

NEWS **SPRINT**

Spring 2008

The Official Magazine of the UK Sprint 15 Association

Flying Dutch takes 2007 TT Title

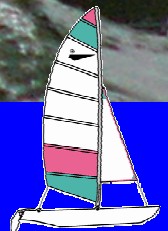
Winter TT Action from the Circuit

Tom's TJV: exclusive interview

Tip Bits & Regular Features

2008 Nats. Entry Details

30th Anniversary Issue



Editorial

Cover Design & Magazine Logo by George Love : CSC

Cartoons by Phil Breeze of Calshot

30 years old and still looking fit and fabulous! And fresh! As fresh as the day Rodney March first penned her lines. That was my view anyhow when, in a reflective moment at the Dinghy Show, I surveyed our little supermodel on the Sprint 15 stand. Sure, she was surrounded by a whole host of new kids on the block looking glitzy, mean and racy and sporting yards of carbon fibre and Kevlar. But Sprint 15 didn't look out of place. Those simple lines are surely a design classic of timeless appeal. And will the new kids still be around in ten years time, never mind thirty? Time will tell. What I do feel certain about is that the future of the Sprint 15 is assured for many years to come - not least for the fact that it is supported by the best and most vibrant Class Association in the U.K. In the short time since I took this post, it has been a revelation to me just how much work and time goes into keeping up this vibrancy by a hard core of enthusiastic and dedicated members. You all deserve a small pat on the back! Steady now!

But back to the matter of new kids on the block. And this time I'm talking within the Class Association itself. The future of any sport is its youth. And the future begins at grass roots level. Sure, we can all complain and moan about the subject of 'Cats out of the Olympics' - and so we should - but if youngsters at sailing clubs are not getting into cat sailing and racing at an early age, the moaning and complaining does not carry a lot of weight. It's all about statistics. And we can make the difference. There is a small group of youth members in the Class who regularly attend our events and often give the old guys something to think about. That's great - but if there were more of them it would be even better! How do we do it? It's got to start at club level. Organising taster sessions and training days - I know Gurnard are doing it and my own club, Carsington, has recently purchased a training cat for kids (and adults) to learn. So, as a Class what have we got? In my view, everything we need. We've got the boat, we've got the Association - let's secure the future by inspiring our own kids at club level and look forward to the next thirty years!

Whether for pleasure or in competition, I hope you all enjoy sailing your supermodel in this celebratory year!

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



Over & Out!!!

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NewSprint

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Martin Searle - It's worth the trip.

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There are positive consequences

for our class arising from the campaign to get catamarans back into the Olympic Regatta at Weymouth in 2012.

The first is that your Chairman has acquired another hat – Secretary General of the newly formed International Multihull Council, a global UKCRA established body to lobby ISAF, which is why the officers have similar titles. Fortunately we were able to volunteer someone brilliantly qualified as our President, namely Paul Pascoe, an Australian who runs a sports events management company, (www.byit.com.au), which counts both ISAF and IOC among its clients. He is a Vice President of the international Hobie Class, but has also worked in the industry, in both the US and UK, as Olympic Tornado coach when Ian Rhodes and David Williams were our Olympians.

Wearing that hat I am glad to report that we have persuaded a record dozen or more countries to make official submissions in favour of multihull in one form or another. As I write, Justice Cahn is considering in New York whether or not a multihull is a yacht for the purposes of the America's Cup!

This matters to every class, because athletes need to aim at a pinnacle for their sport, otherwise sports funding will dry up and they will go elsewhere. It matters also to our class in particular, because we happen to be quite good, entirely unintentionally, at breeding top sailors. Perhaps that is because we are an exceptionally sportsmanlike bunch of ladies and gentlemen.

The second is that, while the official coaching programme struggles to get the economies of scale necessary for spotting talent, we seem to have managed the trick. Firstly by perching our kids at the sharp end and giving them sailing experience at an age earlier than any other adult class. Then we take them to 50 boat grown-up championships, as early as the age of ten. If they catch the racing bug, it won't be many years before the teenagers borrow dad's boat so often that he just has to buy them one as well.

Thereafter, two-boat trailing to TT Events and Nationals beats spending weekends as a chauffeur, denied the opportunity of practising one's own sport simultaneously. On what other cat can youngsters race as helmsmen on level terms with adults and in such numbers? While carrying our research for UKCRA's report on the Olympic Events issue, I found out that only Hobie 16 gives greater opportunities at their US and World Championships and then only in two-handed cats. See Sailjuice, March 10th "Cat sailors call for branch and twig reform"

<http://sailjuiceblog.files.wordpress.com/2008/03/multihull-report-sailjuice.pdf>

As a result our fleet has produced half this year's Olympic Tornado team and an exceptionally young 23-year old Transat helmsman. Congratulations to the Howdens and Galls for producing such successful offspring as Will and Tom.

The third is that the need for an official cradle-to-grave multihull strategy is now beginning to be grasped officially. We have asked that the RYA appoint a Mr. Multihull point-man and they have already agreed to set up a youth training programme. Meanwhile Bala will be hosting an "all-cats-welcome" youth championship in the summer holidays where you can lend your kids your Fifteen and enjoy a week's grown-up independence.

The RYA training multihull will benefit from the rotomoulding revolution, which spares all fibreglass classes from entrusting our delicate boats to enthusiastic but inexperienced youngsters. The prime candidate is the Topper / Topaz CX14. Theoretically CX14 could be a rival, but the so theoretically successively could have been Hobie 14, Prindle 15, Catapult, Dart Sting, Vortex, Hobie 15, Dart 16 and Shadow. While they may all have technical advantages, none has our economies of scale and besides where else could you meet such outstanding examples of the human species. We should welcome it as broadening the pool of keen young cat racers looking to boost turnout for all adult classes, including us.

Sorry I was too busy with my new pen-pals around the world to take part in the Winter Series, but now that the international campaign is up and running I don't intend to let that get in the way of the Summer Series.

Whilst on the subject of training newcomers, I hope to see lots of new enthusiasts at our Northern and Southern Teach-Ins. See details on Page 25

See you afloat.

Regards, *Nick Dewhurst*



Following the Friday night phone calls from the dark lanes of the Derbyshire countryside after dropping off their boats at Carsington SC and asking for directions to George Kent (local farmer) campsite, it was with some relief to see that Kevin Dutch and Ben Saunders had managed to navigate their way back down the hill (200 yards) to Carsington sailing club to enjoy their bacon butty breakfast.

The early morning traveller from Shanklin had also arrived and had put his boat together / rigged and ready for action on the beach by the time I arrived at 08:45. I expected his usual broadside of friendly abuse but instead he was quick to announce with much pleasure in his face and a twinkle in his eye that he had just beaten Steve Sawford's long standing land speed record for a Sprint 15 (on a roof rack) of 108 mph, the unverified all comers record now apparently stood at 112 mph, plans were already afoot to alter the position of the Sprint 15 hulls on his roof rack to give greater down force and further shatter the newly acclaimed record. One of the slowest journeys of the day was undertaken by late arrival George Wood who despite professing to know the back lanes of Derbyshire, was unable to find a reservoir that can be seen from outer space and causing him to miss the first race, he was later quick to point out that he would have finished in the top ten had it not been for his misfortune.

A record entry of 22 Sprint 15s from nine different clubs turned out to contest the Windsport Catparts Sprint 15 Northern Championship event held at Carsington reservoir on the 15th & 16th September 2007. The wind guru forecast for Saturday was predicted to be a disappointing 1-2 mph and our fears were confirmed when we arrived at Carsington to find the lake looking like a mirror. As we rigged the boats the wind started to fill in and continued to improve until we had a giddy 8-10 mph.

The championship was to prove a highly contested and competitive event, evidence of this can be witnessed by the fact that each of the five races had a different victor and the Sprint 15 talent that is now emerging was evident with four of the top eight places going to young guns. Having said this, the elder statesmen were not giving their scalps away easily.

Racing started at 12 noon with race officer Henry Wright setting an inverted "P" course which would be used for all three races on the Saturday.



Above: a busy start line from any perspective



Above and centre : Home sailors George Love and Ray Gall get their chance to lead the pack
Far right : Erling Holmberg broad reaching on a mission

Race 1, and the majority of the fleet started on starboard with a few helms trying port flyers but were thwarted by a line of boats. Ray Gall, sailing in Sport mode was leading the pack up the beat, closely followed by Tom Gall. Picking the right tack up the beat was to prove problematic throughout the afternoon, this leading to many changes of position, with big gains to be made picking the wind shifts. Main benefactors of this were Gordon Goldstone & Erling Holmberg who, from a very poor start on port tack, eventually overtook the field to win the race from Tom Gall and Gordon Goldstone third.

Race 2, saw all boats start on starboard, with a few boats tacking off early onto port. This tactical decision paid dividends for George Love sailing Sport mode who rounded the windward mark first and over the next two laps built his lead over a small breakaway bunch consisting of Kevin Dutch, Tom Gall and Steve Tunnacliffe. The pack of boats at the rear saw many challenges taking place with Charles Watson, Dave Walker, George Wood and Norman Grum and Paul Craft trading places. Meanwhile up at the front, Kevin Dutch was closing in on George Love who hung on to take line honours from Kevin Dutch and Tom Gall.

Race 3, majority of the fleet started on starboard with Charles Watson and Ray Gall electing to go for a port flyer. However, they had to pick their way through the starboard line and once clear, made good headway towards the windward mark. Battling away up the centre of the beat was Phil Howden Stewart Pegum and Richard Harrison. First to the windward mark was Tom Gall who had broken away from the field on starboard tack and rounded just in front of Charles and Ray closely followed by Ben Tunnacliffe who was revelling in the conditions closely followed by Robin Newbold. A close battle then ensued for the lead, but Tom Gall extended his lead and was never to be headed winning from Charles Watson and Ben Tunnacliffe.



The results at the end of day one highlighted a close battle for the first three positions with just three points separating 1st 2nd & 3rd. The next six boats were only separated by 2 points, leaving the Northern Championship wide open and everything to play for, of interest was the weather forecast for Sunday which look set for some interesting catamaran sailing.

Saturday evening was enjoyed by 35 sailors and partners at a superb 3 course meal prepared by 'The Galley' (Sandra and Deborah) caterers at Carsington Sailing Club. The racing stories of the day became more elaborate as the wine flowed and jesting at some of the helms' expense continued way into the evening. The weekend was 'topped' by the presence of Paul and Carol Smith as well as Bob and Angie Carter who attended the weekend championship as spectators and to cheer on the Sprint 15ers.

Sunday morning, we woke up to wind guru forecast of 20mph plus gusts which seemed unlikely given the calm conditions at 0900 hours!! But by the start of the 10.30am race, white crests were in abundance on the reservoir. Race officer, Henry Wright taking advantage of the conditions set a "b" course which was much to the Sprint 15ers delight.

Race 4, a mainly starboard line set off up the beat, hiking hard to keep the boat flat. Charles Watson led the pack from Erling Holmberg and Kevin Dutch. Charles got to the windward mark first and leading the pack down the run and onto a scintillating reach before a starboard gybe onto another reach to the leeward mark. One of the first casualties of the day was George Love who, on the reach chasing Ray Gall, had the misfortune for a shroud wire to break putting pay to a good position. The gusts were, by now, gaining strength and catching out many helms causing some spectacular pitchpoles and capsizes. One of the early victims, Robin Newbold capsizing at the leeward mark showed off his righting skills by getting the boat up quickly and fighting his way back through the fleet to ultimately finish second. Another casualty was Kevin Dutch who, just before the last mark of the race, was caught by a savage gust, causing him to pitchpole when in second position and eventually finishing fourth. Charles Watson continued to build his lead and went on to win the race.

Photography courtesy of Rob Love and Lisa Levy (Carsington SC) and Paul Smith (Beaver SC)

Race 5, started in a gale and from a starboard line again, the fleet split into two half way up the beat, those who tacked onto port made good progress, whilst the starboard boats were headed. First to the windward mark was Robin Newbold locked in close battle with Charles Watson, Erling Holmberg, Kevin Dutch and Tom Gall. Again the downwind leg and reaches were now providing two or three testing moments for each of the competitors and lining up your gybe was extremely interesting and a test of seamanship. Going well in this race was Ed Tuite Dalton, Norman Grum and Derek James sailing sport mode who seemed to be enjoying the conditions. The strong winds and gusts were by now, forcing retirements after numerous capsizes. Robin Newbold revelling in the conditions extended his lead over Charles Watson and Erling Holmberg which ended up the 1, 2 & 3 positions.



Above : Charles Watson and Erling Holmberg battle it out on the beat



Young guns were out in force
Clockwise from top left : Tom Gall, Event Winner and 2007 Northern Champion. Robin Newbold winner of race 5 on home waters
Ben Tunnacliffe (Halifax) showing dad Steve a clean pair of transoms



Below : Sunday's brisk breeze saw some fast action at the gybe mark



Overall Results

- 1st Tom Gall - Una-rig
- 2nd Erling Holmberg - Una-rig
- 3rd Kevin Dutch - Una-rig
- 4th Charles Watson - Una-rig
- 5th Robin Newbold - Una-rig
- 6th Gordon Goldstone - Una-rig
- 7th Ray Gall - Sport
- 8th Ben Tunnacliffe - Una-rig
- 9th Ed Tuite Dalton - Una-rig

Sprint Sport Result

- 1st Ray Gall
- 2nd George Love
- 3rd Derek James

Windsport Catpart Vouchers

£15 Kevin Dutch, £10 Tom Gall, £5 Erling Holmberg.

Windsport Catparts Traveller Series 2007 Roundup

Windsport Catparts Traveller Series for 2007

The Windsport Catparts Traveller Series for 2007 was largely dominated by Kevin Dutch (Seasalter) and Charles Watson (Halifax). Kevin Dutch walked off with the Overall TT Series, Una Rig and Southern Championship. Kevin was the only sailor to complete all of the 5 events that were sailed and only the lack of wind at Grafham meant he was unable to complete all six events.

Unfortunately, the lack of wind at Grafham meant we lost the biggest TT of the year and a number of people needing to sail to qualify for the series failed to do so, amongst whom was Martin Searle of Seasalter Sailing Club who missed out on the Sport Fleet TT Trophy, which as a result wasn't awarded this year.

The series was well supported with Thorpe Bay leading the way with 26 attendees and then followed by Carsington and Seasalter, with a total of 61 individual competitors taking part. The unsailed Grafham Cat Open had 30 people registered and we were the largest class at the event.

The Winter Traveller series starts at Stewartby on Saturday 3 November.

Final Results Summary:

Overall TT Series Top 5 Places:

- 1st Kevin Dutch (Seasalter) 3 Pts & £30 Windsport voucher,
- 2nd Charles Watson (Halifax) 7 Pts & £20 Windsport voucher,
- 3rd Gordon Goldstone (Queen Mary) 13 Pts & £10 Windsport voucher,
- 4th Steve Tunnacliffe (Halifax)
- 5th John Long (Thorpe Bay.)

Una and Two-Up Fleet Top 3 Places:

- 1st Kevin Dutch (Seasalter) 4 Pts,
- 2nd Charles Watson (Halifax) 7 Pts,
- 3rd Gordon Goldstone (Queen Mary) 12 Pts

Sport Fleet Top 3 Places:

- 1st Martin Searle (Seasalter) 12 Pts,
- 2nd Ray Gall (Carsington) 19 Pts,
- 3rd Kevin Dutch (Seasalter) 19 Pts

Southern Champion: Kevin Dutch (Seasalter)

Northern Champion: Tom Gall (Carsington)

Inland Champion: Not Sailed



Some of 2007's Top Performers
From top: Kevin Dutch, Charles Watson
And Tom Gall
Below : Steve Tunnacliffe



Right : Ray Gall (1914)
Above Right : Gordon Goldstone (2004)

Way back in April (when we all still believed forecasts for a long hot summer) Sprint 15 captain Chris Maloney asked me to write about the informal **Catamaran Racing And Pottering** section of TBYC.

Although these few small cats potter more than race, they clock up many more miles on the water than those racing round the cans each week. The c.r.a.p. section was founded by Bill Brech and his Dart 15 back in the dark ages. He now cruises in a motorboat but his cat exploits around the estuary live on. (You are still young enough to get another cat, Bill!)

Unfortunately the weather in May/June/July, with either too little or too much wind, stopped us getting out much; so, little to write about until now. The weather also reduced to nothing our great ideas of large groups of cats cruising, and was so variable that we couldn't plan ahead. Even the core cat cruisers of Glen Stoneham, Bob Scott and myself had to plan last minute, with most trips mid-week, so did less together. We were keen this year to try a first and take the cats round Foulness Island, but tides, daylight, wind direction, and firing on the ranges would all have to be right, together with warm weather in the event of being stranded!

April, although sunny, was mixed sailing. We managed a local sail in strong wind one day, aborted a trip to Whitstable due to fog and light wind, and then had a great sail to Gillingham, but light winds on the return nearly took us to Holland! May and June were almost write offs! We got out only once in May and just made the artificial island in very little wind. Glen got further using his kite on the Hobie. In June, we had one great day broad reaching in and out off TBYC with 5-6 force winds, but too strong to cruise.

July was little better, but Bob and I did get our first trip to Whitstable this year. Normally we get there in April! We also had to abort an attempt on rounding Foulness due to lack of wind. Things improved and at the end of July we reached Rochester railway bridge, returning via Gillingham and Lower Halstow, with time for 40 minutes broad reaching off TBYC at the end.

In August we went to the top of Benfleet Creek, and later had a trip with Chris Pimm in his Dart 16 to Lower Halstow returning down Stangate Creek and, via the channel to the west, back into the Medway and home. Great reaching in the flat water of the creeks! The improvement continued and on 25 August we started a 10 day bonanza! There was a final Foulness window of opportunity and Bob and I left the jetty at 8am just as a thick bank of fog descended! Knowing it must lift, we felt our way to the boom, where it cleared and out came the sun. We called the Havengore Bridge and sailed/paddled through - the first time for both of us.

After a beautiful sail through the creeks to the Roach and Crouch the wind died and we were unable to beat the ebb to get up to Burnham. We turned and took the tide down, getting to the Whittaker Beacon at 3pm. (Not sure if we could have crossed the Maplins and saved 10 miles, but on a falling tide we did not want a 6 hr stay on the sand!) We beat back up the estuary coming in at Thorpe Bay on the very first of the flood at 7.15pm into a gorgeous sunset. Over 11hrs on a Sprint 15 makes a few bits sore, but a truly great day and we probably covered 42 miles.

Five days later we got to the QE Bridge leaving TBYC 4¼ hrs before high water. The wind forecast was only 90 degrees out and we had to tack up to Cliffe Reach, making Dartford after a long 4 hrs, and leaving a tight return timeframe. No time to land, so sandwiches beneath the bridge and straight back in 2½ hrs, covering about 52 miles. More soreness!

On 4 September we broad reached to the Red Sand Forts in 1hr, then through the middle of the wind farm (another first for us) and on to Whitstable. Much to Bob's disgust I had my usual plate of seafood from the fish market and then we saw Nick Dewhirst for a coffee followed by a couple of pints at Whitstable YC. The wind forecast was only 180 degrees out this time and we had to beat back in a longish 3 hrs. With the wind farm detour we covered about 38 miles, making some 132 miles cruising in 3 trips over 10 days.

On 11 September, Glen joined us via the Medway and through the creek back into Stangate and to Lower Halstow. We tied the boats to stakes in the creek and walked to the Three Tuns for a couple of pints in the sun. The landlord always seems happy for us to enter the bar in dripping wetsuits. God knows what the locals think!

On 29 September we almost got into trouble trying for the QE bridge again. We got to Cliffe Reach quite quickly but the forecast F3/4 died to zero. We turned but, with a big flood tide, were being taken up to London. Bob opted for the South shore and managed to escape back into Sea Reach. I, stupidly, opted for the outside of the bend and spent an hour trying to get out, eventually having to paddle across the shipping lane to the south bank. We met again at the sandy beach opposite Canvey for lunch. Thank goodness we turned when we did.

Our final trip was back to Whitstable on 5 October, in an average 2½ hrs or so. We missed Nick Dewhirst at the YC by a few minutes but managed the usual couple of pints, seafood and a walk. Return forecast was light, so we left early at the start of the flood. Reality was a hull flying return in 1½ hrs, a fantastic close view of a porpoise, and a wait on the sands off the Mulberry for the first flood. Brilliant!

So a great day ended a generally poor year!

Next year, Chris, let's hope for better weather and a chance to get more of the 23 Sprint 15 fleet out to c.r.a.p. around in the estuary.

Duncan Ford : TBYC Sail : 1973



A selection of the visual delights and destinations on offer to the Crappers of TBYC

Left : Red Sand Forts

Below Left:
MOD Official Secrets Act sign on Foulness Island
"Police Dogs on Patrol" (scary!)

Below:
Rochester Railway Bridge
(Built in my home town of Glasgow at the Saracen Foundry
By Walter McFarlane & Co. : Ed)



Pics from Google!!

Winter TT at Stewartby

by Karl Pountney



Above
PRO Karl Pountney briefs the racers
Left : Event Winner Steve Sawford
Below
A tight fit at the committee boat end

Blue skies and a light variable breeze kicked off the 2007-08 Sprint 15 Winter Series at Stewartby on Saturday 3 November. A total of sixteen boats from all over the UK arrived to do battle - of which five boats were from Stewartby.

The first race, following a trapezoid course, started shortly after a large shift came down the lake virtually eliminating the beat to the windward mark. Local race officer, Karl Pountney and his team held their nerve and the oscillating shifts would ultimately decide places all around the course. The race was to be dominated by Steve Sawford and Robert England who swapped places throughout the race gambling at the leeward mark as to which side of the committee boat to pass. Chris Black and Nick Dewhirst fought for third place throughout the race never being much more than 20ft apart at the buoys. After some intense luffing by Black, Philip Howden snuck by both of them at the leeward mark on the fourth lap only to screw it up by tacking in their water and having to do a penalty turn. Racing was intense throughout the fleet with small groups vying for position ahead of the shortened course. On the line it was England from Sawford and Erling Holmberg, who passed Black and Dewhirst on the last beat.



Left :
Robert England shows his intentions at the start of race 1

Over lunch, the wind picked up and the course needed adjustment once more. However, moments after the fleet launched the wind fell-back and shifted again requiring yet more last minute changes to the trapezoidal course. The second race started with a heavy port-end line bias, but a far better beat to the first mark. With lighter wind than the morning, fewer laps would be sailed but the racing was no less intense. Sawford showed well from the gun and led from Alex Varnava, Paul Craft and Howden at the windward mark. Club Commodore, Graham Shrimpton, was on his first sail in his Sprint 15 this year and had to do a 360 after a port / starboard incident much to the amusement of his chums. A poor start for Robert England resulted in quite of lot of ground to make-up if he was to make a podium place. On each lap he picked his way through the fleet and, although rewarded with 3rd place, it was not enough to clinch the two-race event from Steve Sawford who bagged 1st place. Philip Howden and Paul Craft took 2nd and 4th. Mark Rushden was the leading local boat just beating Graham Shrimpton.

Retiring to the bar, the customary crates of beers were distributed to all participants and race organisers. The next Sprint 15 winter event is at Carsington on 8 December.



Above : 1st., 2nd. And 3rd. placed competitors, Steve Sawford :3pts; Robert England (Carsington) :4pts and Philip Howden (Grafham) :8pts form an orderly queue to divest the race organisers of some much needed refreshment. Erling Holmberg (Shanklin) 4th and Paul Craft 5th (Open Dinghy Club) on 8pts and 12pts. respectively together with other participants received similar libations but were too quick to be caught on camera (hic!)

Winter TT at Carsington

by Ray Gall

The first ever Carsington Winter TT took place on December 8th with grey skies, rain and freezing temperatures greeting the 8 travellers who had made the journey to the Peak District together with 5 local helms. The weather forecast ominously predicted strong gusting winds and with white water already on the lake several helms decided not to race. Race Officer Ged Bellamy, after discussing the weather conditions with the fleet at the briefing, requested that both races should be run back-to-back as 'Windguru' predictions estimated further wind strength increases of up to 40 mph by midday. This was unanimously agreed even though it meant a late lunch. Due to the tricky conditions a total of nine boats launched to contest the second round of the Winter TT series.

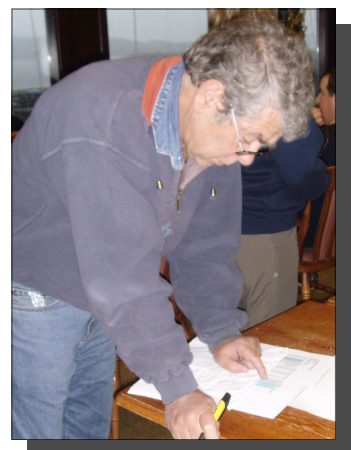
Race 1 saw Ged Bellamy set a trapezoid course and the North / East wind direction made this a starboard rounding, the line being set slightly port biased. Several helms including Robin Newbold attempted to start on a port flyer. However, a line of starboard boats made them tuck in astern putting paid to a good start. Leading the fleet up the beat was Steve Sawford, Charles Watson, Howard Hawkes & Ray Gall. First to the windward mark was Sawford. By this time a snow shower had decided to blow though producing some tasty moments in the blustery conditions. Chris Black had made up ground on the leaders and was getting into contention but, just as he tacked to go through the gate on the first lap, was caught by a savage gust causing the first capsize of the day. Robin Newbold, revelling in the conditions, made up ground after his poor start and was having a tremendous battle with Watson for 2nd / 3rd place whilst, in the middle of the pack, Gordon Goldstone, Steve Tunnacliffe and Paul Craft were exchanging places and having a really good battle. Finishing positions were 1st Steve Sawford 2nd Robin Newbold 3rd Charles Watson.

Race 2 and a quick turn around using the same trapezoid course saw several helms including Watson, Sawford & Gall once again attempting port flyers and once again thwarted by a line of charging starboard boats led by Black. First to the windward mark was Watson closely followed by Hawkes and Black. Also going well in this race was Craft who was having an intense battle with Newbold. The wind by now had moved around to the North / West making it just possible to beat from the starting line to the windward mark. Sawford, taking advantage of this wind shift, made ground on the leaders after his poor start. Meanwhile, at the rear of the fleet, a three boat tussle between Goldstone, Tunnacliffe and Gall was under way for several laps to be ultimately decided in Goldstone's favour. Finishing positions 1st Charles Watson, 2nd Steve Sawford, 3rd Howard Hawkes.

The fleet retired to the sanctuary of the clubhouse for a well earned bowl of hot soup and prize giving around the Christmas tree. Thanks was offered to all the visitors who had made the trip from venues far afield in atrocious weather to make such a success of Carsington's first Winter TT.



Photos courtesy of Rob Love and Dave Howarth : CSC



Clockwise from top left
 Steve Sawford :Winner
 Bob ensures fair play with results
 Chris Black - an unusual pose for him - but very stylish
 Ray Gall presents the prizes
 Howard Hawkes flying upwind
 The start of Race 1 and Sawford (1733) and Watson (1237) lead the pack from Gall (1914) and Newbold (991)
 Paul Craft (1977) hunts down Robin Newbold (991)



Event Result : 1st Steve Sawford (SSM) 3pts. 2nd Charles Watson (Halifax) 4pts. 3rd Robin Newbold (Carsington) 7pts. 4th Howard Hawkes (Thorpe Bay) 7pts. 5th Chris Black (Grafham) 11pts. 6th Gordon Goldstone (Queen Mary) 12pts. 7th Paul Craft (ODC) 15pts. 8th Steve Tunnacliffe (Halifax) 15pts. 8th Ray Gall (Carsington) 16pts.

Some of you might know that as part of my coaching work I have been visiting Hong Kong for the past 12 years to keep the catamaran sailors there up to speed. This year I managed to change the dates a bit which meant I could participate in the annual race around Hong Kong Island. Having never done the race it was a bit of a challenge just to get the boat to the start point so I thought I would fill you in on the experience, just in case you make it out there!

Challenge 1

"Get your boat to the Royal Hong Kong Yacht Club"

With an afternoons coaching starting at 2.00pm, it was pedal to the metal in the morning to get the borrowed boat sorted and sailed over to the island from where I was working at Discovery Bay, Lantau Island some 20 km off Hong Kong to the west. Does not sound much of a trip but winds in HK can be fickle so you need a bit of time in hand. The Hobie 16 on loan was in reasonable nick (no holes) and after a quick check around on the rigging we launch, that is Phillip and I. Phil had never sailed a H16 and the day before had managed to collect eleven stitches to stick his finger back together after a knife attacked him while doing some catering!. In true Flemish style, the index finger was bound up and looked like a white carrot on steroids, which was not allowed to technically get wet due to the things that live in the Hong Kong waters being not that healthy.

With a brisk breeze just starting to allow double trapezing, we sailed out past Hong Kong Disneyland, around a few fishing boats and alongside a couple of passing fast ferries, all in control and well on our way. Further on and we started to enter "Tanker Town". This can be seen on Google Earth just to the West of Hong Kong Island and is the place where many of the older and smaller ships anchor off and the barges come along side to crane off the containers and cargoes. It was getting a bit breezy by now with a bit too much power in the rig so we set out the jib traveller cars, dropped the main traveller a bit and eased off the rig tension via the jib halyard. That's better for ducking around the moored ships, dodging the tugs with their tow lines out to barges close behind meant a bit of pre planning- a bit like in a race.

The wind was still getting up to HK force 5 and gusting 6 as we made for the harbour entrance from the West where most of the big ships enter including the cruise liners and all the fast ferries. When I say fast, I mean fast, still on their hydrofoils or if a catamaran creating a huge wash. Thinking we would be doing everyone a favour, but mainly ourselves, we decided to enter the harbour via the narrower entrance to the south of Green Island but in hindsight wished we had not done that!

Flip me!!-the wind funnelled down that bit, raised the wind force by a notch and every slow ferry and his wife appeared to use this side of the entrance!. Under a bit of sailing pressure, with Phil keeping his poorly finger up in the air and out of the spray, we started our battle to sail up this narrow strip of water. Three tacks in with boats all around and a good rebound chop from all the ferry wash, harbour and island walls, we found ourselves being tested. Just one last tack to clear the area and we would be through! No chance!! As we went into the last tack the Phil finger got a twitch and we gracefully did the H16 thing of sliding into the water stern first with Phil making a heroic effort to keep the blessed finger high and dry above all else. Now we started sailing back out of the harbour on our side, ferries passing all around and lots of mobile phone snapping fun from the ferry passengers. Undeterred, we sorted things out and got going again although, by now, the finger had a decidedly wet nappy look about it. The rest of the sail up the harbour was not too bad. We managed to turn a few heads on the Star Ferry, lift a hull for the spectators and find the marina entrance to the Yacht Club at Causeway Bay. Lesson two was about to begin from the Flemish expert. If you go on Goggle earth you can follow our trip and see just where we got our knickers in a twist! "Ok" says Phil, "we just go in the entrance (remember easterly wind blowing), past that concrete wall, turn right down wind and there is a concrete slipway and-oh yes- be careful. It is very slippery with all the fat from the restaurants floating on the water and getting deposited on the slipway surface its self and anything else that decides to float in!" Question to Phil "that is down wind and it is blowing a bit" "Arrso!" he said, "what do you suggest??" We lay to off the entrance with the single option of just one approach, getting it right first time, on a borrowed boat (sorry Martin and Ross).

"Well Phil, we need the main to get us into the marina and then just as we get past that concrete wall you pointed out we will have to head up, drop the main and without using up too much room bear away and use the jib to bring us onto the slip." Good thinking Phippsy-everything ready and in we go.

We start our run in through the entrance with halyard ready to let go, past the concrete wall and guess what? The approach to the slip way is blocked by an inflatable boom to try and minimize the sludge getting on the slip way! "Hold it Phil!! You didn't tell me about the boom! Something was said in Flemish, but as Flemish does not really exist, I guess it was in French!

The pressure was on. We needed speed to shoot the boom but had to stop before sliding up the concrete even if it was covered in lard!



"Come on in, the water's lovely this time of year in Hong Kong Harbour!!"

We went for the only option available to us, kept the mainsail up, bore away and shot the boom, which with a bit of rocking slide underneath the hull, (I knew H16,s were good at something!), tripping the rudders causing a frantic scabble as we tried to turn into wind in the last eight meters of water area left. Halfway round we met the concrete wall head on. Phil shot up the bow and fended off using his poorly finger and a few other digits and, by luck rather than judgement, we floated backwards on to the slipway head to wind. "There you go-easy!!" says Phil.

Now you know how tricky Datchet can be when it is slippery. Well, this was much worse. It was smelly, it stuck to your shoes and squeezed out around the edges. We managed to get a trolley and using some line to pull the boat from above the safety of the high tide mark, recovered the boat to the parking area. All safely tucked away we got a taxi back to the high speed ferry terminal for a quick lift home before 2.00pm. Arriving with a few minutes to spare, Phil went off to get his soggy finger checked out and I legged it down to the beach to get going with the coaching. All part of the day's action plan.

And what about the round island race the next day? Oh well-that was fun too. At least when it was time to the launch, the boom had been removed but the tide was out, so it was a one way trip into the water. There wasn't much wind around the island most of the time and very frustrating when a whole pack of the fleet sailed into a hole. Nevertheless it was a good experience and one of those races where it takes a year to get over it so that you forget and do it again.

Contributed by Brian Phipps sailing a Hobie 16, borrowed from Martin and Ross and crewed by Phil from Belgium (which does not really exist but is an ambience).

Profile on the GG 2004-007

Some say that he is an “international playboy” others say that he launders money and has links to the underworld. Some believe he is a semi-pro racing driver known as “The STIG” but we know him as Gordon our treasurer. Very little is known about the GG, a larger than life character who tries to keep his business and private affairs “hush-hush” and we suspect for very good reason. What *is* known is that he lives in an area west of London and rumour has it that he owns / runs a garage business which has been under surveillance for some time. It is reported that the GG has a female companion who apparently goes by the name of Sally but to-date we have no evidence to substantiate this report. In order to try and put the record straight and replace speculation with fact on this secretive and evasive person we sent our undercover investigator to see what we could discover. This is the evidence that has been uncovered.

The garage operation

Doubts were raised about this operation when excessive quotes for motor vehicle repairs were received by vulnerable clients. Our contact was too frightened to reveal his identity but we shall refer to him as GW and he is known to sail out of Grafham. When he asked GG for a quote for repair of a windscreen wiper he had the following response - sharp intake of breath followed by “Tut Tut Tut, you’ve not bought a Mercedes? Oh dear, that will be expensive, now let me think - £1500 should do it!!!” Needless to say GW, no stranger to a tool box, sorted the repair out himself for £30.

The heavy drinking sessions

Hell raising and excessive drinking are no stranger to the GG. There are many tales of ‘unable to sail’ his Sprint 15 after a night on the wine, following morning paracetamol and the dogs hair the order of the day. Our next report comes from LG, a house proud woman from Derby, who, out of an act of kindness during a local Sprint 15 Open event, invited the GG to stay for B&B. After yet another heavy drinking bout he found himself seated in the newly refurbished lounge complete with new cream coloured Wilton carpet. He enquired with a twinkle in his eye and cheesy smile after spilling his wine all over the carpet - “Excuse me but is your house contents insurance fully paid up to date?”

International Playboy

After months of investigation our man on the inside had a tip off from an informer. Information received indicated that GG and a female companion were travelling with false passports from Luton Airport under the alias of “Arfur Daley” and “Herr Indoors”. The destination? - his luxury hide-away villa in the Algarve. In hot pursuit we followed and one evening our persistence paid off. During an evening stroll down to his private beach we managed to snap the photograph opposite. Risking life and limb our man confronted the GG to ask whom his lady friend was? Maintaining his cool, his consummate but limited reply to this question was: “*Polo shirt, light blue £12:00, Sweatshirt navy, only £15:00, essential Sprint 15 event attire*” a comment most of us have heard before.



If you have further information to add to this dossier, ring Goldstone Stoppers 01332 671016 – OwMuch!!

Our Undercover Reporter is already in the thick of other investigations following tip-offs in late night phonecalls - so WATCH OUT!! And watch this space!

Winter TT at Draycote Water

by Ed Tuite-Dalton



As the sun rose into a duck-egg blue winter sky, the six local sailors broke the ice off their boats and discussed the benefits of batten tension, rudder alignment and skeg condition, as they prepared to do battle in the 4th Draycote Sprint 15 Winter TT meeting on the 12th January. Eleven travellers arrived bright and early to join the fray from various clubs around the country.

With cloudless skies and a south westerly force 2/3 wind, Race Officer Justin Edwards set a square course for the first race. The seventeen boats got off to a clean start with Ray Gall (Carsington) taking advantage of nominal line bias and clearing the pack on a port flier. Local fleet captain Pete Slater was, however, first to reach the windward mark, which looked promising for the locals, but sailing high on the next leg, he was overtaken by Steve Sawford (Grafham) and Richard Philpott (Grafham). Richard took the lead and held it to the bullet, with Steve second, Chris Black (Grafham) third and Pete fourth. Meanwhile competition was keen throughout the fleet, especially amongst the three boats competing in Sport mode. Ray Gall and George Love (Carsington) and local man Derek James were taking advantage of the trapeze on the upwind legs. When Derek's harness unexpectedly collapsed, George broke away to finish third on the water (eighth on handicap). Behind the leaders a knot four boats led by local Ed Tuite-Dalton and travellers George Stephen and Gordon Goldstone (Queen Mary) and Erling Holmberg (Shanklin) were having a fierce battle in the run up to the finish.

After lunch the wind dropped a couple of knots but stayed south westerly. Four boats went on a port flier but those on starboard were up on the line and the port tackers had to dive behind. The racing was close amongst the top six but Richard Philpott was, once again, laying down a marker to the fleet and pulled away to take a clear lead. After the second lap the wind shifted southerly turning the beat to a fetch and with the wind dying, the Race Officer took the decision to shorten the race after fifty minutes. Richard again took the gun with George Stephen and Steve Sawford pressing him all the way to the line.

The deserved winner was Richard Philpott from Grafham Water who happened to mention that this was his first Open and that he had only been racing Sprints for 2 years. Watch out, folks! Steve Sawford posted his usual consistent performance to finish second and Pete Slater, the home fleet Captain, came an impressive third (Draycote's best result to date) – not bad for an 18 sailor! Chris Black (Grafham), Ed Tuite-Dalton (Draycote), George Stephen (Queen Mary), Erling Holmberg (Shanklin) and Gordon Goldstone (Queen Mary) all posted consistent performances to take places fourth to eighth respectively. Sportster George Love led this mode with two third places on the water dropping him to ninth overall on handicap.



Photos from top

 Tight action on the beat from right to left
 George Love,
 Chris Black
 Gordon Goldstone
 Steve Sawford
 Pete Slater

 Richard Philpott out on his own at the head of the fleet

 Below Left:
 Chris Black with Pete Slater on his tail

 Below Right:
 Pete Slater

 Photography by
 Nicky James

Final Results					
Helm	Club	Sail No.	Points	Final Pos'n	
Richard Philpott	Grafham	1988	2	1	
Steve Sawford	Grafham	1733	5	2	
Pete Slater	DWSC	1627	8	3	
Chris Black	Grafham	2005	9	4	
Ed Tuite Dalton	DWSC	1940	10	5	
George Stephen	Queen Mary	1594	11	6	
Erling Holmberg	Shanklin	2007	14	7	
Gordon Goldstone	Queen Mary	2004	17	8	
George Love	Carsington	1825	17	9	
Paul Craft	ODC	1977	18	10	
Robert England	Carsington	1351	22	11	
G Collet	DWSC	1941	25	12	
Alex Varnava	Queen Mary	1800	27	13	
Derek James	DWSC	1744	28	14	
Jonathon Stone	DWSC	1839	30	15	
Ray Gall	Carsington	1914	30	16	
Jan Elfring	DWSC	1348	33	17	



On Saturday February 16th the Sprint 15 fleet visited Queen Mary for the fourth event of their Winter Series. There was a good turn out of 16 entries, ranging from LOW in the south to Carsington in the north. The weather delivered a superb sailing day with bright blue sky and a decent wind. Unusually at Queen Mary, the wind was from a north easterly direction.

For the event, race officer Dave Donnelly set the fleet a square course on the eastern side of Queen Mary reservoir.

At the start of the first race, Kevin Dutch and Steve Sawford were quick off the line and into an early lead with Robin Newbold and Erling Holmberg close by. Dutch led the fleet round the first lap and started to build a lead. Behind him, the order was very close and Gordon Goldstone, Paul Craft, and Ray Gall were also in the hunt. Following on close behind came Draycote's Ed Tuite-Dalton and Derek James.

This was a day of big windshifts and proving very difficult to judge. The huge windshifts

the fleet experienced led to some dramatic reversal of positions, and that's how it was throughout the race and indeed, the whole day.

On the 3rd lap, Goldstone and Craft lost out badly by picking the wrong side of the course. Conversely, George Stephen got it right and was suddenly up with the leaders. In the middle of the fleet, the Queen Mary pair of Stewart Pegum and David Casale were battling it out with Thorpe Bay's Darren Kiggins and Carsington's Robert England.

At the finish, Kevin Dutch was clear ahead, but Erling Holmberg came through to take 2nd ahead of Sawford. George Stephen was 4th and Carsington's, Robin Newbold 5th. Ray Gall (sailing sport) crossed the line ahead of Gordon Goldstone but wasn't far enough ahead on handicap, so was 7th and 6th respectively.

The 2nd race produced more challenges for the competitors, as the wind constantly shifted. Dutch was again quick away at the start, but George Stephen just got to the

windward mark first. This was a close race, with positions constantly changing.

Within 3 laps, Steve Sawford was right up with Kevin Dutch, and Robin Newbold had got past Erling Holmberg into 3rd. Robert England was having a good race, and got himself ahead of George Stephen and Ed Tuite-Dalton. This group pulled out quite a lead over the others.

Stewart Pegum led the 2nd group round and did well to hold off the chasing pack. Just a bit further back, Draycote's Jan Elfring and Queen Mary's Keith Chidwick were having a real battle between themselves.

At the finish, Kevin Dutch was just a few yards ahead of Steve Sawford. This was not a big enough lead to prevent Sawford taking the win on handicap. 3rd place went to Robin Newbold, with Erling Holmberg 4th and Robert England held off George Stephen to take 5th.

After 2 excellent races, Kevin Dutch was a deserving overall winner, with Steve Sawford 2nd and Erling Holmberg 3rd.

Top to Bottom

.. Race Start

.. Winner Kevin Dutch in full flight

.. Dutch with Sawford in hot pursuit



Una and Two Up Fleet

Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Steve Sawford	1733	Rutland Water Sailing Club	Una Rig	2	1
Erling Holmberg	2007	Shanklin Sailing Club	Una Rig	3	2
Robin Newbold	991	Carsington Sailing Club	Una Rig	4	3
George Stephen	1594	Queen Mary Sailing Club	Una Rig	5	4
Ed Tuite Dalton	1940	Draycote Water Sailing Club	Una Rig	6	5
Robert England	1351	Carsington Sailing Club	Una Rig	7	6
Gordon Goldstone	2004	Queen Mary Sailing Club	Una Rig	8	7
Stewart Pegum	1918	Queen Mary Sailing Club	Una Rig	10	8
Paul Craft	1977	Open Dinghy Club	Una Rig	11	9
Darren Kiggins	1985	Thorpe Bay Yacht Club	Una Rig	12	10
Dave Casale	1963	Queen Mary Sailing Club	Una Rig	13	11
Keith Chidwick	1840	Queen Mary Sailing Club	Una Rig	15	12
Jan Elfring	1348	Draycote Water Sailing Club	Una Rig	16	13

Sport Fleet

Competitors				Event Placings	
Name	Sail	Club	Format	Handicap Points	Fleet Place
Kevin Dutch	1938	Seasalter Sailing Club	Sport Mode	1	1
Ray Gall	1914	Carsington Sailing Club	Sport Mode	9	2
Derek James	1744	Draycote Water Sailing Club	Sport Mode	14	3

The Sprint 15 Winter Traveller Series

was concluded at Grafham on Sunday 16 March. In spite of a poor weather forecast 15 travellers joined 9 locals to take part in the last traveller of the winter series. Sadly, the wind exceeded the weather forecast and remained force 6/7 throughout the day causing the organisers to abandon running the races and presented the Winter Series prizes based on the results of the other 4 events. This cost quite a few sailors 'dear' as they were depending on the last regatta of the series to get the 3 results they needed to qualify. This list included Kevin Dutch, George Stephen, Ed Tuite-Dalton, Derek James, etc. but additionally quite a few others lost the opportunity to improve on their place by gaining the discard. It did not matter to Steve Sawford who won the series easily with two firsts and two seconds. The next 5 places were taken by sailors from different clubs with Erling

Holmberg (3,4,7) from Shanklin taking second from Chris Black (4,5,7) of Grafham.

All the other 4 events were raced. A variety of weather conditions were experienced through the winter. Stewartby had light/variable winds, Draycote got better winds with force 2-3, Carsington had strong gusty winds (force 4-5) on a cold day which attenuated the competitors somewhat, but probably the best conditions were experienced at Queen Mary on a bright fresh day.

The attendances at the 4 events that took place were Stewartby 16, Carsington 9 (with a number sitting it out), Draycote 17 and Queen Mary 16.

So, sadly we were not able to sail our prospective biggest event (24) due to the wind at Grafham and Steve Sawford took the Travellers Trophy, (affectionately called "The Urn"), for the second consecutive time.

The Sprint 15 Summer series starts at Marconi Sailing Club on 19/20 April

Overall Results:

- 1st S Sawford (Anybody's) 4 pts.
- 2nd E Holmberg (Shanklin) 14pts.
- 3rd C Black (Grafham) 16pts.
- 4th R England (Carsington) 20pts.
- 5th P Craft (Open Dinghy Club) 22pts.
- 6th G Goldstone (Queen Mary) 22pts.



Steve Sawford (centre)
flanked by
Robert England (left)
and Paul Craft (right)

Left:
Steve Sawford in the groove



Top Tip : How to right a Sprint 15

by Bob Carter



1.



2. & 3.

In the absence of a Winter TT Event Report from Grafham and to answer a question often posed by new sailors, we publish one of Bob's 'Top Tips' which, had the competitors taken to the water at Grafham, may well have been needed!!

This is the technique to right an inverted Sprint 15:

1.If the boat is inverted spend a little time on the upside-down trampoline sorting things out. Uncleat the main sheet (and the jib sheets if a jib is being used).



4. & 5.



5. part two-turning the boat into the wind by standing forward to submerge the bow

2. Take the main halyard out of the tramp pocket (underneath the tramp) and thread it round one hull (say the most windward hull e.g the port hull) under water and bring it up on the outside of the hull. **DO NOT USE THE RIGHTING LINE IN THE FRONT BEAM - IT IS TOO SHORT.**

3. Take the halyard across to the opposite hull (e.g the starboard hull) and stand right at the back of the hull just in front of the rudder. Hold on to the halyard and use it for stability - lean back a little if you can, so that the halyard is pulling up the port hull while your body weight is sinking the rear of the starboard hull. Hold this position for some time. Nothing happens quickly as the sail needs to be pulled through the water.

4. When the hull that you are standing on is pointing up at about 40 degrees work your way forwards (uphill) slowly using the halyard to pull on and you will find that the boat is now resting on its side.

5. Lean back and pull the boat upright. If the wind is very strong and the mast is pointing into wind you can be in danger of capsizing the boat the other way as the wind catches the mainsail as the boat is righted. This can be avoided by turning the bows into wind before righting it. To do this, while the boat is on it's side, walk forward and stand in front of the front beam. This submerges the bow and the boat will turn into wind, slowly. So stand and wait for it to turn and then move back, lean back and right the boat.



5. lastly, lean back and right the boat



6. you end up between the hulls

6. As the boat comes upright you end up in the water between the hulls. Grab onto the beam (or the tramp handle) to prevent the boat capsizing on the other side.

7. Hoist yourself onto the boat over the front beam. I find it helpful to do this in the corner between the beam & the windward hull and then to pull myself on the boat using the toe strap.

8. Spend a bit of time sorting out the ropes before sailing off again.

Obviously if the boat is on its side and not inverted, you just throw the line over the hull which is not in the water.

Give it a try - it is easier than you would think.



Thanks to our capsized 'experts' caught on candid camera whilst ably demonstrating the procedure!!

7.& 8. climb on, sort things out and sail away!!

It's Boxing Day 2007 and I'm on my way to my second home at Carsington Sailing Club for the annual pursuit race. This presents me with two opportunities. The first is to go head to head on the water with Tom Gall – current Sprint 15 Northern Champion and recent TJV Superstar. The second opportunity is the promise of an exclusive interview for 'Newsprint' with the man himself on his recollections of his first Trans-Atlantic race. Here is the text of the latter where he was happy to answer some of my corny questions and give an insight to short-handed ocean sailing.

How did you get involved with the TJV?

With four weeks to go before the Transat Jacques Vabre 2007, the Class 40 campaign "Concise" was in tatters. The skipper of the boat had left the campaign and the race looked to be over for the co-skipper Dan Gohl. As you could imagine getting a 40ft boat designed, built and race ready is no easy feat and the project had been going for over a year. I had been involved from behind the scenes getting the boat ready. From the start I had been the reserve sailor for the boat in case any of the other two were injured. But we hadn't seen ourselves in this position. Dan and I decided that we would still go for the race. The sponsor was happy with our decision and the button was pushed to get Concise ready. We were massively behind schedule. By the time we got the go ahead, we had two weeks to get to France. Half of that time was spent at sea because we had to re-qualify for the race with me on board. When we got back to Hamble we had the boat lifted and our shore team, now numbering five people, worked night and day to get Concise on race form. We knew that we didn't have enough time to get the boat how we would want it. We just focused on getting the boat to a stage where we could get to the finish in Brazil. It was a hard week in Hamble, but we left for France with a well sorted boat. Two days later we were in Le Havre racing in the TJV Prologue Inshore Race where we finished in second position out of thirty Class 40's.

How did you and Dan share the work?

Dan and I have done a lot of sailing together before on inshore Grand Prix yachts. My role inshore is predominantly as a trimmer and Dan earns a living as bowman. So naturally, when we went to short handed racing, I tended to look after things in the cockpit and Dan deals with the rig and anything forward. However, we only really take these positions when the s#!t is hitting the fan! The majority of the time you sail the boat on your own while the other one sleeps, cooks, navigates or fixes things. Dan is very good with engines and electronics so he mainly repaired those, while I would look after sails and rigging.



Tom & Co-skipper Dan pictured in the 'Daily Sail' after finishing 2nd in the Prologue Race

What were the best moments?

At the Start, there were thousands of people, hundreds of spectator boats, around 10 helicopters, a warship for a committee boat and the whole show was being broadcast live on French television. Both Dan and I were pumped up on adrenaline and a little overwhelmed by it all. Sailing past Africa was good. We were about 200 miles off the coast and as the sun was setting on the horizon we could see the clouds of sand that were blowing off the Sahara. We both took five minutes out of racing the boat to just sit on the bow and appreciate the experience.



Righting test - good pre-start planning!



Crossing the Start Line

What were the worst moments?

Losing our wind instruments a couple of hours into the race. We lost a lot of time because of this throughout the race. We could not drive the auto pilot off a wind angle which is vital in a boat that sails off apparent wind. Losing the fractional kite in Biscay was bad. We were pushing too hard to try and catch up a few places that we lost due to the wind instruments and we just went over the edge, spun off the track and destroyed the chute. It was a similar story at the Canaries with our mast head kite! And, of course, the finish was pretty frustrating. After 5000 miles we were within three miles of the finish and were becalmed. After six hours the sea breeze kicked in but it had brought three boats in from offshore and they passed us. We could see the finish line the whole time. Torture!

What was the most wind you had?

That was in the Bay of Biscay. We were running in 40kts with a ten foot swell. Some waves were probably 20ft from trough to crest (like the one that spun us out). Which for Biscay was a pleasure? I was there two years ago on a 60ft trimaran and we were reaching in 65kts of breeze! Doing 32kts boat speed under Storm jib and four reefs! The pressure was moderate then until we got into the southern hemisphere where we picked up the trade winds, 30kts for about five days.

Did you see any of the other boats during the race?

On the first day the fleet broke into two packs, those that bolted West to get out into the Atlantic and the group we were in that hugged the French coast to try and keep out of the tide. We were just metres away from other boats for the first day, but once into Biscay we could only see the boats on the horizon. In the first week you would see a boat when they come across you as they were on a different gybe but that was about it. We went a whole week without seeing a boat when we were mid-Atlantic.

Were there any moments of despair?

In Biscay when we were pushing the boat too hard. We both knew that we were overcooking it. Those of you who know how I sail my Sprint 15 will understand that sometimes I might push it too hard! But on a 40ft half million pound offshore racing yacht the consequences are a little harsher! We were playing catch up on the fleet as we had had a bad couple of days. It was around 0200 hours and pitch black, no moon, no stars. It was just my head torch that lit the luff of our fractional kite so I could drive to it. The wind was a consistent 40kts and the sea was very mixed up. Suddenly Concise jumped off the crest of a big wave and the boat felt airborne. As the boat fell into the trough I lost steerage and the boat spun onto its side in a massive broach. Dan was down below and made his way on deck by climbing out the side of the hatch. As Concise came back upright she over-corrected and almost crash-gybed. As I wrestled with the tiller, the fractional kite wrapped itself around and around the forestay. This was bad! In 40kts the spinnaker locked itself onto our forestay, getting tighter and tighter while the other half of the chute was flogging. After half an hour of gybing to try and free the kite, there was no alternative other than for Dan to go up the rig. At 18 metres above the deck he was being thrown around like a rag doll. The boat was still falling off big waves and at the top of the rig the motions are amplified massively. Dan spiked the head of the spinnaker off the halyard but it was so tight around the stay that it was firmly stuck. Dan then lowered himself down the forestay and tried to free the knot. By now he was so close to the chute he was starting to get ravelled up in it. Not Good! If he got stuck up there I would have to go up the rig and retrieve him, and with the auto pilot driving the boat so poorly, it would have broached out for sure if I had to leave the helm! After an hour of deafening sound of the spinnaker flogging we took the decision to knife it free. I cut the tack as Dan carved the head away. It seemed to be deadly silent as I lowered Dan back down the rig. No more flogging kite, NO MORE KITE! Due to the sail limit of the Class 40 we only had two spinnakers and we had lost one so early in the race. We both were in shock at what had just happened. Dan was bruised and exhausted. We had over 4500 miles to go and knew that, if there was any heavy weather down wind sailing to be done, Concise could only now sail at 60%.



Did you encounter much wildlife?

For the first fifteen to twenty days into the trip we had dolphins every day. They would come and play in Concise's bow wave. We hit two Sun fish! This caused minor cosmetic damage to the rudders. Flying fish were a daily sight. One of them flew over the deck and hit Dan right in the face when he was sleeping in the cuddy. I watched the whole thing happen from the helm and thought it was extremely funny! But the most surprising thing for me was that we saw birds every day, even when we were over a thousand miles from any land. We would sometimes see ships but very rarely.

Describe your feelings at the finish.

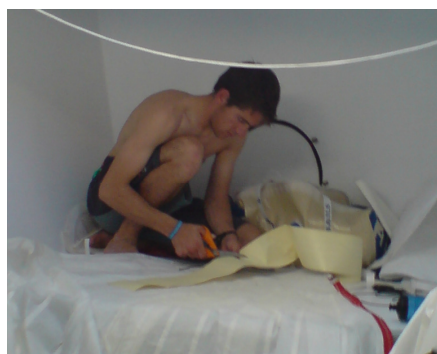
We had been racing for 25 day's and in the last three miles had lost three places! It was like crossing the line of a dinghy race. There were four boats no more than 200 yards apart. After all we had been through, we had three places taken from us at the last minute. So when we got into Salvador we were still upset by what had happened. There was no Ellen Macarthur moment where we kissed the boat with a tear in our eye! We got absolutely hammered on the pontoon and showed the French how we do things! We were completely wrecked on the local Rum. I don't remember what happened that night! We were happy to have that chapter of our lives over. The boat was a tool to do a job and the words of legend Jim Saltenstall were ringing in my ears "don't forget the six P's - **Proper Preparation Prevents Piss Poor Performance!**

Would you do it again?

The TJV is unfinished business for me. It's like an addiction. I have dreamt about doing that race since I was little, but the dream didn't end like it did. I will keep doing the race until I win!



Nav. station



Sail repairs in a cramped 'loft'!

What was the longest you went without sleep and what was the longest sleep you had?

Dan and I ran a system that when we were tired we would wake the other one up. It worked well and was fair. You have to adapt very quickly when you are short handed. A strict watch pattern of three on, three off doesn't work when there are two of you. We would get around six or seven hours sleep per 24 in 2 to 3 hour long naps if the weather was pleasant! But sometimes you just can't leave the boat alone. We once went 24 hours without sleeping when we were in 30 kts of breeze and stuff just kept on breaking. We were sailing with masthead kite and one reef and it had been dark for a couple of hours. We were just about to start the watch system when the kite halyard snapped. The kite fell out of the sky and under the boat. It took about an hour to sort out and luckily the heavily repaired kite was still in one piece. We re-hoisted and got sailing. Then just as Dan was about to put his head down, the engine which was running to charge the batteries died. A fuel hose had come off the engine. Dan had to bleed the engine and reattach the hose which took a couple of hours. As the engine fired up and was charging our batteries, there was a ripping noise coming from the rig. I turned my head torch to the kite and our repairs were coming apart, probably due to the water damage it suffered earlier. I spent the rest of the night in the bow fixing the kite while Dan drove the boat.



Under sail mid-ocean

A glass of bubbly with Neptune at the Equator

As the 'rookies of the event, did you feel a great deal of pressure?

We entered the TJV as underdogs, inexperienced and very much the nipper's of the fleet. We were sailing among legends which I had idolised for years and now we were head to head. In France offshore sailing is bigger than F1 so the French press were intrigued by our campaign. A week before the start is the Prologue. This is an inshore race which takes place in the bay just off Le Havre. It is an ideal opportunity to see if your boat can match the others in the fleet. We had a good race and posted a second place out of the fleet of thirty Class 40's. The French press went mad! They couldn't believe that two young Roast Beef's had put in such a strong result against some of the world's sailing legends. The media interest that followed in the week before the start was putting the pressure on us. They were thinking that we were two weapon sailors about to teach them a lesson! Well we are! It just didn't go our way!



Fitting new spreader patches

What's the future for you and the Concise Team?

Concise is returning to France by ship as we speak and Dan and I will fly down there and sail her back to Hamble in January. Dan and the shore team will be preparing Concise for the Artimis Transat 2008, which is a single handed race from Plymouth to Newport on the 1st May. This is a tough, mainly upwind slog across the North Atlantic which should take around fifteen days. I will be behind the scenes once again for Concise but I have a new goal in sight. I will be moving to Newport, Rhode Island, USA in February to start work with Puma Racing Team. Puma Racing has an entry in the 2008/2009 Volvo Ocean Race sponsored by the sports clothing brand. Although I will not be competing in the race itself, I will be sailing the "B" boat (former ABN Amro 2) in Newport, doing some two boat testing and trying to get Puma up to race potential. Then in August we move to Spain to start the race where I will be shore team sail maker travelling with the Volvo on the world tour. From Spain to South Africa, India, Malaysia, China, Brazil, USA, Ireland, Sweden and then to the finish at St Petersburg Russia in June 2009. After that who knows? Should make the Sprint 15 Nationals! And then maybe the 2009 Transat Jacques Vabre

What about your own longer term ambitions?

I now make a living through offshore sailing so the way I see my career going is possibly sailing in the Volvo - perhaps the Volvo 2011/12. But sailing is a diverse sport and you just don't know what's around the corner. I would love to, one day, have an Open 60 campaign to do the Vendee Globe. I would only do it if I knew I had a good chance of winning. I'm not a bloody adventurer! I just race yachts; the world is just a race course to me! I will also like to think I will be racing my Sprint 15 for many years to come. Sailing and racing a 15 from a young age is part of the reason I've had the other opportunities in the world of sailing, so that's where my roots are-and some of my best sailing mates!

So, what of the former? Who won the Boxing Day pursuit race at Carsington? Is anyone really interested? Well, I couldn't possibly divulge such sensitive information, so you'll just have to ask Tom the next time you see him!!
 George Love : 1825 : 'Fly-by-Wire'

Paul Smith - In Memory



It was with great sadness that The Association learnt early in January of the untimely passing of Paul Smith. As members will know from the last Magazine issue, Paul had been ill for some time and had had to retire from sailing and as editor of this publication, a post he had held for four years. Paul was a true stalwart of the Sprint 15 Association and gave so much to the sport he loved. The text below is the eulogy given by Nick at Paul's funeral service which is followed by one or two images to bring back some happy memories of Paul which we shall all treasure and as a reminder of some of his achievements and the legacy he leaves to the world of Sprint 15 sailing.

Actions speak louder than words. There are few better examples of that than Paul Smith.

All of us get to know a part of someone's life. We know Paul, the sailor, admire and respect him for that. However it is often only at their funeral that we hear about the other parts, and discover that the little we knew is part of a much bigger picture, which deserves even greater admiration and respect. So it is with him.

For me the Paul Smith story began when North met South on neutral territory a decade ago - that is to say our championship at Saundersfoot in Wales. The competition between Southern Softies and Tough Northerners on the water was matched off the water by the kind mutual ribbing that proves you respect each other. Team Beaver camped out in style at Fawly Towers, providing entertainment that is still remembered today.

Paul was a part of that and his family have become a permanent fixture at these annual competitive reunions. Carol sometimes given him competition and Matt regularly does, while Louise has been an official Dart 15 trolley dolly. The Smith family have become part of our family.

Yorkshiremen know that it takes hard work to get ahead. He worked hard at his sailing. Graduating from a tiny Topper to a high performance catamaran, this lightweight quickly excelled in light airs. However over the years, the wind strength at which we met on the water steadily increased from force one to force two, then force three and even higher.

My unforgettable memory is of an epic high-wind duel at Grafham. I could power ahead going upwind, but he always reeled me downwind. With dogged persistence, Paul never gave up. He never gave up then, nor in anything else I saw him do.

The next eye-opener was when this man of action, rather than words, did not flinch when "volunteered" to become our official wordsmith, as editor for our class association magazine.

That had already graduated from surreptitious late-night sessions on the office photocopier to an A5 printed booklet, but it was only when Paul took over that it grew into its present A4 glossy glory, outshining our

rivals. This was when we began to appreciate the engineering precision with which he tackled every task in his life.

Sadly Paul became a victim of Britain's de-industrialisation. As I now learn, he had worked for some widget-manufacturer and his job was to make sure that just-in-time meant exactly that. Paul was a perfectionist, who ensured that nothing at all went wrong. Nevertheless, he did not give up. He got on his bike and got other jobs, applying this perfectionism in two further industries.

That image of Paul at work is reflected also by Paul at play. At our annual prize-giving awards are given both for extraordinary success and entertaining stupidity. I cannot remember ever having seen Paul collect any of the latter.

My spies at Beaver report the same story. Paul's name never appeared in the little black book maintained by club management for their end of year reports on members' antics.

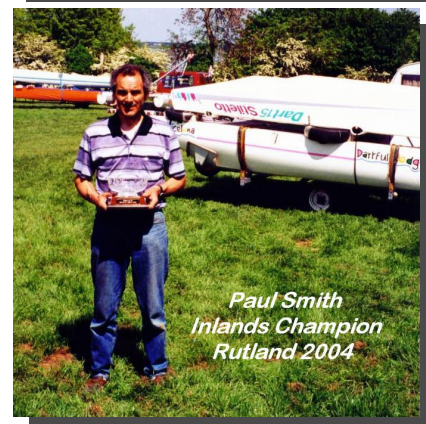
He was a man who quietly got on with the job, so modest about his own achievements that they can only be told now that he is no longer here to tell us himself. Our sport depends on volunteers both for classes and for clubs. Paul was one of the most dependable for both.

While he contributed so much to his class, that is little compared to what he did for his club. Sixteen years on the Beaver Committee, every Sunday beavering away at the winter work-parties, every Saturday training young Beavers.

It is said that nothing becomes a man so much as his manner of dying, so I share my final memory of Paul, now off games, but back again at the Saundersfoot club bar a decade later, sharing a joke as the two of us reel-in another unsuspecting "volunteer", just as he had so willingly always volunteered himself.

Everything you did for your sailing friends, you did well. You will be remembered in our class logo, that you also designed. Thank you, Paul.

Nick Dewhirst
Chairman, Sprint 15 Association



Paul has given the Class many legacies :
the design for the "Out of Africa" logo
the Class logo
The present name of this magazine
And the spirit that is a mark of the Sprint
15 Class



Carol Smith & family plan to donate the class a perpetual trophy to remember Paul with. As perseverance is the abiding quality by which he might like to be remembered it will be awarded formally to the person who we informally honour for being last to finish every race at the National Championships without giving up. This means that all who finish worse but do not complete every race are discounted. Knowing you are on track for a bad result but not giving up, is exactly what Paul went through when he was diagnosed with cancer, so we think he would approve of the idea. We hope that a member of the Smith family will be able to present it at the Thorpe Bay Nationals this year.

Announcements

Change of Sprint 15 Association Secretary

We would like to welcome Keith Bartlett as our new Sprint 15 Association Secretary and to thank our outgoing Secretary, Andy Chidwick. Andy has been secretary for two and a half years and has done an excellent job. He has a young family and a busy career and, at our last AGM, he expressed a desire to stand down when we could find a suitable replacement. We have now found a willing volunteer in Keith, so we would like to express our thanks to Andy for a job well done. All future membership applications and renewals should now go to Keith.

Many of you will know Keith as he is a keen supporter of our open meetings sailing Sprint 15 #1962 named 'Freddie' in huge dayglow letters down the sides. He has been a long time owner of Sprint 15's. Many years ago he owned an old Spark #1000 called 'Spark Naked' which he used to sail with his daughter, Meryl. The boat was in such good condition that, when his company sent him on assignment to Hong Kong, he took it with him and set about reviving the small fleet of Dart 15s at Lantau Island. All was going fine until a careless water ski towing speed

boat ran into him and wrote off 'Spark Naked'. As it happens, he already had new boat 1962 on order for delivery so he was only off the water for a short while but it did spoil his plan to increase the fleet at Hong Kong! After 3 years or so in Hong Kong he retired and returned to the UK bringing 'Freddie' with him. When he is not on the open meeting circuit he now sails at the Open Dinghy Club on the South Coast at Angmering where there are about ten other Sprint 15s of various ages. We welcome Keith and wish him well in his new role for the Association.



Sprint 15 Association encourages Youth Sailing and participation in National Championships

The Sprint 15 Association have decided to encourage young catamaran sailors to take part in the both the Class National Championships by offering completely free entry to Association members who are under 23 and are in full time education. This represents a **combined saving of £115** for a young member who takes part in both events and pre-enters by the required dates. Details are as follows:

Sprint 15 Sport National Championships at The North Devon Yacht Club (Instow) 27-29 June. Normal pre-entry £40 if entered by 31 May.

Sprint 15 Standard format National Championships (& Fun Sailing) at Thorpe Bay Yacht Club (Southend) 16 -18 August (Fun Sailing 19-21 August). Normal pre-entry £75 if entered by 14 July.

For further details watch out on www.sprint15.com

Bob Carter : Sprint 15 Association Events Secretary

2008 AGM Rule Change Proposals To be voted on at the AGM 17 August at Thorpe Bay Yacht Club

Proposal 1

It is proposed that the mainsheet can be made of any material between 8mm and 10mm diameter to facilitate it to run out easily.

Rationale: The standard 10mm mainsheet can be difficult to get to run easily through either new or old blocks, thus there is a potential safety improvement if it is free running. There are no cost and negligible weight implications. Ease of use rather than performance is enhanced.

Proposer: Charles Watson

Seconder: Bob Carter

Proposal 2

If an 8mm mainsheet is used then the traveller may be incorporated into the same piece of rope thus obviating the need to tie the mainsheet and the traveller together. The length of the combined mainsheet and traveller (or separate traveller & mainsheet) should not be controlled by the class rules.

Rationale: The standard traveller is too long if you do not want to lead it under the trampoline to the mast ball resulting in too much rope on the trampoline which can be easily tangled or knotted around the sailor, thus there is a potential safety improvement if it is shortened. There are no cost and negligible weight implications. Ease of use rather than performance is enhanced.

Proposer: Bob Carter

Seconder: Charles Watson

Proposal 3

It is proposed that Clamcleat CL253 trapeze jammer cleats may be used as an alternative to the standard equipment.

Rationale: There is negligible cost difference but the Clamcleat is possibly easier to use and more secure.

Proposer: Gordon Goldstone

Seconder: Bob Carter

Have you checked your mast heel plate and casting/ball for wear recently?

Do you grease the ball and the inside of the mast foot casting before you erect the mast? If the answer is no then it is worth a check before the wear becomes a problem, **and it can** – read on.

The stainless steel wear plate in the mast foot casting rests on the central stainless steel pin set into the mast ball. These stainless steel surfaces provide support for the mast and enable very low friction rotation. The mast casting can move sideways to the limit of the casting wall coming into contact with the side of the ball.

Wear when sailing will be relatively even. However if a boat is left with its mast up for long periods in one position relative to the prevailing winds the mast foot is continually pushed to one side and this can lead to wear off centre on the heel plate and both of the castings. If the surfaces are not regularly greased wear is significantly increased.

It is a relatively easy exercise to change the heel plate and if wear is clearly apparent then action is better than avoidance – to obviate the need to change both the castings as well.

Boat Performance - The wear can have an increasing small impact on boat performance. As wear increases the mast drops and, with a constant length of the main shrouds, the mast will lean forward more. I did a survey of 15 boats at our club and measured the height of the join between the mast foot casting and the base of the mast from the top of the tramp slot in the front of the beam. Whilst for most boats this measured 106mm some were found to be significantly less – 98mm in one case. Calculations have shown, in this extreme case, the mast top would be 40mm further forward using normal main shroud lengths – the same as raising the chain plate by 1 hole.

However this is not the only effect. As the plate wears friction on both the pin/plate interface and the castings increases and can lead to slow or sluggish mast rotation – do your battens pop across quickly enough???

Examples of Extreme Wear- At the end of the 2006 season I decided I could no longer put off sorting out why my other half was having trouble with 842 especially with slow mast rotation and funny 'clonks' as she went about. On examining the mast and ball arrangement, along with those of several other boats, a number of issues were identified and the following photographs and explanations show what can happen.

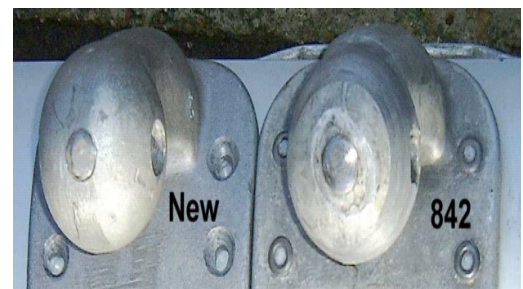
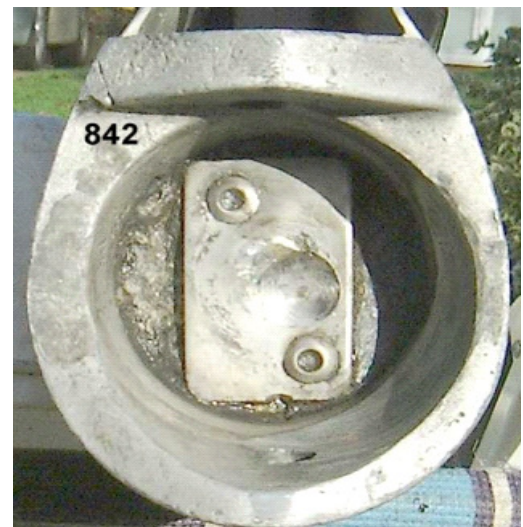
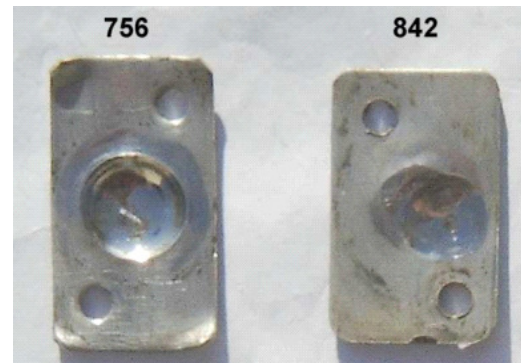
Heel Plate Wear – The first photograph shows the removed heel plates for both our boats. Mine (756) was nearly worn through. The white line in the middle of the wear hole is a small tear in the wafer thin material that is all that is left of the 1.6mm plate in the centre. My mast was 3mm lower than 'normal' and the solution was to replace the wear plate as there was no wear to the ball or the mast foot casting.

On 842 the problem was much worse. The photograph shows the 842 plate had initially been wearing in the middle but the main wear was some 8-10mm off centre – and indeed the plate had buckled. We bought this boat through a friend a couple of years ago and were told it had not been sailed for many years. What I suspect is that it had been left for a long time with its mast up at an angle to the prevailing winds – pushing the mast sideways.

It is surprising how much windage the mast alone has. When we were unrigging a Dart 18 for the winter at Seasalter it took four of us to push the mast back to drop it because the wind was from the back of the boat and the mast is rotated 90 degrees to get the pin in.

Another Sprint owner at our club has found his plate worn completely through and up into the casting as well – hence the 8mm drop.

Mast Foot Casting and Ball Wear - Unfortunately the off centre wear on 842 had led to extensive wear on the heel and ball castings as can be seen in the next two photographs. Note particularly the wear on the side of the heel casting compared to the other side. It is quite clear that the 'clonks' Joan was hearing and feeling after tacking were the mast heel casting sliding across to the limit of the casting wear. An example of extreme ball wear from one of our club Dart 18s is also shown in the last photograph.



Solutions - Wear plate replacement is easy. Even mast foot casting replacement is straightforward but mast ball replacement can be a major headache due to changes in fixing hole dimensions as noted below. The following gives the key essentials but a fuller description can be found in the Tips section of the Association web site.

Heel Plate Replacement - The original heel plates were a rectangular plate (1.6-2.5mm thick) fastened inside the casting with two pop rivets. In one case at the club I found two plates 'stacked'. Windsport International sell a 3mm circular plate of 40mm diameter that is to be glued in place rather than using rivets.

Essentially replacement involves drilling out the two old rivets and removing the plate then cleaning the inside of the casting thoroughly with white spirit to remove all traces of salts and grease. Sandpaper one face of the new plate and the base of the inside of the casting and clean both again. A quick squirt of silicone sealant into the old rivet holes to stop the glue running away, then, using an epoxy glue (e.g. Araldite) on each of the roughened surfaces, fix the new plate in.

A key thing is not to use too much glue between the plate and the casting base as that gives it more chance to set at an angle – use more glue at the sides of the plate to keep it in place. If it does set at an angle the mast will naturally slide down the ramp and lead to unnecessary casting wear.

I used a block of 25mm square wood sitting on the new plate, held in place with the mast pin, to apply slight pressure to the new plate to keep it in place during 'curing'. You need to sit the plate in place and cut the piece of wood to a correct length before applying the glue and going for final assembly. If anything, cut it slightly short and use thin layers of cardboard between the mast pin and wood to pack it out as necessary.

I made the mistake of using slow setting glue - with the mast on its side and with only slight pressure applied via the wood block, the disc 'flowed' downwards. My solution was to stand the mast upside down tied to a tree in the garden for 24 hours - Joan refused to stand holding it saying it was my boat and she had better things to do! It would have been better to use faster setting glue like Araldite Rapid.

Mast Heel Casting Replacement-The new heel casting from Windsport for 842 came with a new circular wear plate already glued in place. Whilst doing this job it is also a good idea to consider changing the main halyard sheave wheel at the same time as described below.

The old casting is held in place by 3 rivets. Drill those out before the casting can be **gently** tapped out by using a steel bar through the mast pin holes and tapping alternately with a wooden mallet on each side. The risks are breaking the mast pin hole part of the casting or splitting the mast if you get too enthusiastic or use a metal hammer.

With the casting out the inside of the mast should be cleaned with white spirit and dried and a new sheave wheel installed by drilling out the sheave block rivet. Doing this while the casting is out saves the old sheave block rivet rattling around in the mast forever. The new casting can then be inserted using a wooden block against the wear plate and the mallet. A smear of silicone sealant

around the casting walls that will be in contact with the mast will help the mast seal and ease installation.

The three existing holes in the mast are where new rivet holes need to be drilled into the new heel casting to hold it in place. The rivets required are 10mm long and 5mm in diameter and examination of the old casting will show that the rivet holes come through the wall of the casting at the base of the casting wall – next to the wear plate. Take care when drilling the new holes as it would be easy to drill through far too quickly and into the edge of the new large wear plate – the contact with the stainless steel while drilling alloy could throw the drill sideways and lead to unwanted enlargement of the hole.

Mast Ball Replacement - This does really look simple and it should be –drill out the six rivets and install the new casting with new ones. However, this needs **careful examination** before you dig a big hole – you need to do some careful measurement before you buy a new ball. The key measurement is the **exact** distance between the rivets either side of the ball (i.e. along the beam).

Early boats have a 3 inch (76.2mm) distance but this appears to have been changed to 75mm on later boats. The first batch of South African balls were 72mm. Any remaining UK replacement balls are likely to be 75mm. Take the measurements and then talk to Brian Phipps at Windsport before ordering a ball. He is aware of the different measurements.

If you have an old boat with 76.2mm separation on the holes then you are going to have to do some filing of the beam holes to take a 75mm ball. Unfortunately the imperial/metric change also applies in the other direction of hole separation and so all six holes need some filing.

I riveted mine in only to find that the enlarged holes did not allow the rivet to properly pull the casting evenly down onto the beam. On the second attempt the solution was to install rivet washers inside the beam. I curved the washers in a vice to match the curve of the beam and drilled a recess in a length of 50x25mm timber that would seat the washer (with a deeper central hole into which the rivet would sit). By placing a washer in the recess and then sliding the timber into the beam I managed to place the washer over the blind side of the rivet and then fix the rivet. You need to put all six rivets in place loosely before pulling any of them up tight (preferably pulling each one up a bit in turn).

Word of warning – Do file off the rough casting marks on the underside and bottom edges of the mast ball plate and check that the countersink holes on the rivet holes are vertical (I had to redo the countersinking to get them square).

Epilogue - If you do need to do any of these jobs then have a look at my article in full on the Association web site – it might help you see some of the pitfalls to avoid.

Bottom line – I would advise changing to one of the new circular wear plates (even the rivet heads on the old ones do wear the top of the ball away as the plate wears). I do thank Brian Phipps for the help he gave me in sorting out the mast ball, great service as ever.

Do you have any useful tips like this one to pass on to others? Sharing tips and golden nuggets is what sets Sprint 15ers apart from all the others!!

Dinghy Sailing Show Report

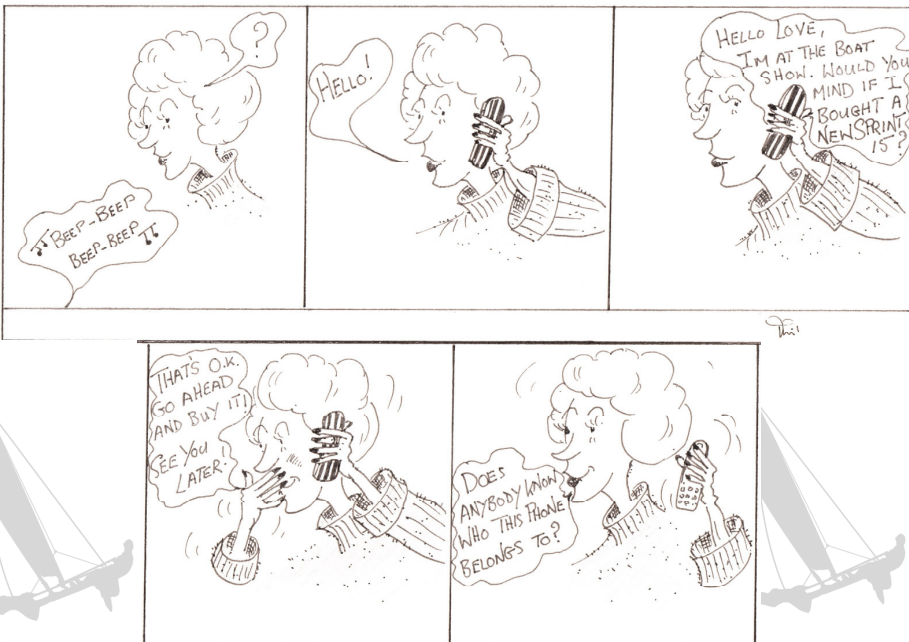


THE Sprint 15 stand, manned by some willing volunteers over the weekend, generated a great deal of interest from visitors to the show. New faces (and old) were in abundance, eager to learn more about what they had already heard about the U.K.'s most popular single-handed catamaran and the excellent Class Association that sets it apart from others. Visitors were bombarded with info., offers of test drives, test reports, handouts and a special edition 'Newsprint' for the Show. 30 years old!?! - It could have been designed yesterday! Classic design doesn't age.



SAT 1 & SUN 2 MARCH 2008
 KIDS GET IN FREE ON SUNDAY

IN ASSOCIATION WITH **YACHTS AND SUZUKI**
 ORGANISED BY **RYA**



Cat guru Brian Phipps delivered an informative and entertaining talk on Performance Cat Racing. Many of the slides in his presentation featured well known sailors and boats!

SHORT'S STORY



It's a beautiful, warm, late Spring evening and my boat is parked on its trailer outside the front of the house ready for its annual trip to the Sprint Sport Nationals which are to be held in the idyllic setting that is Instow in North Devon. I'm doing nothing special so it's a perfect opportunity to make sure all is ship-shape for the coming competition. Outside I go through a few of the usual inspections - rigging connections and wirework, trampoline tightness, etc. Finally, I decide that the toe straps could do with a bit of tightening as they have sagged a bit and I like to have them off the tramp surface so I can slide my toes under with ease. That job done, I throw my legs over the side of the boat so that I can drop gently to the ground. Unfortunately, what I have failed to notice is that, as I am sitting on the gunwhale with my legs dangling over the side of the boat, I am now astride the shroud chainplate which as you know protrudes slightly above the deck level. Yes, I think you can probably see where this is going!!

As I go for the drop to the ground and slide off the hull, the chainplate goes straight through my shorts. I am alerted to this fact by two things. One is the ripping sound from around the nether regions, and two is the fact that my progress earthwards is rapidly halted. I come to a dead stop with my feet a couple of inches above the ground and the waistband of my shorts firmly in the grip of the chainplate. I am effectively hanging on a coatpeg!!! What a plonker!!! How embarrassing is this!? This feels

like a 'Mr Bean' moment! An initial assessment of the situation suggests that I should try and scramble back on board by reaching behind and pushing myself up on the side of the boat. Mmmm - easier said than done! My shorts are halfway up my chest, my upper body is leaning away from the boat due to the shape of the hull and, whilst I can reach the gunwhale, I can get no purchase whatsoever to push myself upwards. I am well and truly in suspended animation!! What's more, it is becoming painfully obvious (and I do mean painfully in its raw sense) that I am in the vicelike grip of a serious "wedgie". My assets, if I may describe them so, are becoming seriously constricted.

At this point a couple walking their dog pass on the lane. It's a quiet road with little passing traffic, either pedestrian or otherwise. Help is at hand! They have obviously noticed my upper body over the top of the fence and we exchange pleasantries - "Hello, lovely evening, etc.", which, for my part, are somewhat high pitched. I am just on the point of mentioning my predicament but my embarrassment gets the better of me and, suddenly, they have passed on. An exit strategy is now getting to be a serious priority. A thought! If I loosen the belt on my shorts and try to pull my fly down, I might be able to wriggle out. Go for it!! But this action only makes the situation even worse. As I half fall forwards out of my shorts, I realise that the chainplate has also perforated my 'shreddies', so I am still stuck fast on the waistband with even less hope of a way out. And

now my 'greens' are becoming well and truly strained!! We are moving into situation critical!! If only I were wearing my buoyancy aid in which I always carry a sharp knife but, hey!, we're on dry land here!. Options are becoming limited, so I resort to loud, unrefined shouting for assistance from the dearly beloved who is somewhere about the house. After several minutes, there is still no response to my high pitched yelping. She probably thinks it's the piglets in the smallholding at the back. Perhaps she is upstairs watching TV or amusing herself with a bit of light Hoovering or ironing.

We are now in situation super critical when I realise that my potential saviour resides in the top pocket of my shirt - the mobile! However did we manage without the blessed things?!! I call the house number which is answered shortly by the present Mrs. Love and the conversation goes something like this: "Hello". "Hello, it's me!" "Yes, I gathered that - where are you? I thought you were outside tinkering with the boat" "Well, yes, I am but I've had a spot of bother -where are you?" "I'm upstairs in the bedroom." "Oh! - thank goodness - any chance you could pop outside and help me get out of my shorts?!"

When her mirth had finally subsided, she duly obliged. As you can probably imagine, this came as a great relief, not to mention sparing any further blushes in both sets of cheeks!

The author has requested anonymity but I can vouch for the veracity of events. - Ed.



Class Chairman Nick Dewhirst caught on camera with his latest one-design class fleet - 'Bongos'!!

**Any colour you like -
So long as it's green**

-----0-----
Photo : Idris Dibble, Cardiff

Erling Holmberg is a man who prides himself on getting to events early - despite the fact that he has usually travelled the furthest and taken a ferry ride to get there. Quite often I have travelled to events such as Carsington and, as I come over the hill, there is Erling's boat all together with the sail up. Often he is outside the club gates waiting for them to be opened at 8am. He sometimes gets up at 4am or earlier to achieve such feats. His dedication to doing this is incredible.

We heard that just before the Nationals last year he had a minor prang which necessitated him dropping off one hull to Steve Sawford for it to be repaired. Steve told him not to worry - it would be ready for the Nationals and that he

would bring it with him to save Erling picking it up. Well, Erling arrived bright and early (**1 day early!**) for the Nationals with just one hull (and the rest of his boat). He paced around for a day looking like a spare part as he could not put his boat together. His Shanklin chums were loving it. On the first day of racing Steve Sawford had still not turned up. Erling put half his boat together on the grass and paced round waiting for Steve to arrive. As often is the case, Steve was the last guy to arrive - about an hour before the practice race! Erling had to fling his boat together and I don't think he made the start of the practice race. I think Steve was up late the night before repairing Erling's Hull. Never mind - all's well that ends well.



Incontrovertible evidence



DO YOU EVER GET THE FEELING THAT YOU HAVE FORGOTTEN SOMETHING? ERLING DOES!

Class Training 2008

Sprint 15 Teach-In and Race Training

We are running 2 training sessions in 2008 as follows:

- **Southern Training – Stewartby Water Sports Club (near Bedford) 26-27 April**
- **Northern Training - Filey Sailing Club (Yorkshire) 10-11 May**

The training is aimed at new and novice Sprint 15 helms who wish to learn base skills in order to safely & competently sail their catamaran, along with those who wish to enhance their sailing skills / techniques for race development. The training course will be coached by Nick Dewhirst and team.

Day 1 syllabus will be associated with Sprint 15 rig / sail set up, safe launch & recovery, capsize drill, appreciation of the controls, trim / balance and comprehension of some key racing rules. There will be a number of short one lap races run to give opportunity to practice the techniques taught.

Day 2 joining in with local club racing, with instructors on the water to give some friendly go faster coaching.

Objectives of the training are:-

- Learn to safely sail your Sprint 15
- Gain knowledge to efficiently sail your Sprint 15
- Meet some of the regular Sprint 15s
- Have some fun

To book or for further information please contact

Southern Training - Mark Rushton
07771 947801

Northern Training - Andy Phillips
01964 650390



W.H.
Insurance Consultants

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

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

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





“

...the day was truly exciting. I am now looking forward to competing in my first race

”

Keith Persin : Thorpe Bay Yacht Club Teach-In 2007

Sport Nationals 2008 : NDYC Instow : Event Details



INSTOW SPRINT 15 (SPORT) NATIONALS

A warm welcome to all who are reading this article.

If you are reading it then you may be thinking of sailing in the Sprint 15 (Sport) Nationals, which will be held at Instow on the 27 –29th June 2008. Last time the Sport Nationals were held at Instow (May 2006) we had a good turn out of 43 boats and the sailing was exciting, awesome, spectacular and filled with adrenalin, mainly due to the force 6 + gusting winds that we had that weekend.

This year we are hoping for a little less wind and more sunshine. Instow is a beautiful and picturesque North Devon village with a fine sandy beach, which is safe for the family, and four pubs evenly spaced out around the village. However the bar at the yacht club has by far the best view of all.

If you would like more information about Instow please look at the website www.Instow.net.

Below is a list of local B&B's, Campsites etc. all of which are very good. The regulars among you will already have your favourites and probably already secured your accommodation. Alternatively, I am trying to revive the old custom of local sailors playing host to visiting sailors. I think that this is a very friendly and inexpensive way of visiting other clubs and getting to know other sailors. I am currently approaching members who may be willing to host visiting sailors. Please give me a call or e-Mail regarding availability : kdh1@fsmail.net

The Event entry cost will be £45.00, or £40.00 if you book before June. You must be a fully paid up member of the Sprint 15 Association to take part. You can enter free before June if you are under 23 and in full time education. This will include a BBQ on the Friday evening with entertainment, a 3 course Dinner on Saturday evening and a commemorative T-shirt.

Extra tickets will be available for both events if booked in advance or you can take a chance if you wish to leave it until the last minute.

Local Accommodation

Griggs B & B -	01271 860676	The Wayfarer Inn -	01271 860342
Eastleigh Barton B & B -	01271 860576	Ellerton B & B -	01237 470393
The Pines at Eastleigh B & B -	01271 860561	Tarka Holiday Park -	01271 343691
Lower Yelland Farm B & B -	01271 860101	Carlyn B & B	01271 860672

There is a limited amount of space on the car park for Camping & Motor Homes.

The Team at NDYC looks forward to seeing you. Keith Heason : NDYC



Sport Nationals 2008 : NDYC Instow : Event Details



NORTH DEVON YACHT CLUB NOTICE OF RACE

SPRINT 15 SPORT

NATIONAL CHAMPIONSHIPS, 2008



Racing will be governed by the rules as defined in the Racing Rules of Sailing 2005-2008 (RRS), the prescriptions of the RYA, this notice of race, the class rules and the sailing instructions. This notice of race may be amended by notice to competitors. Where there is conflict between this notice of race and the sailing instructions, the sailing instructions will prevail.

Event	National Championship
Venue	Instow, North Devon
Date	27 th June to 29 th June, 2008 inclusive
Organising Authority	North Devon Yacht Club
Type of Event	Open
Advertising Category	Category C as restricted by current class rules
Scoring system	Low point system of Appendix A
Number of races	6 (4-5) (1-3)
Number of discards	2 (1) (0)
Schedule of races	Race one not before 11.00hrs Friday, 27th June Race two asap after race one Race three not before 12.00hrs Saturday 28th June Race four asap after race three Race five not before 13.00 hrs Sunday 29th June Race six asap after race five
Sailing instructions available	April 2008
Contacts	Keith Heason, Email: kdh1@fsmail.net Phone 01271 861047
Entry forms available	Post or email or NDYC website from April 2008
Entry fee	£45 including dinner for competitors & commemorative T-shirt £40 for entries received on or before 1 st June Free entry for under 23 year olds in full-time education if you pre-enter by 1st June
Catering	Full catering and bar facilities will be available at the clubhouse for the duration of the event

Entrants must be current members of the Sprint 15 Association

All entrants shall be required to hold third party insurance indemnity for racing with their boat with a minimum cover of £2,000,000 (two million) sterling.

Postal address; Keith Heason, 57, West Yelland, Barnstaple, Devon EX31 3HG

**North Devon Yacht Club Entry Form
Sport 15 National Championships
June 27th to 29th, 2008**

Helm Name _____ Club _____

Hull Colour _____ Sail No _____

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

DECLARATION

I agree to abide by the Sailing Instructions of the North Devon Yacht Club and RYA Rules. I confirm that I have full Racing Insurance including Third Party Liability for a minimum of £2,000,000.

Signed _____ Date _____

Fees

£45 per boat to include one ticket to the Dinner.

£40 per boat if entered on or before 1st June, 2008.

Free entry for under 23year olds in full-time education if you pre-enter by 1st June and are a fully paid up member of the Sprint 15 Association.

Post entries and pay cheques to North Devon Yacht Club, Instow, Bideford, N. Devon EX39 4HW

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

Dinner Please indicate if vegetarian option required. Number; ____

T-Shirt Please indicate chest size required; ____

Sprint 15 Sailing - "Bow Down or Bow Up"??

Out the start line, up the beat, on starboard or port, some where in the back of your mind you will be saying "high and trade speed" or "low and go fast", which one suits the situation right now?

The answer will be both depending on who is around you and what you are trying to achieve at that point. So how do you make that call? What situations demand that different style of sailing? How can we train for this?

To take advantage of any situation or defend a position we need to modify our sailing style at that moment in time. The one danger always present is our "personal sailing style" - the one we like no matter what the conditions and situation.

Flexibility in how we sail and the all important ability to adapt our style as we sail around the race course is the key.

"SO, DO YOU DO IT"?

A few typical bow down / bow up situations.

1) Off the start line in perfect formation on the front line, you decide to hold your line but a boat with a few boat lengths to windward starts to roll you by sailing slightly free and fast. The worst thing to happen is they succeed and you are spat out the back. You have some leeward space yourself on the next boat so you have the opportunity to also sail slightly free, hold your clear air and maybe start to drive over the boat to leeward. Eventually the windward boat starts to get sucked into your disturbed air flow coming off your sails. Perhaps now is the time to shift into another gear and start to sail bow down slightly to gain windward height, spit the windward threat out the back and get on with winning the race.

2) You are that windward boat off the start line with some room to leeward. You start by sailing your line but the chop is hard going and you feel free and fast will get you out the front of the pack and quickly to the favoured side of the course. You change your style allow the boat to pick up drive over the top of the first boat to leeward and by doing so allow yourself even more space to leeward to continue your journey out to the port side of the course.

3) You are coming up to the windward mark on starboard and right on the lay-line, good pace and looking to go around the mark in the lead pack. A port tack boat comes across in front and tacks also on the lay line, without infringing you. You need to change style before you get sucked in and to leeward finding you cannot lay the mark or spend valuable boat lengths crabbing your way up to the mark while every other boat around you is powering over the top and making your approach even harder. Seeing the situation develop when the port boat tacks on to starboard you change your style to bow down and look to gain height and keep your own clear air, following them around the windward mark with good pace and the chance to challenge that boat down the next leg of the course.

There are many other scenarios I am sure you can identify where you may need change the way you sail if want to maximize the opportunity.

Typical bow down set up:

- Crew and helm weight further forward, could be a 1/2 metre, could be 10cm depending on the crew/helm distribution.
- With the boat sailing slower, the apparent wind is reduced. Take care not to oversheet. Focus on maintaining a solid airflow over the leeward side.
- Allow the windward hull to lift slightly higher which extends the water line length and encourages the boat to turn towards the wind rather than using the rudders.
- Make use of additional power produced by a gust of wind to gain a few cm to windward but take care not to be too greedy or you will stall.

Typical bow up set up:

- Crew and helm slightly further back in the boat.
- Sails slightly eased at least to begin with until the apparent wind has been built up.
- Windward hull just out of the water with team giving maximum leverage.
- If windy drop the traveller a few inches so the twist in the mainsail is minimized.

How to Train

How do you practice to both foot and point? The simple answer is to go out sailing with others and maybe a coach, measure your success, make adjustments to sailing style and even the rig! And take what you have learnt and apply it in your next regatta. Three boats are ideal using a wind-up approach that sets you all up equally sailing up wind in clear air in close quarters and then test your ability to sail high and defend your position. Do the same on sailing free and fast but this time the leeward boat looks to hold their sailing line until they start to get rolled. Finally try going from one style to the other on the blow of a whistle. With a coach and a video you can re-run the afternoons training and take a look at how the other sailors are fairing plus, of course, your own skills and sailing style.

Windsport Sprint 15 Cat Action

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

Just want to chat about cats !!

Windsport does that too

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

Contact :-

Windsport International

Tel:- 01326 376191

Fax:- 01326 376192

Email:- catparts@windsport.co.uk

Website www.catparts.windsport.co.uk

Home page:- www.windsport.co.uk



Brian demonstrates bow-up mode!

National Championships 2008 : TBYC : Event Details

The Windsport Catparts Sprint 15 2008 Nationals at Thorpe Bay

In 2008, the Sprint 15 una-rig National Championships are being held at Thorpe Bay Yacht Club, in the warm waters of sunny Southend-on-Sea. It is a special year for the Sprints because 2008 is the 30th anniversary of the boat and it is also the 60th anniversary of Thorpe Bay Yacht Club.

We have every reason to celebrate. Not only do we have a versatile boat, we continue to have strength in numbers. Being such a significant anniversary, a big entry is in prospect. This is a fitting tribute to all those that have contributed to our growth over thirty years.

It is also fitting that Thorpe Bay is hosting these Nationals. TBYC has a fleet of 24 boats and has become a major club for Sprints. It is good to be recognised in this way, especially as there is going to be a high local entry.

A special programme of events has been planned, as you will see below. We are celebrating our 30th anniversary and encouraging the younger sailors to take part by offering free entry to Sprint 15 Association members who are under 23 and in full-time education provided they pre-enter.

The traditional fun events will follow the championships. The Thorpe Bay Yacht Club has a strong group of Sprint 15 sailors, led by Duncan Ford, who do fun cruising in their boats. So Duncan will be helping us with the Fun Sailing activities. We propose having a cruise to Island Yacht Club on Canvey Island. As many of you will already know, Canvey is where it all started with the Prout brothers, who were the first people in the world to mass-produce catamarans (Shearwater, Swift, etc). The IYC now has a growing Sprint 15 fleet of its own.

The second trip will take us across the Thames Estuary. We will take in the Mulberry Harbour wreck, the SS Montgomery from WW2, a Napoleonic fort, and a trip up the Medway. These trips will be with an accompanying rescue/guard boat and are dependant of favourable weather conditions. We may have to shorten or reschedule them if the weather is not favourable but we will do what we can – even if it is just sailing & training in the bay off the club.

After the hectic 3 days of racing (Saturday, Sunday, Monday), Tuesday has been set aside for non-sailing pursuits and offers the opportunity for other members of the family to take part. This includes a visit to Rayleigh Go-Kart track in the afternoon where

we will stage our annual Go-Kart Grand Prix. This has now become almost as serious as the sailing and last year we had 23 competitors take part and 6 Clubs had teams of 3 or more. It is a great spectacle for the spectators as well. Will Kevin Dutch be able to retain his crown by beating off the challengers from Shanklin, Draycote & Carsington? We hope to keep the whole family amused during the fun sailing programme, with such items as treasure trail, quiz, pier walk, evening meals /get togethers, driving to meet up with the sailors at their cruise destinations, etc. You can take part in as much (or as little) of this programme as you like.

Thorpe Bay has an excellent chef and you can expect good quality meals at reasonable prices. The Club house will be open throughout the championships and most evenings. We propose having a BBQ prior to the AGM on the Saturday (please buy your tickets from the Club before racing on Saturday), and a 30th anniversary dinner with an after dinner entertainer, Adger Brown, on Sunday. All competitors get a dinner ticket with their Nationals entry but extra tickets can be purchased – see details on the entry form.

For those of you that are online, there is plenty of accommodation listed on the Sprint 15 website, see 'clubs' link, Thorpe Bay. Alternatively, members can contact Southend Borough Council (01702 215620) for a list of B&Bs, hotels and self-catering. However, early booking is strongly advised.

You may park your campervan or pitch your tent in the green field that is adjacent to the club boat park (see picture). You will also be able to park your car, boat and trailer here - see the aerial photo on the association website. This facility is free, but please let us know of your intention to camp when you pre-enter so that we can plan on the numbers. There is a seafront cycle track, so you might like to bring a bicycle as well. The club will be open for breakfast.

The men's changing room, showers and toilets have been completely refurbished. They are also available for use by campers.

The 30th anniversary is a special celebration for all of us. For more than a year, the Thorpe Bay fleet has been eagerly awaiting these Nationals and we are thrilled that we have been chosen to host this special event. You can be assured of a warm Thorpe Bay welcome.

**Andrew Hannah
Howard Hawkes.**



Clubhouse



Beach



Camping Area

National Championships 2008 : TBYC : Event Details

Nationals Championships Races - Saturday 16 Aug. - Monday 18. Aug.

Friday, 15th August

19.00 – 20.00 Race Office open for Registration

Saturday, 16th August (HW 13.04)

09.00 Race Office open for Registration
09.45 Official Briefing
11.00 Practice Race (1 lap)
11.45 Races 1 + 2 (back to back)
18.00 BBQ at the Club (buy tickets at £8 per head and £5 for under 12s)
21.00 Annual General Meeting at the Club



Sunday, 17th August (HW 13.43)

11.15 Race 3, 4 & 5 to follow (back to back)
19.00 3 Course Dinner at Thorpe Bay Yacht Club
Free ticket with each entry
Extra tickets available at £15, under 12s £8.
Menu:
Starter
Prawn & Avocado Salad
Main Course:
*Rack of Lamb with red wine and rosemary sauce,
roast potatoes and mixed vegetables
or
Vegetable Lasagne with seasonal leaves.*
Dessert:
Cold desserts
21.30 – 22.30 After Dinner Entertainment at the Club by Adger Brown



Monday, 18th August (HW 14.21)

11.45 Races 6 + 7 (back to back)
16.00 Prize Giving
Free Evening for recovery

Fun Events - Tuesday 19 Aug. - Thursday 21 Aug.

Tuesday, 19th August (HW 14.58)

10.00 Treasure Trail
12.00 Briefing
13.30 Go Kart Racing
Knock out competition at Rayleigh Go-Kart Track
(8 miles away). Cost £30 per head including insurance.
17.00 Pier Walk
19.30 Supper at The Shorehouse, Shoebury

Wednesday, 20th August (HW 15.35)

11.00 Briefing
12.00 Cruise to Island Yacht Club (Canvey Island) with guard-boat,
snack & then return. Non-sailors can drive around and meet up.
19.30 Bangers & Mash, followed by
Quiz Night

Thursday, 21st August (HW 16.14)

11.30 Briefing
12.30 Cruise to Medway via Mulberry Harbour wreck,
SS Montgomery wreck & Napoleonic Fort with guard-boat.
Clear up boats.
18.00 Chillli Con Carne / Vegetarian Alternative with Dessert at the Club.

Farewells.



National Championships 2008 : TBYC : Event Details



Sprint 15 National Championships organised by the Thorpe Bay Yacht Club and the Sprint 15 Class Association 16 - 18 August 2008

ENTRY FORM

Sail No Sailing Mode: 1 up / 2 up*
Name of Helm Name of Crew
Helms address
..... Post Code
Tel. No. Sailing Club
Helms Weight > 95Kg (14stone 13 lb) Y / N* Helms Age > 50? Y / N*
Helms Age <19?* Y / N* Helms Age > 60? Y / N*
Extra Tickets for Sunday Evening Dinner# (please specify if Adult/ Child/Veggie)
Entry Fee £90/£75* ♦ Please indicate if camping at the club.....Y / N*
I plan to attend the Fun Events 19-21 Aug Y/N* Please reserveplaces@ for Go-Karting on 19 Aug

* Delete as appropriate. Postal entries are discounted by £15 if received by 14 July.

♦ **ENTRY IS FREE IF YOU ARE UNDER 23 AND IN FULL TIME EDUCATION.**

Completed entry forms should be sent together with a cheque for £75 made payable to 'The Sprint 15 Association' to **Bob Carter, 13 The Brambles, Stevenage, Herts, SG1 4AU.**

The entry fee at the event is £90 made payable to 'The Sprint 15 Association'. #The entry fee includes the fun sailing and one ticket for the Sunday Evening dinner. Additional dinner tickets can be ordered with your pre-entry for £15/head & children under 12 £8/head.

@ For Go-Karting please pay £15 deposit/place (the balance of £15 to be paid at the event). You must be 17 or older.

The entry fee for the fun sailing 19-21 Aug is £15 for those sailors who do not enter the National Championships

* A Parental Consent form (available at the event) will be required for helms who are under 18 years.

I agree to be bound by the ISAF, RYA Rules, the Sprint 15 Association Rules and the Sailing Instructions. I am a fully paid up member of the Sprint 15 Association. I agree that I and my crew will wear adequate personal buoyancy at all times when afloat (I understand that wet suits and dry suits are not deemed to be adequate personal buoyancy), and I understand that failure to do so will lead to disqualification. In particular, I have read the section headed 'Competitor Responsibilities' 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

FOR RACE OFFICE USE ONLY

Entry Fee. Cash/Cheque.
Class Association Membership Y / N* Entered on Computer



Thorpe Bay Yacht Club

Notice of Race

Sprint 15 National Championships

16th – 18th August 2008

To be held at: Thorpe Bay Yacht Club, 115 Thorpe Bay Gardens, Southend-on-Sea,
Essex, SS1 3NW
Telephone (01702) 587563

1 Rules

- 1.1 Racing will be governed by the 'rules' as defined in the Racing Rules of Sailing. (RRS)
- 1.2 Competitors should note that at this event the RYA Racing Charter will be implemented and that they will be required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2005-2008) or at www.rya.org.uk/racing/charter
- 1.3 The rules of the Sprint 15 Class Association, this Notice of Race and the Sailing Instructions. In the event of any conflict the SI's shall prevail.
- 1.4 The regatta is designated Category C Advertising category.

2 Entries

- 2.1 The Championship is open only to fully paid up members of the Sprint 15 Class Association and to Sprint 15 craft which comply with the rules of the Sprint 15 Class Association that are sailed either single handed in una rig mode or alternatively two-up with the mainsail and jib. The use of the trapeze and fittings will not be permitted in the championship races.
- 2.2 Each entry shall have a Sprint 15 Class Association member aboard.
- 2.3 Each participating boat shall be insured in accordance with Section 16.
- 2.4 Entries will be required to display a www.catparts.windsport.co.uk sticker on their boat on the outside of their hull or on the side of their mast.

3 Fees

- 3.1 Postal entries are at the discounted rate of £75* if received by 14 July. Members of the Sprint 15 Association who are under 23 and are in full time education can enter free of charge if their entry is received by 14 July. Completed entry forms should be sent together with a cheque for the appropriate amount made payable to '**Sprint 15 Association**' to Bob Carter, 13 The Brambles, Stevenage, Herts, SG1 4AU.

- 3.2 Entries can be accepted at the event with an entry fee of £90 (cheques should be made payable to '**Sprint 15 Association**').

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

4 Event Information

- 4.1 The race office will be in the Club House
- 4.2 The official notice board will be located in the wet area on the ground floor.
- 4.3 All event timings will be taken from the Master Clock mounted on the official Notice Board

5 Registration

- 5.1 Registration will take place in the race office from 1900 hrs to 2000 hrs, Friday 15th August and 0830hrs to 1030hrs, Saturday 16th August.

National Championships 2008 : TBYC : Event Details

6 Schedule of Races

Saturday 16th August		High Water – 13.04
Registration from 8.30		Briefing – 09.45 in the club-house
	Warning Signal	Time
Practice Race	Class Flag: Code Flag D	10.55
Race 1	Class Flag: Code Flag D	11.40
Race 2 will take place as soon as possible after completion of Race 1		

Sunday 17th August		High Water – 13.43
	Warning Signal	Time
Race 3	Class Flag: Code Flag D	11.10
Race 4 and 5 will take place as soon as possible after completion of Race 3		

Monday 18th August		High Water – 14.21
	Warning Signal	Time
Race 6	Class Flag: Code Flag D	11.40
Race 7 will take place as soon as possible after completion of Race 6		
No starting signal will be made after 1530 hours on the last day of racing.		

7 Sailing Instructions

7.1 The Sailing Instructions will be available in the main bar area upon completion of registration at the TBYC.

8 Race Area

8.1 Racing will take place to the south of TBYC.

9 The Courses

9.1 The courses will be defined in the Sailing Instructions.

10 Scoring

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

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

National Championships 2008 : TBYC : Event Details

12 Prizes

12.1 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 under 18

the first 3 competitors over 50 years old

the first helm over 60 years old

the first 3 heavyweight competitors

the 3 most improved helms since last year

plus a Pro-Am competition and a number of novelty prizes.



12.2 **Prize-giving will be held** in the clubhouse as soon as possible after completion of racing on Monday 18th August.

13 Boat Parking

13.1 Boats should be left in the TBYC boat park fronting on to Thorpe Esplanade or as directed by a member of the event organising team.

14 Safety Regulations

14.1 All competitors shall wear a buoyancy aid or life jacket to an appropriate standard at all times when afloat. Wet suits and dry suits are not an appropriate standard.

15 Insurance

15.1 Boats are required to be adequately insured including insurance against third party claims of at least £2,000,000.

15.2 Each Boat shall be able to provide the Organising Authority with a Certificate of that Insurance

16 Rights to Use Names and Likenesses

16.1 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

17 Disclaimer of Liability

17.1 Competitors are entirely responsible for their own safety, whether afloat (see RRS Rule 4) or ashore, and nothing reduces this responsibility.

17.2 It is for competitors to decide whether their boat is fit to sail in the conditions in which it will find itself. By launching or going to sea competitors confirm the boat is fit for those conditions and that they are competent to sail and compete in them.

17.3 Nothing done by the organisers can reduce the responsibility of the owners and/or competitors, nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing.

17.4 "The organisers" encompass everyone helping to run the event. The provision of patrol boats does not relieve owners and competitors of their responsibilities.

18 Food and Bar Service

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

19 Car Parking

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

Further information can be found at: www.tbyc.org.uk

Or from: Howard Hawkes, Sailing Secretary, E-mail: howardhawkes@thinkpositive.co.uk

Phone: 07973 388553.



15 SPRINT

Sprint 15 Events Programme for 2008

Events Secretary: Bob Carter 01438 354367



Date	Event	Venue	Contact	Phone
19-20 April	Traveller	Marconi Sailing Club, Essex	Jenny Ball	01277 633762
26-27 April	Training	Teach-in and Race Training (South), Stewartby Water Sports Club, near Bedford (A421)	Mark Rushton	07771 947801
10-11 May	Training	Teach-in and Race Training (North), Filey Sailing Club, Yorkshire	Andy Phillips	01964 650390
17-18 May	Traveller	Seasalter, North Kent	Steve Willis	07980 416422
14-15 June	Traveller	Swanage Sailing Club Southern Championships	Mike Cemm	01929 481586
27-29 June	Nationals	Sport National Championship, NDYC, Instow, North Devon - Fri, Sat, Sun	Keith Heason	01271 861047
12-13 July	Traveller	Filey, E Yorkshire	Bridget Cockerill	01723 376628
16-18 Aug	Nationals	National Championships. Thorpe Bay Yacht Club - Note: Sat, Sun, Mon. (2,3,2 races/day respectively)	Bob Carter	01438 354367
19-21 Aug	Fun Events	Cruising & Fun Sailing. Thorpe Bay Yacht Club (Tues, Wed, Thurs)	Bob Carter	01438 354367
20-21 Sept	Traveller	Northern Championships, Carsington Cat Open	Ray Gall	01332 671016
18-19 Oct	Traveller	Grafham Cat Open / Inland Championships, Cambridgeshire	Bob Carter	01438 354367

Traveller Series is for all sailing formats (Standard PY916 and Sport PY882). Six events with three to count. First race Saturday at 12 Noon unless otherwise stated.

National Championships at Thorpe Bay is for PY916 formats.

Sport National Championships at Instow is for PY882 format

