Olympics because the Americas Cup is money orientated and it's an overall sailing team. I think everyone should be able to sail and participate - it should be due to ability not money.

### If you hadn't got into sailing, what would you most like to have done?

Motor racing as I used to do track days at Silverstone. I had a track day car and used to race and rally it there. I also had a rally car when I was younger and a large group of us

would all go rallying at the weekends.

### What's your between races snack?

Oranges, as that's what Kevin gets so I can eat them for free.

### What's the most interesting sea life you've encountered sailing?

Basking shark in Hyeres. I was sailing along and looked down and it was swimming beside the boat.

### Do you have any lucky charms or rituals?

No.

### What's the best prank you have ever played on another sailor?

Someone was annoying me while I was sailing a Hurricane so I chucked a shackle pin on their boat. The look on their face.

### What's your top tip for someone new to sailing?

Enjoy it.



On pole position on home waters at Draycote Water SC

Ed Tuite Dalton 1940

## Ed Tuite Dalton-Draycote Water Sailing Club

### Where's the best place you've sailed?

Instow as I like the tide aspects; it's a nice setting; it's got good winds and the events are always done well. Good memories.

### Where in the world would you most like a Sprint 15 event?

San Francisco Bay. After watching the Americas cup over there, I think it would host some good sailing. It's also a very impressive location.

### Who is the person you most like competing against?

Mark Aldridge, because we both are very competitive and are usually around the same areas of the course. Similar ability.

### Given the choice: would you rather compete in the Olympics or Americas Cup?

Olympics because it's more of an individual event. However, I'd love to do both

### If you hadn't got into sailing, what would you most like to have done?

I still do racket sports such as tennis, squash, table tennis etc. and I really enjoy it.

### What's your between races snack?

Whatever I remember to bring out. Today it was a Boost Bar.

### What's the most interesting sea life you've encountered sailing?

Sailing in France along side porpoises at night time. You get the reflection off the water and it's really beautiful.

### Do you have any lucky charms or rituals?

Not for sailing, no.

### What's the best prank you have ever played on another sailor?

While sailing 2 up boats, I got my crew to climb up the mast. Then go up another boats mast, capsize their boat, get back on our boat and sail off.

### What's your top tip for someone new to sailing?

Go out in conditions that would be suitable and are realistically sailable for your level of ability. And enjoy it!



## Making it happen for the Sprint 15

Being a small boat manufacturer can be tough. Being a small boat catamaran manufacturer is even tougher - believe me!

The Sprint 15 is a great beach sports cat that requires more than sailors to sail them, associations to organise class activity or manufacturers to produce boats. Success needs all three!

Windsport recognised those critical ingredients over 10 years ago when we took on the Sprint 15 production investing in new tooling and returning Sprint 15 manufacturing to the UK. Working with positive, forward looking Sprint 15 sailors, enthusiastic about The Class and its future, the Windsport team set about building a "manufacturer's class support" that was far more than selling boats and replacement parts.

Since 2005 that manufacturer's investment has been all about The Class's future.

For the last ten years Windsport has provided the 'show' boat for display at the annual RYA Dinghy Show, along with flags and display material, to project a catamaran class that has a future. Good for the class, good for the sailors and good for the manufacturer. The annual Dinghy Show is also the time when The Class and Windsport has met to plan a series of support initiatives that benefit you, the sailors and the future success of The Class such as:

1. Which events the Windsport event support trailer will attend with technical support and advice, personal performance tips and replacement parts keeping you, the sailors, on the water. All part of a support service at a significant cost to the manufacturer.
2. Class Publicity. When the Sprint 15 Class decided in 2016 it needed Sprint 15 flags to use at events for publicity, Windsport stepped in to support the cost of the class flags.
3. Coaching Support. Windsport has sponsored the class with a number of professional coaching sessions with a series of on and off the water programmes for the Class Association to promote/provide to class sailors.
4. Class Magazine. The Sprint 15 class magazine is the envy of many catamaran classes thanks to your dedicated editor George. No magazine can be produced without articles. Windsport regularly supplies specific Sprint 15 articles both coaching and repair related to help sailors improve their sailing performance or maintain their boat.
5. Sailors technical support and service has a value of its own. The Windsport team has always been just

a phone call or email away with advice for any Sprint 15 sailor with a question. Windsport holds knowledge that goes way back to the very first boat built, the very first testing, the very first Sprint 15 (Spark) rally and championships - further back than anyone else connected with The Class.

6. The Sprint 15 has many parts that are unique to the design. Your manufacturer, Windsport, works to hold a stock of ALL those parts to ensure whatever part you need for your boat is available when you need it. Many of those parts have minimum production runs requiring Windsport to carry and finance stock with a long shelf life often over many years.

7. Special Promotions. Working in conjunction with the Class Association, Windsport has provided various special promotions including a "New Boat Winter package" that saved class members hard cash. These special packages can be a blessing and a curse to a manufacturer. Whilst the sailor gets a very welcome and worthwhile saving, the manufacturer hopes these sales are a stimulant and an addition to the number of units normally sold annually? The same can be said of the recent class association "Winter new sail package" launched end of last year. Only time will tell if it works for all parties - the sailor gets a cash saving, the Class Association get bigger racing turnouts and the manufacturer sees an increase in the number of sails sold per year.

All the above support and initiatives have provided creative opportunities for you, the class sailors, the Class Association and class manufacturer. However, as a small business manufacturer we have to stay profitable so we can maintain a service and fund associated stock. Factoring all that in, along with special promotions, sponsorship, and class support, when you buy a new boat or class replacement part from the manufacturer you support that total package of continued class success. As we said at the very start of this piece it takes three to tango - you the sailor, your Class Association and Windsport, the manufacturer. Anything less breaks that circle of success.

**From the Windsport team following 10 + years of providing manufacturer's services and support to you, the Sprint 15 sailors.**

*Brian Phipps*

## Windsport Sprint 15 Cat Action

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

### Just want to chat about cats!!

Windsport does that too ....

Supplying you with parts is only a small part of our job....

Contact :-

Windsport International

Tel: 01326 376191

Fax: 01326 376192

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

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

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

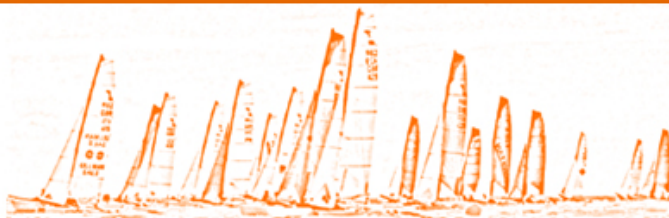


Early Spark  
testing on  
Datchet Water





Hosted by Marconi Sailing Club raising money for The Cirdan Sailing Trust



## Why not try something different – long distance cat racing!

Many of us spend most, if not all, of our racing time banging round the cans for an hour per race. However, sometimes it can be nice to try something different and have a go at one of the long distance cat races which are well established around the UK.

UKCRA (UK Cat Racing Association) promote a number of long distance cat races in the UK – see [www.catamaran.co.uk/long-distance-races/](http://www.catamaran.co.uk/long-distance-races/) - some of which the Sprint 15 can enter.



So if you are ready to take your Sprint 15 out for a longer run – in the company of fellow sailors in about every type of cat you can think of – here are two suggestions for you!

## East Coast Piers Race, Marconi Sailing Club – 1<sup>st</sup> and 2<sup>nd</sup> July 2017

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

- The East Coast Piers Race takes its name from the piers at Osea, Clacton and Walton which all feature in the full course.

- The event raises lots of money for charity – including the sale of donated Adnams beer.
- The ECPR has three courses – the Sprint 15s complete the Colne Point Race which is “only” 25 miles. The Colne Point Race has been won regularly by a Sprint 15 and there is also a dedicated Sprint 15 fleet trophy.
- The fast cats do a 50 mile circuit to Walton Pier and back and fast monohulls turn at Bradwell.

- Now in its 30<sup>th</sup> year, the ECPR attracts sailors of all abilities & all types of cat back every year.
- There is free onsite camping from Friday night through to Monday morning with bar / galley facilities all weekend and entertainment on Saturday night.
- Saturday is a series of two races in the afternoon with ECPR briefing on Saturday evening. Sunday is the race day.
- Safety is paramount, of course – so all competitors are required to carry

specified safety kit. There are mother boats stationed at every mile along the course to track competitor progress and offer assistance if required along with a fleet of RIBs.

## Solent Forts Race, Hayling Ferry Sailing Club – 17<sup>th</sup> and 18<sup>th</sup> June 2017

[www.hfsc.org.uk/solent-forts-race](http://www.hfsc.org.uk/solent-forts-race)

- The SCHRS cut-off for eligible boats for this race is 1.352 or faster which includes Sprint 15 Sport mode but excludes Sprint 15 una rig / 2 up.
- Two fleets/courses of different lengths – the Sprint 15 Sport mode are in the Blue Fleet.
- The course comprises a number of legs radiating from a gate (like a star) to pre-defined marks.
- The format is flexible to allow the Race Officer to set the course to the conditions.
- Saturday is a practice race. Sunday is race day.
- There is limited onsite camping available plus plenty of other local accommodation available. Bar / catering facilities available across the weekend.
- Safety is paramount, of course – so all competitors are required to carry specified safety kit.
- Pre-entry/registration is required – there is a limit on the number of competitors.

For those of you who might be able to sail bigger cats – the other two long distance events promoted by UKCRA are:

## Kent Forts Race, Whitstable Yacht Club – 9<sup>th</sup> and 10<sup>th</sup> September 2017

[www.wyc.org.uk/on-the-water/forts-race](http://www.wyc.org.uk/on-the-water/forts-race)

SCHRS cut off - 1.217 or faster

## Solent Slog – Weston Sailing Club

[www.weston.org.uk](http://www.weston.org.uk)

## Solent Forts Race

Hayling Ferry SC - 17th - 18th June 2017



There's also the Isle of Sheppey Round the Island Race - another great event in which many of our members have taken part over the years. Check out the Spring 2016 edition of 'Newsprint' for an in-depth report from Mark Hollis of Seasalter SC



# Spotlight on Newhaven & Seaford SC



On 23 September this year, the Sprint 15 fleet will be visiting Newhaven & Seaford SC for our first ever one-day TT at this venue. It looks like a great place to sail and we are assured a great welcome from a club that is becoming increasingly cat focussed. In this article, their class captain Mike Godwin gives a taste of what to expect from this stunning venue.

## Welcome to Newhaven & Seaford Sailing Club

Find us at: NSSC Ltd, Club House, Marine Parade, Seaford, BN25 2QR  
For queries on the summer traveller contact: [goderrs1@gmail.com](mailto:goderrs1@gmail.com)

Join us for the summer traveller on Saturday 23rd September 2017.

Camping is available the night before and after. You're welcome to join us in our normal club racing on the Sunday. The clubhouse galley and bar is open for food and drink on both nights.

Hi to all our readers. So, we are the NSSC, "Who?" I hear you ask.

We are a thriving family sailing club on the south coast, 12 miles east of Brighton and 9 miles west of Eastbourne. Most people will miss our

little town of Seaford by using the A27 by-pass which we honestly do not mind. We are at the end of the railway line and have easy access to the South Downs including the iconic Seven Sisters cliffs and Beachy Head.

Newhaven Harbour and Marina are just a stone's throw away and we have great sailing available in Seaford Bay. Catamarans? Yes, we have few, but more Lasers and Fireballs.

I had the opportunity in 2016 to visit the Isle of Wight and when we were at Shanklin, my wife asked me why I was dribbling.... something to do with the sheer quantity of Sprint 15s in the dinghy park I explained. She really, really did not get it.

At the NSSC we have 5 Sprint 15, 3 Dart 18, Hobie 16, F16 and Dart 16, so we still have some work to convert the single hull "thingie sailors" to see the light.

How do we differ to most other clubs? Well it's two-fold.

Firstly, we occupy a unique position on the seafront with the land owned by the club. There are little to no commercial facilities on the Seafront apart from two cafes serving only takeaway drinks.

Some years' ago, we decided to franchise out our galley to serve the public, so they can come in for cooked meals, drinks and even the bar is open

to the public Monday to Sunday. Of course, there are restrictions. No public access on club nights and sailing days/ open events held at weekends or during the week. But the income is vital for the club to continue to invest in new training boats and hopefully a new designed building in the not too distant future, probably in excess of £500k!! - (does anyone know a wealthy Russian by chance?).

In the photo of the clubhouse at Seaford you can see the decking facing onto the sea (and the all-important winch-box). The only thing missing is YOU!

There are camping facilities at the NSSC (Seaford) - see photo opposite- with free parking on site with pebble beach only 50 meters. There's plenty of space for temporary berths for your boat. In the background, you will see a campsite with holiday caravans that are not part of NSSC.

Secondly, we have Piddinghoe Pond only 2.5 miles away where we have a very active cadet section. This is where we do most of our training to Level 1 & 2 sailing. We also teach Windsurfing, SUP and Kayaking. The pond is rented out to other water sports clubs in the area where the safe environment and safety boats make it ideal to get people on the water for the first time.







Last season, I took my Sprint15 to the pond for the winter period as we stop sea sailing at Seaford at the end of October until the end of March. With the South Downs causing any wind to gust and then go to nothing, I decided that I would have to wait for the season at sea to start. It was a great trial but to be honest the pond is just too small for the Sprint15.

Why come to the NSSC?

- Excellent sailing facilities
- Friendly and helpful NSSC members
- Things for all the family to do, whether sailor or non-sailor

- Camping facilities on site
- Free parking
- Galley offering both hot and cold food
- Bar with licence
- Washrooms and showers

Non-Sailor? Unlikely, but possible. Even non-sailors will enjoy the attractions available locally. Take a bus ride or the train to Brighton. See the Royal Pavilion, perhaps buy from the many designer shops, visit the famous Lanes and enjoy lunch/dinner in the vast array of restaurants. If you cannot keep away from boats, why not take a

visit to Brighton Marina with its vast selection of outlets and restaurants? Take the train or bus to Eastbourne for a great day out. You can alight from the bus at Cuckmere Haven, see the famous coastguard cottages, perhaps even walk across The Downs to Beachy Head and Eastbourne. Want to know more, or have any questions? Have a look at our website at [www.nssc.org.uk](http://www.nssc.org.uk) or drop me an e-mail at [goderrs1@gmail.com](mailto:goderrs1@gmail.com) Many thanks for reading. Mike Godwin  
Catamaran Class Captain



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## GJW Direct

Sponsors of the 2017 Sprint 15 National Championships at Thorpe Bay Yacht Club



# 2017 Nationals Welcome & Information

## Sprint 15 National Championships 2017 Welcome and Information!

22<sup>nd</sup> to 24<sup>th</sup> July 2017

Organised by Thorpe Bay Yacht Club in association with the Sprint 15 Class Association.

We are pleased to share with you information regarding this year's National Championships, to be held at Thorpe Bay in Essex!

We very much hope that you, partners and families will join us for what will be a fantastic event both on and off the water. Thorpe Bay has excellent facilities and is close to lots of activities and attractions to suit anyone who is not on the water, making it a great venue for competitors and non-sailors alike. The Notice of Race (NOR) includes all the usual official notifications but please find below some further information about the event. We look forward to seeing you there!

### Thorpe Bay Yacht Club:

Situated on the Thames Estuary, Thorpe Bay has excellent open sailing waters with a very moderate tide, making it a great sailing venue. With a large and active home fleet of Sprint 15s, the club is very welcoming and always hosts a great event. There is plenty of space for boat and car parking close to the clubhouse and the water. The clubhouse has great views over the estuary with a large upstairs lounge and outside balcony plus catering and bar facilities – which also makes for a great venue for evening entertainment (see below). For more info visit: [www.tbyc.org](http://www.tbyc.org)

### Where to Stay:

There is provision to camp **on site** at Thorpe Bay for tents and motorhomes and **this is free**.

There is also lots of other local accommodation available nearby including guest houses, self-catering apartments and larger hotels such as Premier Inn (\*2), Roslin Beach Hotel, Holiday Inn, Westcliff Hotel, Royal Hotel. Some are walking distance from the club, others are just a short drive away. A quick search on Google (other search engines are available) or [www.visitsouthend.co.uk](http://www.visitsouthend.co.uk) will provide lots of suggestions. As our event coincides with the start of the school holidays, it would be worth booking early. Given the fairly early start on Saturday (due to the tide window), you may also decide to book your accommodation starting on Friday night

### Programme of Events:

#### National Championship Races – Saturday 22<sup>nd</sup> to Monday 24<sup>th</sup> July.

There will be a practice race followed by 7 races in the series across the three days.

\* **Note:** The NOR includes flexibility for the Race Officer to vary the number of races each day depending on weather conditions / forecast. This is to maximise the opportunity to fit in all seven races across the weekend and complete the full series.

#### Friday 21<sup>st</sup> July:

18:00 – 20:00 Registration Open – First floor of clubhouse

18:00 – 20:30 Evening meal available in the clubhouse.

#### Please pre-book as part of your entry.

Two courses – Adults £9.50, Children under 12 £6.00.

(You will be invited to pre-order your menu options nearer the time – see below)

23:30 Bar Closes

#### Saturday 22<sup>nd</sup> July:

08:00 – 10:30 Registration Open – First floor of clubhouse

08:30 - Galley open for Breakfast

09:30 - Briefing – First floor of clubhouse

11:00 Scheduled start of Practice Lap

\* Followed by up to three races back to back

17:00 - Annual General Meeting – first floor of clubhouse

18:00 – 20:30 Evening meal available in the clubhouse.

#### Please pre-book as part of your entry.

Two courses – Adults £9.50, Children under 12 £6.00.

(You will be invited to pre-order your menu options nearer the time – see below)

23:30 - Bar Closes

#### Sunday 23<sup>rd</sup> July:

08:30 - Galley open for Breakfast

10:45 - Scheduled start of first race of the day.

\* Followed by up to three races back to back

18:30 for 19:00 - Class Association Dinner in clubhouse.

Three course meal. One ticket include in entry fee. See menu options below.

Additional tickets can be booked with your entry. £17 adults and £12 children under 12

20:00 - Evening entertainment

23:30 - Bar Closes

#### Monday 24<sup>th</sup> July:

08:30 - Galley open for Breakfast

11:30 - Scheduled start of first race of the day.

\* Followed by up to two races back to back

16:00 - Prize giving – first floor of clubhouse

20:00 - Bar Closes

Note: Camping available on Monday night, if required.





### Dining Options:

#### Friday: Italian Evening

Starter: Minestrone Soup or Antipasto  
Mains: Lasagne or Seafood Pasta or Veggie Pasta  
Afters: Ice cream or Fruit Salad

#### Saturday: Curry Night

Starter: Poppadums and chutneys  
Mains: Chicken Tikka Masala or Chicken Rogan Josh or Vegetarian Curry  
Accompanied with Veggie Samosas, Onion Bhajis and Naan Bread

Afters: Apple Pie with Custard or Ice cream.

#### Sunday: Class Association Annual Dinner

Starter: Smoked Mackerel or Pate or Stuffed Mushrooms  
Mains: Roast Beef or Roast Chicken or Vegetarian option  
Accompanied by vegetables and potatoes  
Afters: Cheesecake or Cheese board.

### Online Entries:

This year, we are moving to an online process to register entries with entry payments submitted via BACS which we hope will be more convenient for all concerned. Please note we can only confirm an online entry once we have received the associated BACS payment. [www.sprint15.com/entries](http://www.sprint15.com/entries)

Whilst we would prefer online entries - we will still be able to accept a paper entry with a cheque. Please see the NOR and Entry Form for details of both options.

As with previous years – entries received in advance of the event will receive a discount versus those received on the day – so get your entry in early! Entry deadlines and discounts are specified in the NOR and on the Entry Form.

### T-Shirts:

We are pleased to advise that, as a result of our Event Sponsors, we will provide a 2017 Sprint 15 Nationals T-Shirt to every Helm and Crew who registers an Early Bird Entry (to be received by 24<sup>th</sup> June).



### Event Sponsors:

We are very pleased to announce our Event Sponsors for the 2017 National Championships are as follows:

Windsport International : GJWDirect : Elmore Homes (sponsor of the Chairman's Awards)



### Further Information:

For further information please contact Paul Morgan, TBYC Sprint 15 Captain on 01702 582 167 or 07741 201052 or [tbycsprints@gmail.com](mailto:tbycsprints@gmail.com) The TBYC website is [www.tbyc.org](http://www.tbyc.org)

Or contact Jenny Ball, Sprint 15 Events Assistant: [jenny@sprint15.com](mailto:jenny@sprint15.com) or 07941 884 508

# 2017 Nationals : Notice of Race

## 2017 Sprint 15 National Championships



### Notice of Race

22 - 24 July 2017



#### 1. Rules

- 1.1 The Championship will be governed by the rules as defined in the Racing Rules of Sailing (RRS 2017 – 2020), the prescription of the RYA, the rules of the Sprint 15 Association, this Notice of Race and the Sailing Instructions.
- 1.2 Thorpe Bay Yacht Club implements the RYA Racing Charter which requires competitors to sail and organisers to provide racing in compliance with the Charter, which can be found at the front of the RYA Racing Rules of Sailing 2017 – 2020.

#### 2 Advertising

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

#### 3 Eligibility and Entry

- 3.1 The Championship is open all boats of the Sprint 15 class which comply with the rules of the Sprint 15 Class Association and are sailed either single handed in unarig mode or alternatively two-up with the mainsail and jib. The use of the trapeze and fittings will not be permitted in the championship races.
- 3.2 Boats must sail every race of the Championship in the mode used in the first race (either unarig or two-up with mainsail and jib). Boats may not change modes during the Championships.
- 3.3 Each entry shall have a fully paid up Sprint 15 Class Association member aboard.
- 3.4 Each participating boat shall be insured in accordance with Section 18.
- 3.5 Parent/Guardian Declarations: All helms and crews under the age of eighteen during the event shall submit signed Parent/Guardian Declarations either by post or at registration.
- 3.6 All competitors and their families will be deemed to be temporary members of Thorpe Bay Yacht Club for the duration of the event.

#### 4 Fees

- 4.1 'Early Bird Entries' received with full payment before 24th June 2017 will be at a discounted rate of £85. Early Bird Entries will also receive a free 2017 Nationals T-shirt for helm and crew.
- 4.2 'Advanced Entries' received with payment before 8th July will be at a discounted rate of £105.
- 4.3 Entries can be accepted at the event with an entry fee of £125 payable by cheque.
- 4.4 Association members entering the Sprint 15 Nationals for the first time will receive a further discount of £20.
- 4.5 Non-Association members entering the Sprint 15 Nationals for the first time will be granted one year's Association Membership for free (value of £20).
- 4.6 Entries should be submitted online via the Sprint 15 website with payment made via BACS.

To submit your entry online – please go to: [www.sprint15.com/entries](http://www.sprint15.com/entries)

Payment should be made via BACS as follows:

Reference: Your Sail No. followed by TBYC (eg. 1917 TBYC)  
Bank: Santander Sort Code: 09 01 53  
Account No: 5952 3285

4.7 Alternatively, entry forms may be sent with a cheque for the total fee made payable to 'The Sprint 15 Association' to: Jenny Ball, Events Assistant, 52 Passingham Avenue, Billericay, Essex. CM11 2TD

4.8 All entries include one ticket for the Sprint 15 Association Dinner on Sunday 23<sup>rd</sup> July. Further tickets are available for £17 per person and £12 for under 12 year olds.

#### 5 Schedule

- 5.1 The first race will be a practice race, the results of which will not be published and will not count towards the Championship series.
- 5.2 Not including the practice race there are 7 races scheduled.
- 5.3 The number of races each day will be varied without prior notice, according to weather conditions.
- 5.4 Schedule of races:

Day	Race/activity	Time	High Water
Friday 21 <sup>st</sup> July	Registration, 1 <sup>st</sup> floor of clubhouse	18.00 – 20.00	
Saturday 22 <sup>nd</sup> July	Registration, 1 <sup>st</sup> floor of clubhouse Briefing, 1 <sup>st</sup> floor of clubhouse Practice race Up to 3 further races, sailed back-to-back	08.00 – 10.30 09.30 First warning signal 10.55	12.19
Sunday 23 <sup>rd</sup> July	Up to 4 races, sailed back-to-back	First warning signal 10.40	13.12
Monday 24 <sup>th</sup> July	Up to 3 races, sailed back-to-back	First warning signal 11.25	14.01

- 5.5 When more than one race is scheduled for the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race or sequence of races will begin soon, the postponement signal will be displayed for at least four minutes before the warning signal is displayed.
- 5.6 When no more races are to be sailed on a given day, AP over A will be displayed on the Committee Boat, with 2 sound signals.
- 5.7 No starting signal will be made after 15:00hrs on the last



# 2017 Nationals : Notice of Race

## 6. Measurement

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

## 7. Sailing Instructions

7.1 A printed copy of the Sailing Instructions will be available upon completion of registration at Thorpe Bay Yacht Club, having satisfied the Eligibility and Entry Requirements.

## 8. Venue

8.1 The regatta will be held at Thorpe Bay Yacht Club, 115 Thorpe Bay Gardens, Southend-on-Sea, Essex, SS1 3NW and sailed on the Thames Estuary south of TBYC.

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

## 9. The Courses

9.01 The courses will be defined in the Sailing Instructions and described at the briefing.

## 10. Penalty System

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

## 11. Scoring

11.1 Not including the practice race three (3) races are required to be completed to constitute a National Championship series.

11.2 (a) When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.

(b) When from 4 to 6 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

(c) When 7 races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

## 12. Replacement of Crew

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

## 13. Support Boats

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

## 14. Boat Parking and Car Parking

14.1 Vehicles towing boats should approach the club along Thorpe Esplanade and turn into the TBYC boat park, and then turn immediately right, passing through to the Southend Corporation Car Park. A section of the car park is dedicated to the National Championships, and visiting boats and cars should be parked here.

14.2 TBYC car parking stickers will be made available and must be displayed on cars parked in the Southend Corporation car park. No cars are to be left in the main boat park.

## 15. Radio Communication

15.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## 16. Prizes

16.1 Prizes will be awarded to the first 12 places. There will additionally be prizes for:

- the first 3 two-up boats
- the first lady helm.
- the first helm aged 18 or under
- the first helm over 50 years old.
- the first helm over 60 years old
- the first helm over 70 years old.
- the first heavyweight competitor
- the 3 most improved helm since last year.
- plus a Pro-Am competition and a number of "Chairman's Awards" spot prizes which will be awarded during the event.

## 17. Disclaimer of Liability and Risk Statement

17.1 Competitors participate in the regatta entirely at their own risk. The organising authorities will not accept any liability for material damage or personal injury of death sustained in conjunction with or prior to, during, or after the regatta.

17.2 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

17.3 Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

(b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

(c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

(d) Their boat is in good order, equipped to sail in the event and they are fit to participate;

(e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;

(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

(g) It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

## 18. Insurance

18.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of at least £2,000,000.

## 19. Right to use names and likenesses

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

## 20. Further Information

20.1 For further information please contact Paul Morgan, Sprint 15 Captain on 01702 582 167 or 07741 201052 or [tbycsprints@gmail.com](mailto:tbycsprints@gmail.com) The TBYC website is [www.tbyc.org](http://www.tbyc.org)



# 2017 Nationals : What else to do in Thorpe Bay



We very much hope that you, partners and families will join us for what will be a fantastic event both on and off the water. Thorpe Bay has excellent facilities and is close to lots of activities and attractions to suit anyone who is not on the water, making it a great venue for competitors and non-sailors alike.

Please see below some information from a few of the local attractions for anyone who is not sailing or who would like to extend their stay. The internet will provide you with many more options!

## For the family:

### World Famous Pier:

Standing for over a century it extends 2.158 kilometres (1.341 miles) into the Thames Estuary, and is a well loved and recognised symbol of Southend and the pleasures of the English seaside. You have the option of walking or getting the train to the end!

The Pier is also a good vantage point to watch the racing action for the Sprint 15 Nationals, if you feel so inclined! At the Pier Head you can visit the active RNLI station and gift shop, relax and take in the views from the sun-deck or stop by The Royal Pavilion, which dominates much of the Pier Head and provides the perfect place for a drink and a snack from "Salt" the pier head cafe.

<http://www.visitsouthend.co.uk/things-to-do/2449/Southend-Pier/>

[http://www.southend.gov.uk/info/200306/southend\\_pier\\_and\\_cliff\\_lift/79/opening\\_times\\_ticket\\_prices\\_and\\_pier\\_train\\_information](http://www.southend.gov.uk/info/200306/southend_pier_and_cliff_lift/79/opening_times_ticket_prices_and_pier_train_information)

[opening times ticket prices and pier train information](http://www.southend.gov.uk/info/200306/southend_pier_and_cliff_lift/79/opening_times_ticket_prices_and_pier_train_information)

### Beaches, Promenade and Parks:

There are plenty of beaches and places selling ice cream, coffees and more along the stretch of seafront both to the left and to the right of Thorpe Bay. Just take a stroll or bike ride along the promenade in either direction!

There are also lots of parks within close proximity to Thorpe Bay – for more information, visit: <http://www.visitsouthend.co.uk/things-to-do/parks.aspx>

[www.visitsouthend.co.uk/things-to-do/parks.aspx](http://www.visitsouthend.co.uk/things-to-do/parks.aspx)

### Adventure Island - <http://adventureisland.co.uk/>

Adventure Island has lots to offer but our thrilling and creative selection of rides has to be what we're most known for! Whether you want the exhilarating breathlessness of our rollercoaster Rage, or the simple pleasures of a helter skelter – one of the oldest but most beloved rides in the park – we guarantee that there's a ride you'll want to go on over and over again! The best news is that our categories of rides are based on thrill-level and height, and you only have to pay for the rides that fit the level you or your family are comfortable with!

### Sea Life Adventure: <http://sealifeadventure.co.uk/>

Sea Life Adventure Aquarium has over 40 unique displays featuring sea life from all over the world. Along with the incorporated Three Shells cafe, it is a great visit for the whole family any time of year.

**Cliffs Pavillion Theatre - Milkshake!** Performance on Sunday 23<sup>rd</sup> July at 1pm and 3:30pm.

<https://southendtheatres.org.uk/Online/tickets-milkshake-live-southend-2017>

Set amongst Milkshake's magical bookcase, this brand new live show is sure to amaze and delight! The Milkshake! cast will be singing songs and sharing stories that audience members, young and old, will know and love.

## For relaxation:

**The Roslin Beach Hotel and Spa:** <http://roslinhotel.com/>

Just a short walk from Thorpe Bay, The Roslin offers the opportunity for Afternoon Tea or other refreshment overlooking the water. Their Spa also offers a wide range of pampering treatments.

**Cliffs Pavillion Theatre - The Curious Incident of the Dog in the Night Time – Saturday 22<sup>nd</sup> July 2:30pm**

<https://southendtheatres.org.uk/Online/tickets-the-curious-incident-of-the-dog-in-the-night-time-southend-2017>

The National Theatre's internationally acclaimed production of The Curious Incident of the Dog in the Night-Time is coming to Southend.

## Places for Refreshment:

**Ocean Beach** – about 20 minutes walk from Thorpe Bay – a lovely beach side bistro, coffee shop and bar. <http://www.ocean-beach.co.uk/>

### Gleneagles Guest House and Tea Rooms:

The other side of the pier and the high street – a lovely location to enjoy their tea room refreshments

<http://www.gleneaglesguesthouse.co.uk/terrace/>

## Other Entertainment:

### Shopping Opportunities:

The High Street is a short drive or a longer walk from Thorpe Bay, including The Royals Shopping Centre:

<https://www.royalsshoppingcentre.co.uk>

### Genting Casino:

<https://www.gentingcasino.com/casinos/casino/genting-club-westcliff>

## And London is on your doorstep!

Southend Victoria will get you into Liverpool Street within an hour.

Southend Central will get you into Fenchurch Street within the same timeframe!

## Further Information:

For further information please contact Paul Morgan, Sprint 15 Captain on 01702 582 167 or 07741 201052 or

[tbycsprints@gmail.com](mailto:tbycsprints@gmail.com) The TBYC website is [www.tbyc.org](http://www.tbyc.org)

Or contact Jenny Ball, Sprint 15 Events Assistant:

[jenny@sprint15.com](mailto:jenny@sprint15.com) or 07941 884 508

# 2017 Nationals : Entry Form

## Sprint 15 National Championships Entry Form

22<sup>nd</sup> to 24<sup>th</sup> July 2017

Organised by Thorpe Bay Yacht Club in association with the Sprint 15 Class Association.

<b>Sail number:</b>	<b>Sailing Mode: * 1 up / 2 up</b>	<b>Fees Owed:</b>	
Helm's Name:	Sailing Club:		
Address of Helm:			
Telephone:	Email:		
Name of crew:	Is crew under 18? * YES / NO		
Is the Helm a member of the Sprint 15 Association*?	YES / NO		
Is this your first Sprint 15 Nationals*?	YES / NO		
<b>Entry fee:</b>	£85 if fee received before 24 <sup>th</sup> June 2017 £105 if fee received before 8 <sup>th</sup> July 2017 £125 if paid at the event	£ £ £	
<b>First time Nationals entries:</b> Existing Association member <i>Non-Association Member</i>	Reduce entry fee by £20 <i>Free membership granted, full entry applies</i>	£ - <i>n/a</i>	
<b>Extra tickets for Sunday eve dinner **</b> Child under age 12 (Note: 1 ticket is included in entry fee)	Adult @ £17 Child @ £12 Vegetarian	No. required: No. required: No. required:	£ £ £
<b>Additional Catering Requirements:</b> <b>Friday Dinner:</b> Adult** Child under 12** <b>Saturday Dinner:</b> Adult** Child under 12 **	2 courses @ £9.50 2 courses @ £6.00 2 courses @ £9.50 2 courses @ £6.00	No. required: No. required: No. required: No. required:	£ £ £ £
<b>T-shirt size *</b> For Early Bird entry Helms <u>only</u> Please circle your preferred size (and crew if 2up)	Small Medium Large X Large XX Large	Chest: 36-38 inches Chest 40inches Chest: 42 inches Chest: 44 inches Chest: 47 inches	
<b>Prize Eligibility Questions:</b> Is the Helm male or female*? Is the Helm's weight over 95kg / 14st 13lb*? Is the Helm's age *	Male Yes Under 19 Over 50	Female No Over 60 Over 70	
<b>Total Fees Due:</b>			£

\* Please circle as applicable

\*\* Please indicate number of tickets required

Entries should be submitted online via the following link: [www.sprint15.com/entries](http://www.sprint15.com/entries) Payment should be made by BACS as follows:

Your Reference: Your Sail Number followed by TBYC (eg. 1917 TBYC)

Bank : Santander Account No : 59523285 Sort Code : 090153

Online Entries will not be accepted until the complete entry fee has been received via BACS.

Alternatively, entry forms may be sent together with a cheque for the total fee made payable to 'The Sprint 15 Association' to: Jenny Ball, Events Assistant, 52 Passingham Avenue, Billericay, Essex. CM11 2TD.

A Parental Consent form (available at the event) will be required for any helm or crew who are aged under 18 years.

I agree to be bound by the World Sailing, RYA Rules, the Sprint 15 Association Rules and the Sailing Instructions. I am a fully paid up member of the Sprint 15 Association. I agree that myself and my crew will wear adequate personal buoyancy at all times when afloat (I understand that wet suits and dry suits are not deemed to be adequate personal buoyancy), and I understand that failure to do so will lead to disqualification. In particular I have read the section headed 'Risk Statement' of the Notice of Race and confirm that I agree to its provisions and that my boat will conform to its requirements throughout the event. I hold valid insurance cover for a minimum of £2m in any one accident. I agree to be bound by the Rules of the Thorpe Bay Yacht Club as if I were a member and to abide by those rules.

Signed.....	Date.....
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# A Committee Recommendation

## Committee Recommendation.

Following a complaint at the 2016 National Championship that boats after sail number 2014 seemed “much lighter” than earlier boats the committee have decided to recommend the class adopt a minimum una-rig boat weight of 110Kg at the AGM on 22 July 2017 (see AGM proposal 1 on page 34). This article shares the data we have collected and explains the rationale for the decision. We do not expect any boat earlier than sail number 2015 to be below 110Kg except old Spark Fun boats which had no cocktail cabinets and were previously required to carry corrector weights. If approved, this measure will address the issue that boats after sail number 2014 have an unfair advantage over older boats.

## Background

In early 2012 Windsport was proposing to retool the Sprint 15 and return the manufacture to the UK after a few years of South African manufacture. Windsport was interested in changing the front beam to have the same cross section as the Dart 18 as they were running out of parts for the Sprint 15 section beam. They additionally wanted to reduce the cost of the tooling and the boat by deleting the inner moulding of the cocktail cabinet, and replacing it with a mesh bag, fixed in place to the underside of the hatch cover frame. The Sprint 15 Association agreed with these proposals provided that the weight of the boat did not reduce as a result of the changes. We were mindful that the hulls of the (now obsolete) Spark Fun had no cocktail cabinets and were light and in 1988 we made them carry corrector weights if raced to address the issue. At the AGM in August 2012 we passed the following rule in our Replacement Parts section:

**Rule 10y) Allow front beam using the larger Dart 18 section front beam together with strengthened beam sockets in the hulls and removal of the rigid inner mouldings of the cocktail cabinets replaced by mesh bags below the hatch covers provided that the overall weight of the boat is unchanged.**

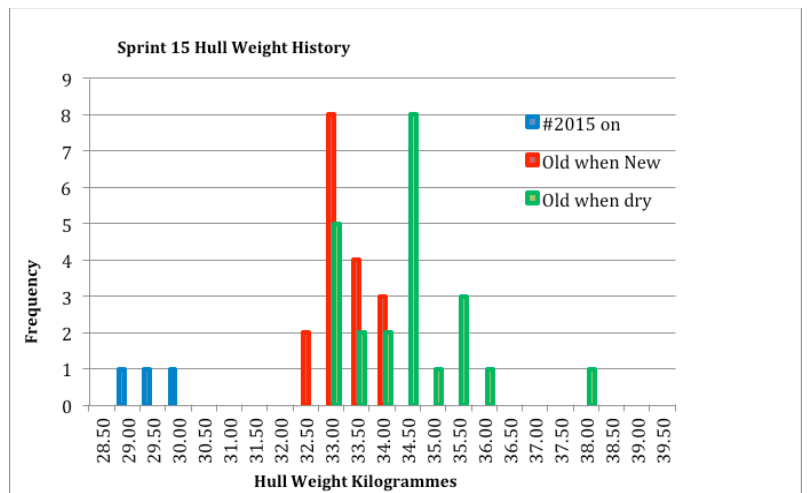
The tooling was completed and in 2013 new UK built boats started to appear and take parts in our events. All seemed OK and 6 or so new boats have been delivered but I guess we were too trusting and never checked the weight of the new boats until someone complained that they seemed too light at the Nationals last year. Since then we have been collecting weight data and establishing the correct course of action. This article summarises our findings.

## Hull Weights

We collected weight data on 66 hulls, most we weighed ourselves. We also collected copies of 15 QC reports\* which stated the new hull weight at manufacture for boats with sail numbers in the range 1776 – 1919 spanning 7 years of production (1993 to 1999). The QC reports were all in the range of 32.5Kg-34Kg and are the red data on the following chart, which displays only new boat data and data taken after a minimum of 1 week drying indoors. This was done to exclude some of the heavy weights which were associated with us weighing the hulls in a wet or damp state.

\* the hulls were weighed at manufacture and the QC sheets had been given to the buyers of the boats (this was not a standard practice but happened occasionally and fortuitously some owners have kept the QC sheets).

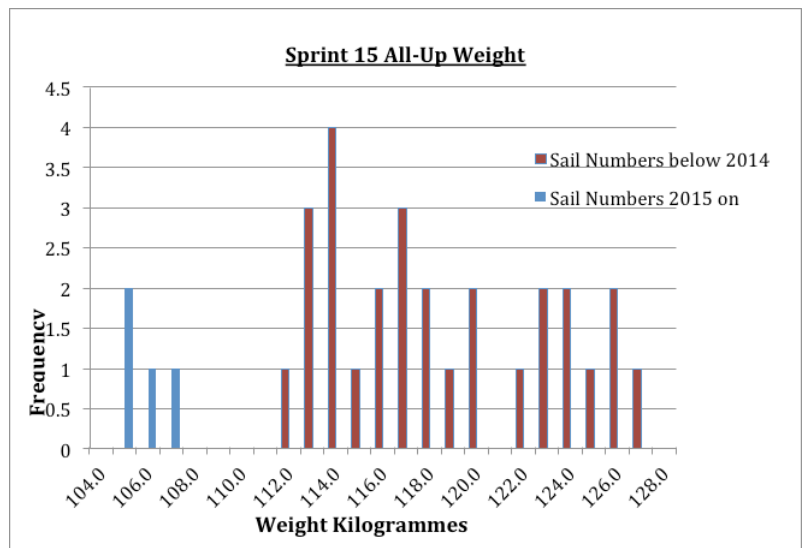
## New and Dry Hull Weight Data



The chart above includes weight data on 41 hulls and 90% of these weights were measured on industrial quality scales. The other 4 were measured on bathroom scales but the correlation between bathroom scales and accurate electronic scales was good once the weighing technique was developed. Applying statistical analysis to this data predicts that the minimum hull weight of the ‘old’ boats is 32Kg although the lightest hull we have dry data on is 32.5Kg. We only have weights of 3 post-2014 boats and are unable to predict the minimum likely weight but it could clearly be below 29Kg.

## All Up Sailing Weight (Una-rig) Data (Jan 2017)

We weighed boats all up weights as well as weighing hulls separately. The following chart summarises our findings as of 29 January.



	Sail Numbers below 2014	Sail Numbers 2015 on
Number of Boats Weighed	28	4
Average Weight	118.74	105.75

The data includes 4 old Sparks, 22 Dart 15s and 2 South African built Sprint 15s. There was also a mixture of one piece and two piece masts. It is clear from this data that the ‘new’ boats are up to 7Kg lighter than the lightest of the ‘old’ boats. The all up weight data however, was based mostly on weighing the boats on 3 bathroom scales and was not taken after drying out the boats to remove weight gain due to absorbed moisture.



### Committee Ruling 28 January 2017

At a Sprint 15 Association committee meeting on 28/1/2017 it was decided that the new UK built boats from sail number 2015 onwards do not comply with Rule 10y which reads as follows:

- 10y) Allow front beam using the larger Dart 18 section front beam together with strengthened beam sockets in the hulls and removal of the rigid inner mouldings of the cocktail cabinets replaced by mesh bags below the hatch covers provided that the overall weight of the boat is unchanged.

The Committee proposed enforcing that the boats from sail number 2015 should carry 2 x 3Kg corrector weights (one in each hull) in our events from 1 April 2017 to re-establish fair one-design class racing. The vote was passed 8 for and 3 against. A message to that effect was sent to the owners of the affected boats and was also posted on our website, which you may have seen.

### Post February 2017.

It transpired that the above action was not enforceable because our Sprint 15 rules contain a number ambiguities. The key ones are:

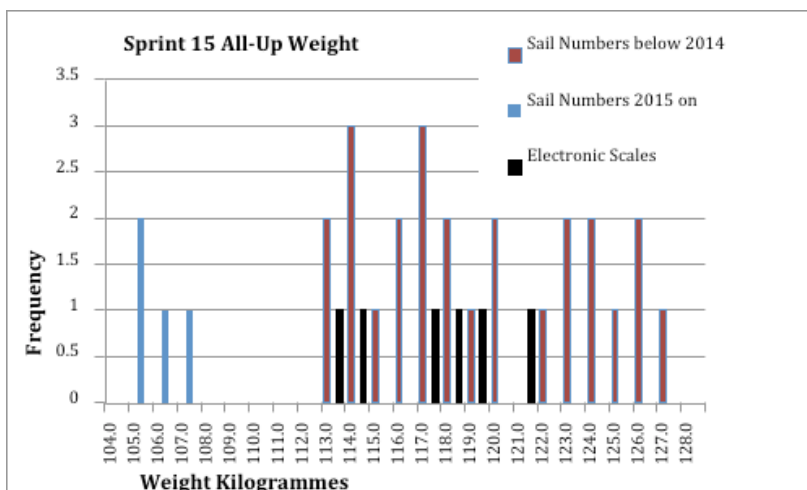
- 1) Our rules were based on the Dart 18 rules but unlike the Dart 18 the Sprint 15 Class does not have an International Rules Committee
- 2) Past changes to the Sprint 15 rules to absorb the activities of the (non-existent) International Rule Committee into the UK Sprint 15 Committee activities were not consistent and in consequence only unanimous decisions by the committee are valid without an AGM.

We consequently postponed the action on weights pending the next AGM and set about doing the following:

- 1) To improve the all up sailing weight data by buying some high quality electronic scales (made by Saga) and remeasuring all up boat weights on the more accurate equipment.
- 2) To assess the possible impact of moisture absorption on the all up sailing weights measured.
- 3) To consider introducing a minimum weight for the class.
- 4) To review our class rules and to make proposals to correct the anomalies at the next AGM.
- 5) To consult with the RYA Technical Department on our weight problem and the proposed rule amendments and to follow their advice.

We have now completed these activities and the results are as follows:

### 1) Accurate All up Weight



6 pre 2015 sail number boats were reweighed suspended from the accurate Saga electronic scales. The results (black data in the chart below) agreed very closely with the previous bathroom scales results in all but one boat (where the earlier measurement was taken before we had perfected the technique with the bathroom scales). It can be seen that the revised chart shows the same message as before.

**2) Moisture Absorption :** We are able to determine the likely impact of moisture absorption in the hulls by 3 ways. We can measure the weights of hulls which were weighed at manufacture, we can compare the distributions of new hulls weights to old hull weights and we can construct a boat of minimum weight by subtracting the known hull weights and adding 2 minimum weight hulls of 32Kg. As it happens they all produce similar results. Hulls that have been used for a number of years and are not soaking wet (but not stored indoors) tend to be 1Kg heavier per hull than they were when they were new. The latter method gives a projection of 110Kg for how heavy the very lightest pre2015 sail number boat# was when new.

# Spark Fun excluded

**3) Minimum Weight :** The above data means that we have now established an absolute minimum weight of the 'old' boats using accurate scales and making allowance for weight increase due moisture absorption. Adopting a minimum weight for our class has the advantage that it removes risk of any future weight reductions.

**4) Rule Proposals :** The committee has undertaken a detailed review of our rules and developed a list of proposals to put to the AGM which properly incorporate key activities and remove ambiguities. (proposals 1- 5 elsewhere in this magazine)

**5) RYA advice :** We have consulted with the RYA Technical Department on our weight problem and they advise us to adopt a minimum weight limit. We sent them both our current Class Rules and our draft list of proposals for the AGM to address the issues and they have made suggestions as to the wording which we have now adopted in full.

**Conclusions:** The Committee recommends the adoption of a minimum weight for the Unarig boat of 110Kg and recommends that our members vote for proposal 1 at the AGM to restore the situation which existed up until 2014. If passed at the AGM all boats must comply to take part in the Sprint 15 Class Association events from 1 November. The Class Association will define how these weights are to be added and will provide the weights free of charge. The boat weights will be measured on the Class Association's Saga electronic scales and must be in a reasonably dry condition (not just returned wet from sailing). Boats from sail number 2015 that have not been weighed prior to 1 November will be required to carry 2 x 2.5Kg corrector weights (one per hull) until such time as the boat has been correctly weighed.

We further recommend that our members vote for proposals 2-8 to remove ambiguity in the Constitution and Rules and also to adopt changes which the committee feel benefits the Class.

# 2017 AGM Rule Change Proposals

## 2017 AGM Rule Change Proposals

**To be voted on at the 2017 AGM on 22 July at Thorpe Bay Yacht Club**

### Proposal 1

It is proposed that we adopt a minimum all up sailing weight of 110Kg for the unarig configuration by inserting the following in section 6 Specification.

*6d) The minimum sailing weight of the Sprint 15 Una-rig configuration is 110Kg. This is the sailing weight of the boat and includes the mainsail and praddle but excludes the jib and associated rigging, the trapeze rigging and personal equipment such as water bottles, etc. Boats without rigid inner mouldings of the cocktail cabinets will be required to carry 2.5Kg corrector weights (i.e. one weight per hull) until the dry boat can be weighed on the Sprint 15 Association accurate electronic scales.*

Subsequent paragraphs to be renumbered.

If approved then Section 5.3 in the National Championship Section will be modified as follows (as the deleted section will be superfluous):

*5.3. A boat shall be allowed to race only if it satisfies the Sprint 15 Class Rules. requirements for a valid Measurement Certificate. Boats without cocktail cabinets in each hull shall carry correction weights.*

**Rationale:** Sprint 15s from sail number 2015 without rigid inner mouldings of the cocktail cabinets are substantially lighter than all previous Sparks, Dart 15s and Sprint 15s with the rigid inner mouldings cocktail cabinets. 110Kg is the lightest new delivery weight of any pre 2015 boat (most are much heavier). The Class Association will define the method of applying weight correction.

**Proposer:** Bob Carter

**Seconder:** Chris Tillyer

### Proposal 2

It is proposed that section 6 of the Constitution of the United Kingdom Sprint 15 Association is deleted and that "Sprint 15 Class Association Committee" is substituted in place of

"S 15 I R C" in the Sprint 15 Class Rules.

(Section 6 proposed for deletion is as follows:

#### **6. SPRINT 15 INTERNATIONAL RULES COMMITTEE**

*(a) The Sprint 15 International Rules Committee (S 15 I R C) shall assist and co-operate with the Committee in the carrying out of their responsibilities and shall have the duties and power provided by the constitution*

*(b) The S 15 I R C shall consist of the following three members:-*

**Current Chairman of the United Kingdom Sprint 15 Committee**

**A representative nominated by Bryher Mouldings Ltd  
One other**

*(c) The three members shall form a quorum*

*(d) The S 15 I R C shall have the absolute right to veto or approve amendments to either the Association Constitution or the Sprint 15 Class Rules, outside the United Kingdom*

*(e) Each member shall have one vote. Decisions shall be unanimous and conveyed to the International Committee in writing against the signature of all members)*

**Rationale:** The Sprint 15 International Rules Committee has never existed and this section creates ambiguity in the Class Rules.

**Proposer:** Bob Carter

**Seconder:** Chris Tillyer

### Proposal 3

It is proposed that the sentence "Any ruling shall require a unanimous decision, which shall be final and binding" is deleted from rule 6l) in the Sprint 15 Class Rules.

(Rule 6l) states:

*"Any dispute regarding the measurement of a boat or the interpretation of these rules shall be referred to the Committee for ruling. Any ruling shall require a unanimous decision, which shall be final and binding")*

**Rationale:** This rule originally applied to the Sprint 15 International Rules Committee which was intended to comprise of just 3 members. It is impractical for the Sprint 15 Association Committee which can comprise of up to 11 members.

**Proposer:** Bob Carter

**Seconder:** Chris Tillyer

### Proposal 4

It is proposed that Constitution item 14 Appeals is modified as follows:

*(a) Any dispute arising in relation to fleets, Championships Rules, eligibility to race or similar matter, other than any dispute as to the interpretation of this Constitution and the Class Rules, may be made to the Committee, whose decision shall be final and binding.*

*(b) Any dispute as to the interpretation of this Constitution and the Class Rules may be made to the Committee whose decision shall be final and binding*

**Rationale:** This change is necessary as there is no Sprint 15 International Rules Committee

**Proposer:** David Groom

**Seconder:** Chris Tillyer

### Proposal 5

It is proposed that in section 5d) of the Constitution is modified to read as follows:

*5d) In the event that the Chairman is unable to attend any meeting of the Committee, the Vice Chairman, Secretary or any other member of the Committee nominated by the Chairman for that purpose may attend and represent the Chairman and vote at such meeting of the Committee.*

And that item 5e) is deleted. Red text indicates insertions.

(The current Constitution states:

*"5d) In the event that the Chairman is unable to attend any meeting of the Committee, the Secretary or any other member of the Committee nominated for that purpose may attend and represent the Chairman and vote at such meeting of the Committee*

*5e) In the absence of the Chairman of the Committee the Vice Chairman shall act as Chairman and not the Vice Chairman's alternate In the absence of both the Chairman and the Vice Chairman, the meeting shall be adjourned to a later date")*

**Rationale:** The current version is unnecessarily restrictive.

**Proposer:** Jenny Ball

**Secunder:** Chris Tillyer

### Proposal 6

It is proposed that we should allow the Events Secretary more flexibility in the format of our National Championships.

(The current rule 6.4 in the "Rules for National Championships" section states:

*"6.4. The Championship may consist of seven completed races, of which the best five for each competitor shall score. If six races only are sailed, the best four shall score, if five races are sailed the best four shall score, if four races are sailed, all four races shall score, if three races are sailed all three races score. If less than three races are completed, the event shall not constitute a Championship.")*

It is proposed that we revise this to the following:

*"6.4. The National Championship number of races and discard profile will be as defined by the Notice of Race and the Sailing Instructions. If less than three races are completed, the event shall not constitute a Championship.")*

**Rationale:** To allow the Events Secretary more freedom to experiment and improve the National Championships format.

**Proposer:** Chris Tillyer

**Secunder:** Bob Carter

### Proposal 7

It is proposed that rule 4f) is deleted from the Sprint 15 Class Rules.

(Rule 4f) states:

*"Change of ownership invalidates the certificate but re-registration may be effected by returning the Certificate to the Association, together with an application in writing containing the name and address of the new owner and the appropriate re-registration fee if any. Re-measurement is not necessary. The Association shall issue an amended Certificate to the owner and shall amend the Class Register accordingly")*

**Rationale:** This practice has never been followed by the Sprint15 Class Association.

**Proposer:** Bob Carter

**Secunder:** Chris Tillyer

### Proposal 8

It is proposed that section 10b) of the Constitution is deleted and section 7f) is modified to remove the reference to Associate members as shown below.

~~*10b) Associate Memberships shall, upon payment of the prescribed annual subscriptions be open to any person or club interested in the Sprint 15 Class*~~  
~~*7f) Voting to be by show of hands unless a poll is demanded by not fewer than three of the members present. At General Meetings both full and associate members may be allowed to join in discussion but only full members may vote. In the event of an equality of votes, the Chairman shall have an additional vote.*~~

**Rationale:** We do not offer Associate membership.

**Proposer:** David Groom

**Secunder:** Chris Tillyer

### Proposal 9

It is proposed that we should allow burgee holders to be riveted to the track (i.e outside of the sealed section of the mast) at the top of the mast.

**Rationale:** Some sailors prefer to fix the burgee to the mast rather than the head of the mainsail.

**Proposer:** David Groom

**Secunder:** Bob Carter

### Other Rules & Constitution updates to be incorporated. No voting required

- a) Replace "IYRU" with "World Sailing" which is the current name of the organisation.

### Proposal 10

I would like to propose the Sprint 15 Class make the following rule change. The all up minimum sailing weight of a Sprint 15 (excluding the helm) should not weigh less than 104kg.

**Rationale:** Currently we have no minimum weight, although 104kg has been used over the last 30 years in promotional literature, Dart 15, Sprint 15 Yachts and Yachting feature and by all the constructors of the boat over the last 30 years, although previously builders rightly could have ignored 104kg.

The only constructor whom we can guarantee has and is building boats to not weigh less than 104kg is Windsport.

**Proposer :** Kevin Kirby

**Seconded by :** Stuart Snell



## Sprint 15

### Summer 2017 Nationals & 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	Event	Venue	Contact	Phone
01 Apr	Teach-in	Marconi Sailing Club	Jenny Ball	07941 884508
08-09 April	TT	Marconi Sailing Club	Jenny Ball	07941 884508
19-21 May	Sport Nationals	Yaverland Sailing & Boating Club, IOW	Club Website	
24-25 Jun	TT	Seasalter Sailing Club	Steve Willis	07980 416422
22-24 Jul	Nationals	Thorpe Bay Yacht Club (2,3,2 races/day respectively) (Sat., Sun., Mon.)	Club Website	
09 Sep	TT	Draycote Water Sailing Club	Ed Tuite Dalton	01788 816116
23 Sep	TT	Newhaven & Seaford Sailing Club	Club Website	
21-22 Oct	TT	Grafham Water Sailing Club	Bob Carter	01438 354367

**National Championships** at Thorpe Bay YC is for PY933 format

**Sport Nationals** at Yaverland is for PY890 format

**Summer Traveller Series** is for all sailing formats (Standard PY933 and Sport PY890).

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



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

*Above : Sport Nationals' competitors at Yaverland SC*

*Below : Nationals' competitors at Thorpe Bay YC*

