

NEW 15 SPRINT

The Official Magazine of the UK Sprint 15 Association
Spring 2019



Winter TT Round-Up Dinghy Show Nationals Preview Tips from Phipps

COMMENTS



from the ED

This edition bears the sad tidings that one of our best, Erling Holmberg, has set sail for waters new. An honest, kind man, his booming voice will forever be synonymous with Shanklin Sailing Club. Our deepest condolences go out to his family and friends at this most difficult time.

When I came off the water at the end of a race; if I was lucky enough to be the recipient of one of Erling's foghorn-esk oratories about what I should have done as I went around buoy 3 - rather than what I actually did - it was to feel I truly belonged to the club.

We shall be paying tribute to Erling in our autumn edition, and I would like to ask you to please write in with your favourite memories and anecdotes of a true gentleman sailor, mentor and friend.

In the meantime we have a whole summer of Sprint racing and training ahead of us, at club and nationals' level, and I look forward to seeing you at our many events around the country - and in my own sailing backyard on the Isle of Wight. In this edition Jenny and Brian have both written articles to promote training, encourage new sailors and - most importantly - to have fun on the water. That's what it's all about.

Wishing you all a great summer with good breezes.

See you soon (and get writing!),

Yvonne (formerly Tiddles 1220, currently getting acquainted with Sootica 1965)

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Front cover: Geoff Tindale (1933) catching some air on the start line at Marconi TT. Photo by Nigel Denchfield

Your Chairman Writes...

It has been very sad for us to learn of the passing of Erling Holmberg in April.

He was a passionate Sprint 15 sailor and longstanding committee member, and our hearts go out to his family. Like Nick Dewhirst before him, he was one of our 'greats' and we will all miss him and his infectious enthusiasm for the class. No longer will we see him at our events, with as many boats as he could fit onto his car and trailer, chauffeuring the contingent from the Isle of Wight, knowing that they had got up at some unearthly hour to be able to race us - and probably beat us - before heading back to the ferry, Shanklin and then home.

There is so much to remember and we will be paying tribute to him in the next edition of our magazine.

Our stand at the RYA Dinghy show in March at Alexandra Palace, London looked great; thanks to the organisation and leadership of Dave Warnock and the hard work of all the volunteers. This year our stand was in the West Hall, rather than the Great Hall, which was certainly warmer than last year and worked out a lot cheaper too. We had a brand new boat to display, courtesy of Windsport, and lots of posters and photos on display thanks to George Love.

This year Windsport were at the show in strength with four of their team, supporting both ourselves and the Dart 18s. We learned from Brian and Cookie that they are planning to hand over the reins of Windsport to their son Tom, and to Alex who has worked for them for the last twenty years. Brian is expecting the transition to take roughly two years and then he and Cookie can take their well-earned retirement. It is good to know that Windsport will remain within the Phipps family. Brian and Cookie have done an amazing job supporting the Class over the years and we wish them well in their retirement with a chance to relax. Brian has hinted

that he still wants to come to our TTs but as a competitor!

One point of concern is there have been no new boat sales since last



summer. This is maybe unsurprising as there was a good run of 6 new boats bought before then. Windsport have indicated that they need to sell three Sprint 15s a year to maintain production. This is not a sales pitch for Windsport but without new boats the Class is unlikely to survive long term, so if you are thinking of buying a new boat, there is no time like the present!

With winter behind us, and the days becoming lighter and warmer, it is great to see more activity on the water. At my own club, Draycote Water, the reservoir is full again and we are looking forward to some good and exciting sailing at all levels. We will be running a Sprint 15 taster session for the club's Women on the Water group shortly and hopefully we can get them hooked.

This June will be the first time that Draycote is hosting a two-day TT in conjunction with the Dart 18s, and we look forward to seeing as many of you who can make it. Brian from Windsport has agreed to come up a day early to run another coaching session on the Friday. This is for everyone who wants to improve their race readiness and boat handling skills, so don't forget to sign up as places are limited.

This summer we also have some new venues planned thanks to Jenny Ball and Chris Tillyer which is

always an enjoyable experience to try new waters. We have a TT at the Isle of Sheppey SC in May and our Nationals at Harwich Town SC. Do come along and support these events.

Nigel James, our treasurer, has been doing a sterling job of managing our finances, despite being constrained by the challenges of Santander bank, who don't make it easy for small organisations such as ourselves. We are therefore looking to set up a new account with another bank to see if we can improve the situation. This will mean we will all have to amend our direct debit membership fees to the new account and we may take the opportunity to ask everyone to pay their membership by a specific date to make it easier to track and administer who are members of the Association. A proposed cut-off date and specifics will be discussed at the AGM in August.

It just remains for me to wish you all an enjoyable summer sailing your Sprint 15, and I look forward to seeing you on the water.

*Good sailing
& best regards,
Ed Tuite Dalton*

Erling Holmberg

It is a very rare person to be universally respected and liked, but Erling was such a man.

He was the most fair-minded, level-headed and generous person any of us are likely to meet. He had very few flaws beyond his inability to tie knots or remember his relatives' names.

Apart from his family, Erling's life revolved around sailing. He won a cup at Shanklin in every decade from the 60s onwards, including last year when he outwitted everybody to win the Ventnor Race. In all he won 187 cups at Shanklin, a record unlikely to be bettered. He rarely had the most boat speed but he always had the most cunning and would take great pleasure in out-thinking his opponents. He described sailing as physical chess and knew every

move he and his fellow sailors made throughout the game. He was then able to tell you in intricate detail how he beat you. He would take much more pleasure in having a good race with somebody and losing than in winning by a distance. He liked the win but he loved the competition.

He raced under his own code of chivalry on the water. The rules were there to be adhered to and he compared people cheating at sailing to those that cheated against themselves at patience. He was far more likely to tell a crossing boat to keep going than shout "starboard", yet if you sailed to windward of him he would take you all the way to France, all the time chatting politely in his booming voice.

As well as sailing more races at Shanklin than anybody else, he also attended a huge number of Sprint 15 Association events. He would often get the 4 o'clock ferry to get to an event in Yorkshire, build his boat, sail two races and head home in the dark all in one day. He had a reputation for being able to construct a Sprint 15 from scratch in less time than most people put a mast up. He was quick on the roads too and he claimed a top speed of 116 mph with a boat on the roof. Even well into his 60s Erling was at the business end of the fleet and he won several TTs as well as the Summer Series in 2011. He regularly won the Megastar Cup for the top placed heavyweight sailor at the Nationals.





Passing Bexhill

I suspect his proudest achievement on the water was winning the Team Trophy at the Nationals at Pentewan in 2009 with Geoff and Keith when all of them were in their 60s. He also contributed to Shanklin winning the prize again in 2016 by giving his boat to Paul when he dismantled his own boat.

Erling enjoyed a cruise as much as a race but it had to have a purpose and it was rarely non-competitive. He had no interest in sailing round Sandown Bay but loved a trip to Ventnor or Bembridge for a fried breakfast at a café. If he wasn't looking after a novice at the back of the fleet he would be very difficult to beat in waters that he knew like his own back yard.

Occasionally we strayed a bit beyond local beaches. In 2012 Erling and I decided it might be fun to cross the English Channel on a pair of 15 foot boats. Despite my boat sinking a bit we got to Alderney in time for a late lunch, stayed at a B&B and came back the next day after breakfast. The sea was a bit big and full of large ships travelling quickly but Erling was completely unflustered even when he crash-gybed 30 miles from land.

We also made a few trips to Sussex on the boats, planning the trips based on what looked quite nice on the chart and on Google Maps. We got to West Itchenor in Chichester Harbour in an hour and a half one day before dropping our sails and tying our

boats up amongst the tenders. On another occasion we found our way to the beautiful village of Bosham and brought Paul along to ferry us from our moorings to the shore.

One of the best trips we did together was when we gave up sailing to Dorset 10 miles past the Needles and decided to go clockwise round the Island instead. We had a fantastic reach down the swell to the café at Totland before carrying on through the Solent back to Shanklin.

Erling was able to carry on sailing until very recently. His last trip was to Bembridge in January. He got there first.

A Tribute to Erling Holmberg

by Chris Reid



He was a Shanklin Sailing Club member for over sixty years. He was like the rigging holding a mast up, except in this case it was the club.

He was pivotal in everything that happened at the club: organizing events, trips to events, work parties, ditch cleaning, peace-keeper and so much more.

He held the positions of Commodore, Vice Commodore, Rear Commodore, Sprint 15 Captain and lately President.

He was generous, kind, caring, argumentative and in the next breathe forgiving. He would always go out of his way to help anyone new or old.

Erling had always been a mono-hull sailor and looked at catamarans as the work of the

devil. But in the latter years Erling, Ian and Tim introduced the first three Dart15s into the club. The rest is history. We now have one of the largest fleets in the world. With champions at every event!

With his newfound love of the Sprint15 he became a pivotal member of the Sprint15 Association, attending nearly every race going. He was always first on the scene.

To this day we still can't work out how he could get his boat off the roof of his car, beams in, trampoline on, wires untangled, mast up, all in fifteen minutes. Phew.

One of his proudest moments was winning the team event for Shanklin Sailing Club in 2009 with Geoff Howlett and Keith

Newnham. What was so good about that you may ask? Our team were all aged over 60 at the time.

Erling had many stories to tell. Which I am sure we will be talking about for years to come.

Erling will be missed by all his family and friends at the club.

Shipmate... the watch stands relieved. Relieved by those you have trained, guided and lead.

Shipmate you stand relieved. We have the watch...

Fair Winds and Following Seas.

Chris Read
(Commodore Shanklin Sailing Club)
1st May 2019







Sprint 15 Class Association Committee meeting with Windsport. Saturday, March 2nd, 2019 - Alexandra Palace

Present:

Windsport - Brian Phipps, Tom Phipps, Alex

Class Association Committee - Ed Tuite-Dalton, Gordon Deuce, Jenny Ball

Introductions:

Over the coming 12 months, Windsport will transition from Brian and Cookie to Tom and Alex.

Windsport Update:

The last new boat sale was summer 2018. Windsport confirmed the current publicised price of £11,995 was the 2019 price, taking into account increases in supplier/materials costs.

Windsport gave an update on hounds and rudder A frames and the Association shared some feedback on the mast foot casting and mast hook.

2019 Event Support:

Windsport confirmed that they are planning to support the following Sprint 15 events:

Marconi - 6th/7th April
Isle of Sheppey - 19th / 20th (1 day support on the 19th)
Draycote - including a training day (see below) - 8th/9th June
Harwich Nationals - 16th to 18th August

Other events designated secondary event support subject to Windsport availability at the time.

Pre-event Training:

The Association proposed potential training days on Friday 7th June pre-Draycote and Thursday 15th August prior to the Nationals.

Windsport advised they would be willing to deliver these training dates in principle. The Association will take some soundings in the fleet and come back to Windsport with proposed timings, numbers etc.

2019 Nationals:

Arrangements for the Nationals at Harwich Town were shaping up well with local support from Andy Webb. Jenny outlined the proposed racing schedule and other arrangements for the event. Based on the location and timing during the school holidays, we are hoping for a good turnout.

Jenny confirmed that we currently do not have any sponsorship arrangements in place.

Windsport Multi-hull Regatta:

Brian confirmed this family/partner friendly event will be a regatta style with a combination of harbour sailing, raids and some special activities on the rest day! Activities will be designed so that families can also participate. The event will be capped at 40 boats.

The Association undertook to actively promote the event

which follows on immediately after the Royal Western Yacht Club TT in Plymouth so fits well.

Any Other Business:

Brian proposed that Sprint 15 fleets could play an active role in the RYA Open Day events hosted at their clubs - to ensure they were specifically promoting the Sprint 15 as part of the event. The Association outlined how some clubs do this currently and also other approaches to "convert" existing club members who sail other types of boat.

Brian asked if the fleet would consider sharing their events with monohull fleets with the aim of visibly promoting the Class to other fleets. The Association confirmed that so long as the quality of racing was not compromised this would be fine. It was noted that at Rutland, the Winter TT took place along club racing and the Isle of Sheppey event would apparently be shared with the Cherubs(!)

Meeting Closed.



I'm very pleased to say that exhibiting at the RYA Dinghy Show was a lot less adventurous this year!

There were no weather disasters to cope with so everyone was less stressed and the show was a lot busier as a result :-)

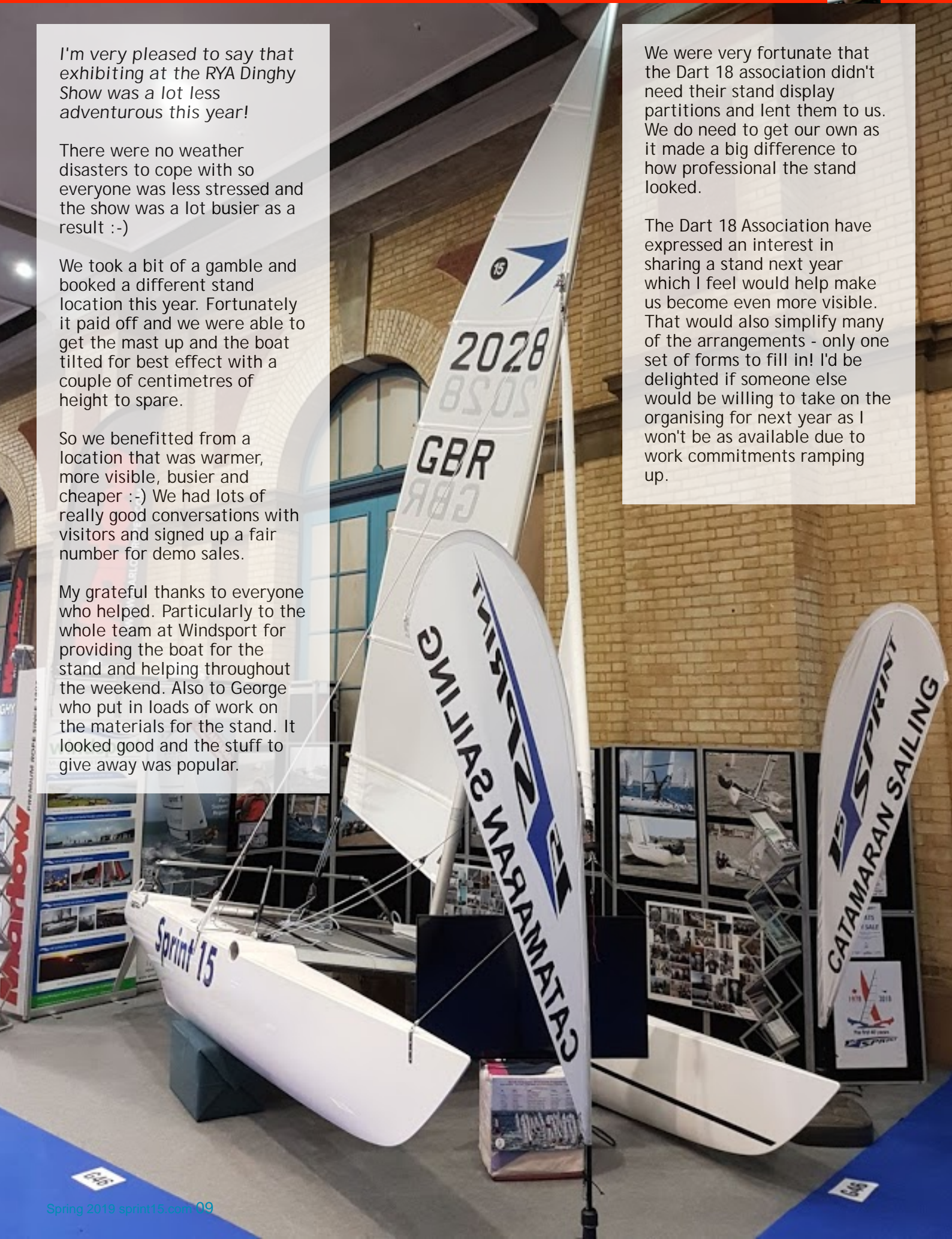
We took a bit of a gamble and booked a different stand location this year. Fortunately it paid off and we were able to get the mast up and the boat tilted for best effect with a couple of centimetres of height to spare.

So we benefitted from a location that was warmer, more visible, busier and cheaper :-). We had lots of really good conversations with visitors and signed up a fair number for demo sales.

My grateful thanks to everyone who helped. Particularly to the whole team at Windsport for providing the boat for the stand and helping throughout the weekend. Also to George who put in loads of work on the materials for the stand. It looked good and the stuff to give away was popular.

We were very fortunate that the Dart 18 association didn't need their stand display partitions and lent them to us. We do need to get our own as it made a big difference to how professional the stand looked.

The Dart 18 Association have expressed an interest in sharing a stand next year which I feel would help make us become even more visible. That would also simplify many of the arrangements - only one set of forms to fill in! I'd be delighted if someone else would be willing to take on the organising for next year as I won't be as available due to work commitments ramping up.



Winter Traveller Series 2018-19: Round-up

The Sprint 15 Winter Traveller series comprised of 5 one-day (3 race) events throughout the winter months from November to March, and, despite mixed weather, all events and all races were completed. The events were at Stewartby (Beds), Draycote (Warks), Thorpe Bay (Essex), Rutland and Grafham and there was a wide variety of wind strengths which made for some exciting racing.

The Series kicked off at Stewartby on 3 November and 14 visitors joined 9 locals. The conditions were mild and a force 3 - 5 wind made for some exciting sailing. Paul Grattage made no mistakes taking 3 guns but top local was Robert Finch in second place. These were followed by Liam Thom, Jenny Ball, Stuart Snell and Jon Finch who were 3rd to 6th respectively.

The next event was at Draycote on 12 January where racing took place in a light westerly breeze. 7 travellers were joined by 7 locals and 3 competitors decided to sail Sport mode which was

probably a bit marginal in the 8-10 knot breeze. After 3 races the top 3 places all scored 4 points and had to be decided on the last race. Thus Grattage, sailing Sport mode, was a bit lucky to win from locals Ant Clay and Ed Tuite Dalton who were second and third respectively. Next places went to Snell, Peter Slater, Liam Thom and Nigel James. Top lady was Yvonne Pike.

On 2 February the series moved on to Thorpe Bay when the snowy roads and cold conditions limited the entry somewhat. Nevertheless 4 travellers joined 7 locals for some close racing on a cold bright day in a gusty breeze. Grattage won, making no mistakes, taking 3 first places. J Ball (2,2) was runner up and Jim Bowie (2,4) was 3rd and also won the spot prize for the best capsizes. These were followed by Jon Pearse, Daren Fitchew and Gerald Sverdlhoff.

Rutland Water was the next venue and on 24 February mild temperatures and light fickle winds prevailed.

The fleet had to wait some time for the fog to clear and then the winds were so light that it was astounding that the club managed to run all 3 races. Snell won with 2 first places from J Ball (2nd), George Love (3rd), Peter Richardson (4th) and a rather rusty Steve Sawford in fifth. Simon Hare took

the spot prize for taking 2nd place in the first race.

The last event was at Grafham on the 17 March. It looked touch and go all the week before if the event would be possible as storm Gareth blew through. As it was, the wind just reduced in time to run the event in a force 4-6 Westerly wind. Grattage had already won the series but the rare appearance of fellow ex National Champion, Kevin Dutch, was a welcome addition to spice up the action. Once again all 3 races were run, but a squall produced 35 knots of wind in race 3, really testing the fleet. In the end Grattage proved master of all with yet another 3 guns. He was pushed hard by Dutch (2,2) and top local Christian Marsh (3,2). J Ball was 4th and J Pearse 5th.

Thus Grattage won the Winter Traveller Series for the fourth consecutive year and runner up was J Ball. The Sprint 15 fleet have now moved on to the Summer Traveller Series which kicked off at Marconi on 6/7 April.

Overall Winter TT Series Top Places:

1st Paul Grattage (Shanklin) 3 pts, 2nd Jenny Ball (Marconi) 8 pts, 3rd Stuart Snell (Grafham) 10 pts, 4th Ed Tuite Dalton (Draycote) 17 pts, 5th Jon Pearse (Marconi) 17 pts, 6th Simon Hare (Oxford), 7th Nigel James (Marconi), 8th Derek James (Draycote).



Paul Grattage receiving the Winter TT series trophy at Grafham



Top: The fleet flies along the beach at Thorpe Bay
Middle: Ed Tuite Dalton is harried by Liam Thom at Stewartby
Bottom: Steve Sawford (1989) at his home TT on Rutland Water



The future of the Sprint 15 is in YOUR hands!

Firstly, this article is aimed at YOU - so please don't turn the page!

The future of our class is in each of our hands right now and if we all leave it for "someone else" (whoever that is supposed to be) or leave it until later (whenever that is supposed to be) - it won't happen.

What am I going on about?

So much depends on the strength of our fleet - by which I predominantly mean on our numbers or turnout. The quality of racing or sailing we get at club level, the pre/post sailing banter in the dinghy park and in the club house, the ability to secure great venues to host our TTs and our Nationals, the new and second hand market for our boats and bits, the ability to secure sponsorship if needed, our credibility amongst the wider cat

and sailing fraternity, our ability to influence our club agenda or even the national dinghy sailing agenda if we feel the need, the opportunity to attend an event every single month and have some cracking racing with some great people.

We regularly hear about fleet sizes reducing and events struggling to attract numbers. The RYA and Yachts and Yachting have written a lot about "strengthening our tribe" and the changing face of dinghy sailing. At the annual UKCRA (UK Cat Racing Association) meeting - we routinely hear that the Dart 18s and Sprint 15s are the only cat fleets still generating decent turnouts. The Sprint 15s are the only cat class to have their own dedicated winter circuit.

So why am I asking you to take action to expand our numbers and our turnout?

We can never be complacent - classes that have now dwindled were once strong and even seemingly invincible! If we closely look at our attendance numbers and look at the changing landscape at some clubs - there are signs of potential decline - but also potential for growth. But that growth needs to be cultivated and can take a little time to come to fruition which is why we need to act now.

And we have a fantastic foundation in the form of the boat itself. The Sprint 15's USP - and key to its longevity - is that it is straightforward, flexible and accessible to a broad audience. There are not many fleets whose Nationals competitors are aged from 14 to 74 - and with nearly all six decades represented in

the top ten places. It generally does not need to worry about being overtaken by the latest technical developments (kites, foils etc) - because it sits in a different part of the dinghy range.

If we can continue to wrap around highly competitive and exceptionally friendly racing and sailing - we can certainly plan on being around for years to come.

And it is this latter point where we all come in.



David Ball shares his expertise at a Marconi training day



Why bother?

We are all busy people and barely have time to get on the water, let alone organise anything extra - so why should you bother? A few thoughts:

It does not need to take much time and you don't need to do this on your own. Get two or three of you on the case to start with - this will make it very manageable plus it will soon start to gain its own momentum and you can then get your new fleet members to help out too.

It will generate better racing for you. The bigger the fleet, the more enjoyable your own races will be. There is nothing worse than turning up at your club and finding only you or a small number of you in your class has turned up to race. You can never have too big a fleet.

You and your fleet will gain a stronger voice at your club. If you have a regular and growing fleet - you can ask for the courses you want, your own start, your own trophies or whatever you feel will get even more of your fleet on the water. If your fleet are regularly representing your club at external events - you will carry even more weight.

Travelling to events is way more fun if you go with a home crowd. You can double stack trailers, share driving and accommodation which helps keep the costs down - and means there is always someone around to give you a hand to set up and pack down! The future of our fleet is in our hands. The actions we all take at club level now, however small, will be key to the strength of our fleet at clubs and out on the circuit in the next few years and beyond.

Some quick and easy ideas you could do right now:

People are much more likely to turnout if they know others are going to be there. Consider setting up a WhatsApp group, Facebook page, Instagram account and/or email distribution list to discuss sailing plans and motivate each other to get on the water. You can also use it to share tips, ideas and - most importantly - "well dones".

Make it sociable!

Specifically arrange to get together for bacon rolls before you go on the water - or at lunch time or for tea and cake after sailing. This is good to encourage new fleet members but also for getting people to turn up even if the forecast is unpromising (which can often be wrong but kills the turnout).



T-shirts definitely seem to work... get some branded fleet T-shirts made up and wear them proudly at your club and when away at TTs. People are happy to pay for them and they are a great way to build your brand and your "tribe". (Top tip - don't put a year/date on the shirts, then they can be used forever). Sign post your fleet to the wealth of support, tips and advice available on the Sprint 15 website. Want to know what to expect when you attend a TT? Click on the Events page and select "Guide" from the left hand menu. Want tips on rigging the boat, tacking and gybing in different conditions, getting a good start, maintaining your boat? Select "Tips" from the left hand menu of the Home page. And whilst you are there - look at all the fab pictures and write ups from all our events! Oh - and check out the Forum too...

Team Marconi were the top Club at the Weymouth Nationals 2018; dressing as well as they sailed!



The future of the Sprint 15 (Cont'd)

If you have got everything from the previous page nailed - here are some further things you can consider doing:

Run an informal training session(s) for people newer to the fleet or considering getting a Sprint 15. You don't need to be a national champion or an Olympic coach to run a really great training session. Check in with your club re: safety boat cover and local procedures - but otherwise keep it light and informal. Small numbers are fine, sometimes better.

A dinghy park demo to set the boat up followed by an hour on water doing different points of sail or short fun races around a few cans makes for an excellent session. Get a couple of the more experienced sailors to help you and go out on their Sprint or the safety boat to shout helpful guidance. If you are able to take photos or film with a Go Pro to de-brief - even better! If you want any tips on what you could include in a session - just get in touch with the committee who will be happy to share the benefit of their experience.

Set up a couple of ad hoc fleet social events. Perhaps a BBQ after summer racing at your club - or meet up for a dinner at a local pub during the winter. We always include partners and families.

Pick one of the TTs or the Nationals and coral your fleet to turn out en masse, including some first timers. TTs can seem daunting if you have never been - you are more likely to give it a go if you can go with club members you already know - and if they nag you for weeks in advance to attend. At Marconi, we picked the Grafham October TT. With a bit of double-stacking and boat lending - we have been able to get five or six sailors along to their very first TT. We set a date to get the boats packed on to trailers so we can all help each other. We block-book accommodation so newcomers do not have to work out where to stay, partners/family come with us and it is a really sociable weekend. It is now a staple event in the Marconi Sprint 15 diary - so much so that when the Cat Open was blown out in 2017, we all went to Grafham for the weekend anyway! It also means

new fleet members are up for attending the Nationals.

Consider targeted recruitment opportunities to bring newcomers into your fleet. If your club hosts a "Push the boat out" weekend or other type of open day - make sure the Sprint 15 features prominently. Put rigged Sprints in front of the club house and in the launching area and get your fleet members (in their T shirts) in amongst the crowds promoting the class.

Introduce your fellow club members from other fleets to the Sprint 15. Offer to lend them a boat or take them out for a trial sail. If you have cadet groups, training days, ladies that launch or similar groups - offer to do a Sprint 15 session with them. If there is an unwanted Sprint 15 in the dinghy park - see if you can acquire it affordably to become a club boat that others can use. (Make sure it is insured and there are allocated people to maintain it). I hesitate to encourage direct poaching from other fleets - although it's not our fault they have picked the wrong boat to sail.





Here are some other top tips from an article in the RYA Dinghy Show Magazine that you might find helpful:

“Strengthening your tribe:

- *Welcome the newcomers to your tribe. Sounds obvious, but it doesn't always happen.*
- *Look after the middle to back of your racing fleet. Give them the best prizes and the biggest cheers - the front of the fleet will look after itself.*
- *If someone leaves the tribe - ask why. It might*

help you to understand more about keeping your tribe members engaged in the club or class for longer.

- *Run a “buddy” system. It's a great way of passing knowledge from the more accomplished sailor along to the newer, less experienced ones.*
- *Set up a WhatsApp group to share ideas and motivate each other.*
- *If there is a common grip or complaint, address it accordingly.*
- *Select your class championship venues*

because they're attractive, exciting places to go and race - not because you feel the class “owes” a visit to a venue.”

And finally - consider committing to getting out on the water and on the circuit as much as you can. Whether we simply enjoy sailing a great boat amongst friends or want to improve our position up the fleet - it all comes down to time on the water, after all!

“Push the boat out” at Shanklin SC: clockwise from top left Mark Pritchard, Liam Thom, Stuart Pierce and Erling Holmberg take potential sailors for a trip around the bay.



Windsport Multi-hull Regatta

*Sprint 15 sailors invite:-
Join the UK's only Multihull
Regatta this July and have
some fun.*

Sprint 15 sailing does not have to be only about around the cans racing, race rules, results and trophies! It can also be about going for a blast, exploring new places, joining a coastal raid, meeting new faces and generally doing the sailing that normally you do not get the chance to do.

And that is what the Windsport 2019 Multihull regatta in July is all about!

The event kicks off with a relaxed day where multihull sailors arrive on Sunday 21st July, rig boats and enjoy a late afternoon sail from the Windsport beach. Those keen to camp or motor-home on location for the regatta are welcome. The view is great and the hospitality even better and there is a great morning café at the harbour just a few minutes' walk away that does a breakfast to die for.

Each regatta day offers something different with a social briefing the evening before and a morning update to confirm the plans. Everyone with a beach-launched multihull is welcome.

Sailing at your own pace and in your own way, you may even get the chance to experience multihull foiling during the week!

Family and friends are welcome with lots to do and places to visit in the area plus the opportunity to meet up with the sailing fleet and friends at various beaches and pubs for a lunch time break. The planned event lay-day during the regatta is a time where you are welcome to go off and explore further afield or just enjoy more multihull sailing from the Windsport beach.

Harbour sailing challenges, beach and coastal raids are all on the menu, to be sailed in whatever beach multihull format and crew you wish. You can decide daily how you do it: head to head against the rest of the regatta fleet; cruising along at your own relaxed pace with a friend; or in whatever configuration you decide.

The maximum number of entries for the 2019 event is 40 boats and it would be great to see a good fleet of Sprint 15 sailors and families.

The full Notice of Regatta and entry can be viewed @www.windsport.co.uk/windsport-catamarans/windsport-multihull-regatta

Entry to the event can be confirmed on line by BACS or via the Windsport shop link.



For more information or to find out more just contact the Windsport team.

See you in Cornwall!

windsport™

22nd - 26th July 2019 - Location: Windsport Falmouth

Multihull Regatta

Sponsors & Partners

- RNO**
- WHITE UK FORMULA**
- GUL PERFORMANCE APPAREL**
- ENGLISH BRAIDS** PERFORMANCE SAILS & COYS
- Visit **Cornwall**

- Social Sailing for everyone
- Harbour & Coastal Raids
- Regatta Racing



Windsport Sprint 15 Cat Action

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 - 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

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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



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Nationals News - August
16th-18th 2019 Harwich Town

A big hello to the Sprint 15 fleet with this first 'Nationals News' snippet from the home of the Class 2019 National Championships, Harwich!

A quick introduction to those of you whom I have not had the pleasure of meeting: my name is Andy Webb. I have had the pleasure of sailing catamarans since the mid 80's and became involved with the Sprint 15 Class in 2016 as a way of introducing my son Finley to racing and cat sailing in one hit. It was a great experience culminating in participation at the 2017 Thorpe Bay Nationals.

I found the fleet be made up of an extremely welcoming and friendly bunch of people and was very surprised at the number of faces I have had an acquaintance with from other Classes in previous years - a great melting pot!

When the decision was made at my home club to host a Nationals once again the question of who to ask first wasn't a difficult one for me! I feel that to be successful it's all about the people: knowing you guys as I now do I am confident you and the locals will create the right vibe whatever the weather throws at us, and of course the venue does help!

A little bit about the club: Harwich Town S.C. (not to be confused with the Royal Harwich Yacht Club) was formed in the early sixties in response to the rising increase in participation of the sport of Dinghy Sailing. We are a self-help club run by a dedicated

team of volunteers and have formulated a finely tuned 'Harwich Nationals Experience' based on hosting numerous events in the past. We are located within the Harwich Harbour Estuary with beach launching and the choice of sailing up the rivers, staying in the harbour or sailing outside in the bay. We are spoilt for choice, but it's an easy one for you guys as the championship will be outside.

The racing, in Dovercourt Bay, is reasonably tidal-flow neutral although there are some localised currents. Dependent upon the position of the committee boat and wind strength you could be out on the start line within ten minutes; but it could also be twenty. There will be plenty of guidance on launch times each day. There is great viewing for those staying ashore from the 'Cliff Park' and the Blue Flag Beach in the bay.

Harwich is a haven for the biggest class of containership afloat today. I get asked if this affects the sailing - the answer is no. You are well clear of the

main channel. We hosted 240 oppies for their nationals - it didn't scare the nippers!

Shoreside we have booked the public 'Green' adjacent to the beach. The arrangement is that you can all camp, park your motor homes, rig your boats and store your trailers in one location - all within crawling distance of the Club Bar and facilities. If you google the postcode CO12 3EJ you'll get the lay of the land. The green is due south of the club boatpark. Trust me when I say that the beach is better than it looks from the aerial picture. It's partly covered in grass and much clearer of fishing boats.

When it comes to searching for accommodation be aware that a potential place to stay which might flag up as only two miles away as the crow flies might be a 35 mile drive. The town is on a peninsular so be sure that it is in Harwich or Dovercourt (both are really one town).

That's a starter, there will be more to come soon!

Cissy Dewhurst congratulates Andy and Finley Webb for their second place in the Two-Up at the Nationals 2017



Nationals Preview

Banish all your impressions of Harwich being about the container port and nothing else. Harwich Old Town is full of maritime history - the home of the Mayflower and Captain Jones whose expedition went on to land in Plymouth Massachusetts, home to Trinity House operations. There are no less than three lighthouses and a lightship within walking distance of each other.

The attractive old town was built on a grid pattern, in the 13th century, by the Earl of Norfolk, to exploit its strategic position at the mouth of the Stour/Orwell estuary. The famous seafarers Hawkins, Drake and Frobisher all sailed from Harwich during the reign

of Queen Elizabeth I on various expeditions.

Places to visit include the Ha' Penny Pier Visitor Centre, Low Lighthouse Maritime Museum built in 1818; Lifeboat Museum; Treadwheel Crane, built in 1667, (the only British example); the Electric Palace Cinema, built in 1911 and now the oldest unaltered purpose-built cinema in Britain; St. Nicholas Church which was rebuilt 1821 and The Redoubt Fort which was built in 1808 as a large circular fort to protect the harbour from a Napoleonic invasion plus the old Radar Tower, built in 1941, which housed unusual ultra high-frequency equipment for pinpointing enemy craft attempting to cross the

minefields laid in the harbour entrance. Installed by the Navy, it was manned by sailors and guarded by the Royal Marines.

And did we mention the award winning blue flag Dovercourt Beach which overlooks beautiful Dovercourt bay in which we will be racing? The bay is home to two lighthouses, which were used to aid shipping around Britain. The unique lighthouses were restored in 1985-1988 by the high steward's lighthouse appeal. Dovercourt Bay is a superb stretch of sandy beach and has a 'blue flag' beach award. With a promenade that stretches for miles, walking, cycling and water-based activities can all be enjoyed.



Nationals Preview

Harwich Town SC have booked the public 'Green' adjacent to the beach. The arrangement is that you can all camp, park your motor homes, rig your boats and store your trailers in one location, all within crawling distance of the Club Bar and facilities.

If you Google the postcode CO12 3EJ you'll get the lay of the land. The green is due south of the club boat-park.

Harwich Town are also looking to block book a local bunkhouse that will have shared dormitories. Further information will be published on the Sprint 15 website when available.

Other Places to Stay:

The following are some of the places you can stay in Harwich - details can all be found online:

- Pier Hotel
Alma Inn
- The Bottle Kiln
Tower Hotel
- Fryatt Hotel and Bar
Swan Inn B&B
- Premier Inn
Dovercourt Caravan Park
- Air BnB

Food:

In line with tradition, one Class Association Dinner on Saturday night is included in the entry fee, and additional guest tickets can be bought with your entries.

Friday night dinner tickets are also available to order with your entry - and we would ask you to support Harwich Town SC by pre-booking your Friday evening meal with us in the

club. The club and our event are being run by volunteers and, due to the size of the event, external caterers have been booked which is a financial commitment for the club. We would appreciate if the fleet could support that accordingly as well as put some money across the bar! After a day on the water, we will all be ready for a good meal and a few drinks.

Breakfast, lunch etc will be available across the weekend.

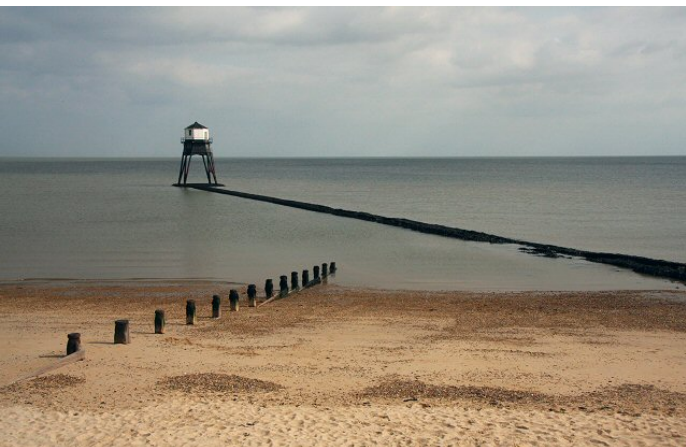
Other Useful Websites:

www.historicharwich.co.uk

www.harwich-society.co.uk

<http://www.essex-sunshine-coast.org.uk/>

<http://www.visitessex.com/>



Harwich: Maritime history comes alive at Fort Redoubt

Nationals: provisional programme of events

National Championship Races - Friday 16th August to Sunday 18th August 2019

There will be a series of 9 races across three days. Provisional schedule will be 3,4,2 races across the three days.

Note: The NOR allows the Race Officer to vary the number of races each day depending on weather conditions / forecast - to maximise the opportunity to complete the full series.

Thursday 15th August:

Tbc Training session - further information will be circulated separately
18:00 - 20:00 Registration Open
18:00 - 20:00 Evening meal (fish and chip van)
23:00 Bar closes

Friday 16th August - Race Day 1:

09:00 - 11:00 Registration Open
09:00 Galley open for breakfast
10:30 Competitor briefing
12:00 Scheduled start of Race 1. Up to 3 races to follow
17:00 Annual General Meeting
18:00 Drinks Reception
19:00 Evening meal - please pre-book with your entry
23:00 Bar closes

Saturday 17th August - Race Day 2:

08:00 Galley open for breakfast
11:00 Scheduled start of first race of the day. Up to 3 races to follow
19:00 Class Association Dinner
Additional tickets can be pre-booked with your entry or at registration.
23:00 Bar closes

Sunday 18th August - Race Day 3 and Prize-giving
08:00 Galley open for breakfast
11:00 Scheduled start of first race of the day
16:00 Prize giving (exact timing may vary)
20:00 Bar closes

Evening Meals and Menus

Thursday Evening meal - Fish and Chip Van - available from 6pm to 8pm

Friday Evening meal - served from 7pm following the AGM:

Please pre-book with your entry

£9.50 a head, £6 children under 12

Menu: *Lasagne or Vegetarian Lasagne
Chocolate Brownie with Chocolate
Sauce and Vanilla Ice-cream*

(If you require vegetarian, please specify with your booking)

Saturday Evening Meal - Class Association Dinner - 7pm

One dinner included in entry fee
Additional tickets: £16 for adults £12 for children under 12
Please pre-book additional tickets with your entry

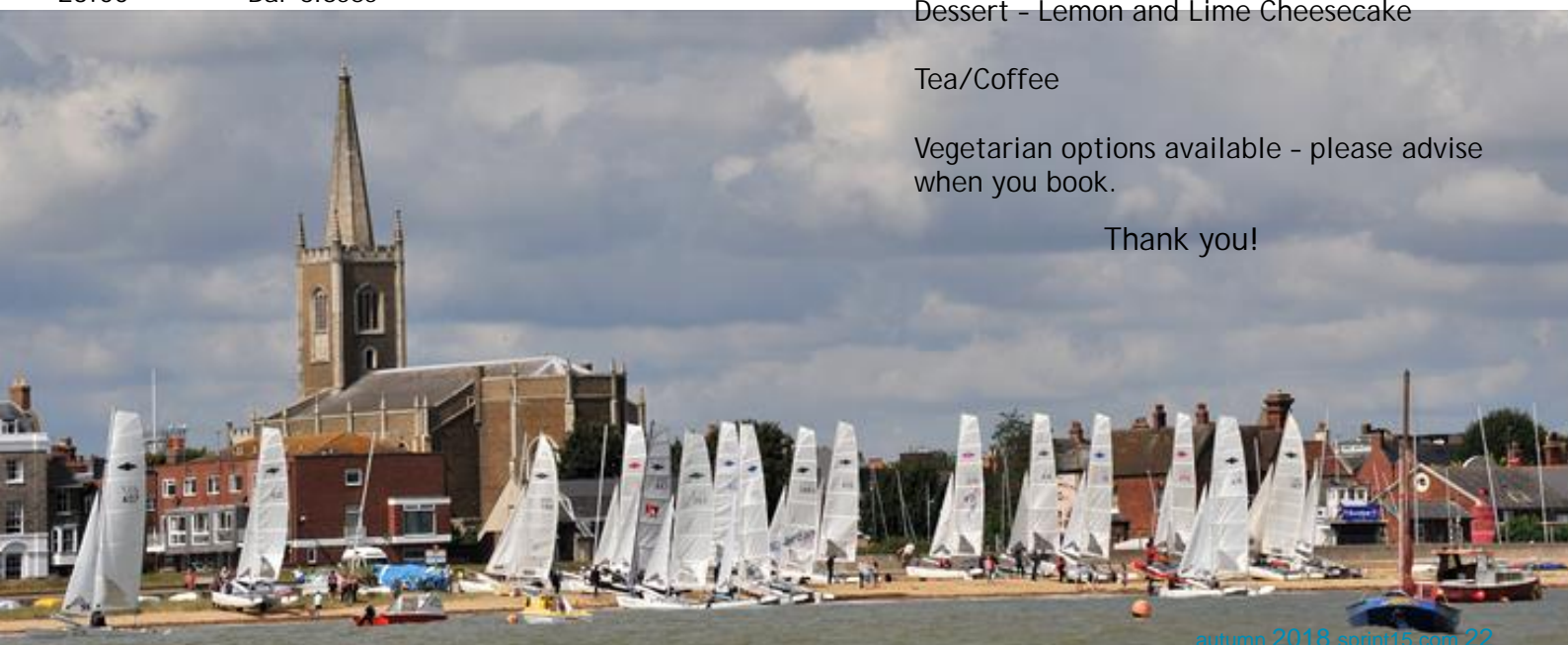
Main Course - Chicken en Crouete with New Potatoes and Seasonable Vegetables

Dessert - Lemon and Lime Cheesecake

Tea/Coffee

Vegetarian options available - please advise when you book.

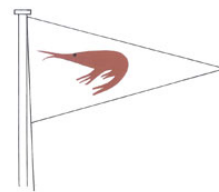
Thank you!



Nationals: provisional Notice of Race



Sprint 15 2019 National Championship 16th to 18th August 2019



PROVISIONAL NOTICE OF RACE

The Organising Authority is the Harwich Town Sailing Club
in conjunction with the UK Sprint 15 Association

The notation '[DP]' in a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

RULES

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017 - 2020* (RRS).

The Sprint 15 Class Rules will apply.

Competitors will be required to sail to the RYA Racing Charter.

Competitors will be required to wear adequate personal buoyancy at all times whilst afloat, except for a short period whilst changing clothing. Flag 'Y' will not be displayed; this changes RRS 40 and Race Signals 'Y'.

In the event of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail.

ADVERTISING

Boats may be required to display advertising chosen and supplied by the Organising Authority. If this rule is broken, World Sailing Regulation 20.9.2 applies. [DP].

ELIGIBILITY AND ENTRY

The Championship is open all boats of the Sprint 15 class which comply with the rules of the Sprint 15 Class Association and are sailed either single handed in unarig mode or alternatively two-up with the mainsail and jib. The use of the trapeze and fittings will not be permitted in the championship races.

Boats must sail every race of the Championship in the mode used in the first race (either unarig or two-up with mainsail and jib). Boats may not change modes during the Championships.

Each boat must have at least one competitor that is a member of the UK Sprint 15 Class Association. Evidence of this may be required at registration.

Entries should be submitted online via the Sprint 15 website with payment made via BACS. To submit your entry online - please go to: www.sprint15.com/entries

Payment should be made via BACS as follows:

Reference: Your Sail No. followed by "Harwich" (e.g. 1917 Harwich)

Bank: Santander Sort Code: 09 01 53 Account No: 5952 3285

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

A Parent/Guardian Consent Form must be completed and signed by the Parent or Guardian of any competitor under the age of 18 on the first day of the at registration.

FEES

'Early Bird Entries' received with full payment by end of Friday 25th July will be at a discounted rate of £110.

Entries can be accepted from 26th July 2019 and at the event itself with an entry fee of £140.

Association members entering the Nationals for the first time will receive a further discount of £20.

Non-Association members entering the Sprint 15 Nationals for the first time will be granted one year's Association Membership for free (value of £20).

All entries include one ticket for the Sprint 15 Association Dinner on Saturday 17th August. Further tickets are available for £16 per person and £12 for under 12-year olds.

Nationals: provisional programme of events

SCHEDULE

The Race Committee reserve the right to modify the programme due to weather conditions or other causes. This may include bringing scheduled races forward.

On the last scheduled day of racing no warning signal will be made after 15:00.

The proposed schedule of races is as follows:

Day	Date	Event	Time
Thursday	15 th August	Registration	18:00 - 20:00
		Dinner - Fish and Chip van	18:00 - 20:00
Friday	16 th August	Registration	09:00 - 11:00
		Competitors Briefing	10:30
		Warning signal for race one	11:55
		Warning signal for race two	ASAP after race one
		Warning signal for race three	ASAP after race two
		AGM	Planned for 17:00, depending on racing
		Dinner	19:00 onwards
Saturday	17 th August	Warning signal for race four	10:55
		Warning signal for race five	ASAP after race four
		Warning signal for race six	ASAP after race five
		Warning signal for race seven	ASAP after race six
		Class Association Dinner	From 19:00
Sunday 18 th August		Warning signal for race eight	10:55
		Warning signal for race nine	ASAP after race eight
		Prize giving	ASAP after racing

MEASUREMENT

No formal measurement process is required for this event; however, the race committee reserves the right to inspect any competing boat during the course of the event.

SAILING INSTRUCTIONS

The Sailing Instructions will be posted on a notice board at the regatta and will be published on the Sprint 15 website in advance.

VENUE

The venue is the Harwich Town Sailing Club

The race area will be in Dovercourt Bay or as otherwise advised by the Race Management Committee

THE COURSES

The course to be sailed will be detailed in the Sailing Instructions.

PENALTY SYSTEM

RRS 44.1 is changed so that the Two-Turns Penalty is Replaced by the One-Turn Penalty.

SCORING

The Low Point System of Appendix A4 will apply.

Three races are required to be completed to constitute a series.

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

When from four to seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

When eight or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

Nationals: provisional programme of events

REPLACEMENT OF CREW

Substitution of competitors will not be allowed without prior written approval of the race committee. [DP].

BERTHING

Boats may be kept in the assigned spaces as allocated by Harwich Town Sailing Club at the event. [DP].

RADIO COMMUNICATION

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

Prizes will be awarded to the first 12 places. There are additional prizes for the following:

The first two boats sailed double-handed

The first lady helm

The first helm aged 18 or under on the first day of the event

The first helm over 50 years old on the first day of the event

The first helm over 60 years old on the first day of the event

The first helm over 70 years old on the first day of the event

The first heavyweight competitor (over 95kg / 14st 13lb)

The most improved helm since 2018 Nationals

Most persistent helm - for the lowest placed competitor who completes all sailed races.

The oldest boat

There is also a pro-am competition and a number of "Chair Awards" spot prizes which will be awarded during the event.

RISK STATEMENT

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

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

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

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

They accept responsibility for any injury, damage or loss caused by their own actions or omissions;

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

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

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

It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held for the event.

INSURANCE

Each boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident or equivalent.

FURTHER INFORMATION AND KEY CONTACTS

Further information is available from the event website: www.sprint15.com/events

For further information about the event please contact:

Jenny Ball, Sprint 15 Events Assistant: jenny@sprint15.com



One of the rewarding things about coaching is you spend good periods of time analysing techniques and developing skills. That often means identifying just one aspect, working it to death (!) and in doing so share the results...

So if I pick just one word - "Tack" - and take just one aspect of tacking and work it to death we will see what comes out?

"When to tack"

Some of the responses from sailors:-

- a) When my arms ache or hiking hurts!
- b) When you decide you have nothing to lose
- c) When you are caught unaware and forced to tack
- d) When you get to the lay line
- e) When you are too afraid to Gybe!

All useful thoughts but maybe not the most constructive so can we add a few more technical and tactical reasons that will keep you out of trouble and could ultimately gain you some places?

"Before the start"

Tacking before the start is a way of getting into the right position for the final approach before the flag comes down. Now is not the time to fluff a tack or find yourself with no steerage and unable to control which way your bow will move. In very light winds, before the start, with boats all around, tacking is not always the best option. Gybing maintains boat speed and keeps air flowing over the sail so maybe in very light winds consider gybing rather than tacking before your final approach just to keep way on and air flowing over the sail.

One approach to the start line is to sail just below the start line on Port while the rest of

the fleet are lining up on starboard. Once you see the right gap head up and tack efficiently into it, or tack below the fleet and hold everyone up above you. The good news is you can see the line and do not have to fight your way through the pack. Horses for courses but do not write it off. Maybe try it in your next training session.

"Off the start line"

We have covered this many times before but back to basics: if you are not in the front row with clear air you "will" get rolled and spat out the back, it is just a question of time. Easy to say but unless you know something special look to build a slot where you can tack off and get out on port in to clear air and get the boat going. Then, if the left hand side of the course is the way to go, tack back. An important point here: the longer you leave it the less likely you will get clear wind as there will be other boats trying to do the same thing. So, if you get the chance, GO EARLY rather than late.

Up the first work (leg of the course) look to tack from starboard onto port before the lay line approx 2/3rds up the first leg. That way you will be able to make a good call on the starboard lay-line into the first mark and hold almost all the cards. Boats that went out to the right have a hard call and boats that went left will be stacking up and over standing. Key point: the nearer you get to the outer lay-lines the more likely it is that you will either be forced to over-stand or sail into the mark with a boat to windward and in front of you.

"Leeward mark rounding"

If you are using gates (now the most popular leeward mark set up) you can choose which mark will give you the most advantage. This does not

always mean the one most up wind, or sending you off on the most favoured side of the course. It could be that every man and his dog is going around that mark and clear air plus a short hitch before tacking back onto the favoured side is a bigger gain.

If there is only one leeward mark, and you are forced to line up behind each other as you harden up, be ready to turn speed into height, gain a meter or two to windward and with effective speed tack off away from the follow-my-leader group. Of course there are other things to consider but when you are right behind the boat in front and effected by their dirty wind it is only a matter of time before you fall to leeward and further astern.

"Final upwind finishing leg"

It is not always the case that we now finish up wind but if we are :-

The final leg is either a defending or attacking leg. Defending is making sure you cover the opposition, knowing the shortest leg to the nearest end of the finishing line and making sure you have that base covered.

If you are attacking it is about being the first to tack and sailing hard and fast to the finish hoping for a lift or a backer, either of which will work in your favour. The lead boat will almost always either tack on the lay line to the finish or slightly above it. It is very unlikely you will take them if you go beyond their sailing line but if you are the first to tack you could take advantage of any wind direction change of additional pressure. What have you got to lose?!

So that is it "When to tack" it does not cover all the bases but it gives us something to think about and consider next time we find ourselves in compromising positions!

Minutes from the AGM 2018

Minutes from the Sprint 15 Association, Annual General Meeting held on Saturday, June 23rd, 2018 at 17.45.

Venue: room 5 and 6
Weymouth and Portland
National Sailing Academy

Apologies of absence received

Ray Gall
Steve Sawford

Minutes of previous meeting

These were distributed and there were no matters arising, Dave Warnock proposed that these be approved and they were seconded by Liam Bunclark. They were approved following a vote of the membership.

Chairman's Report

Ed reported that 6 new boats have been sold this year which is a positive sign for the Class and has enabled Windsport to secure a new mast extrusion run as stocks had been running low. The chair thanked those who had helped make our stand at the dinghy show a success, despite the adverse weather.

There have been several training sessions this year: one at Marconi, one at Draycote and a pre-nationals one and all have been well attended with positive feedback.

Ed thanked Yvonne for taking over from George as magazine editor and for successfully producing the first magazine under her editorship and everyone agreed it was in good hands.

After two successful trips to Carnac in 2014 and 2015, it is being proposed that the Class return in 2019. Paul Craft has produced a flyer which outlines

the schedule, typical costs and accommodation.

Ed thanked the sponsors for their support and help in making our Nationals an enjoyable and memorable event

Key points were

New boats 6
Mast extrusion
Dinghy show 2018 and 2019
Training
Magazine
Carnac
Thanks to the sponsors

Secretary's report

Presentation given out to the assembled membership which covered the following points

In the year 2018 there are 227 members
In the year 2017 there were 220 members - reduced from 2016 due to taking out the £10.00 membership
In the year 2016 there were 260 members
In recent months we have seen an uplift in new members or members coming back
6 New members since Feb 2018
Some numbers by sailing club are where there are more than 1 member per club:

Draycote 13 - Grafham 16 -
Marconi 14 -NDYC 12 -
Shanklin 20 - Thorpe Bay 24 -
Seasalter 15 - Stewartby 6
Beaver 9 - Carsington 7 -
Netley 2 - Stone 3 -
Brightlingsea 4 - Queen Mary 5 -
Rutland 3 - Open D 5 - Stokes
Bay 2 - Dee 2 - Royal Weston 2
- Halifax 4

Clearly there are more people sailing at each club that are not members, how do we make them members, clubs and members to seek to get these people as paid up members in 2018

Changes to the membership records, communication will be via e mail of the magazine on the following possible changes

Liam will be moving the current database to a more sophisticated platform
GDPR- updated by George Love last month in line with requirements on personal data
This will allow us to target members in our own sailing clubs who are not members
This will allow us to look to move to a single payment date for membership

Treasurer's report and summary of accounts status

Insert

George Love and Chris Tillyer proposed and seconded the accounts presentation



Election of officers and committee

The Chair thanked all the committee for their work over the last 12 months but paid thanks to Erling who was stepping down after many years of support and great work for the Sprint 15 and the association.

The following people were elected or re elected into positions, there are still several positions available and the Chairman requested people step forward so that the committee is supported and has a balanced view of the association.

Chair: Ed Tuite Dalton
Vice Chair: George Love
Secretary - Andrew Berisford
Technical Rep - Bob Carter
Treasurer - Nigel James
Webmaster - Liam Thom
Events Secretary - Chris Tillyer
Events Assistant - Jenny Ball
Magazine Editor - Yvonne Pike
Training Rep - Vacant

Committee member 1 - Dave Warnock and special responsibility for the Dinghy Show 2019

Committee member 2 - Gordon Deuce

External publicity / sponsorship - Vacant

Proposal on changing the rules of the association

The only proposal that was received before the AGM was from Liam Thom who had published in the magazine in line with the rules the following proposal, it was seconded by Erling Holmberg

“Boats may have any form of buoyancy fitted or attached to the mast or to the top section

of sails. The buoyancy may not be shaped so that it may be used for propulsion.”

Post a discussion it was voted on and passed.

Windsport update on new boats and support

Cookie from Windsports gave a brief presentation confirming that boat sales have been very healthy in the last few months and that masts are now available again following investment in a new extrusion.

Venue for the 2019 National Championships and reports by the events team

The venue for the 2019 Nationals will be held at Harwich Town Sailing Club.

The dates are
Thursday 15th August Training/
free sail day

Friday 16th to Sunday 18th
August National Championships
2019

Jenny also wished to mention the kind support of the sponsors who have helped greatly making this event special and enjoyable for all

Any other business

No other business was put forward and the meeting was closed.

Sports Nationals preview: Yaverland

This September, the Yaverland Sailing Club will again play host to our Sport Nationals; allowing Isle of Wighters the opportunity to show off our home turf and to explain why some find it so difficult to travel abroad when regularly met with idyllic cat conditions on our front-door step.

Yaverland beach is one of the Isle of Wight's best beaches, providing a long stretch of relatively flat sand which is ideal for launching and landing our craft. It is at the north end of Sandown Bay, which stretches from the chalk cliffs below Culver Down and curves all the way to Shanklin, home to the largest Sprint 15 fleet in the country. Yaverland's location is ideally positioned away from the prevailing wind, allowing for flat water much of the time.

This year we are proud to announce that we have teamed up with new sponsors Red Funnel to provide travellers with heavily discounted ferry transport. Tickets may be purchased through the Red Funnel website (redfunnel.co.uk) using the code SEPSPRINT. Car and trailer will cost £100 return regardless of number of passengers. The crossing is from Southampton to Cowes, taking approx one hour.

Yaverland sailing club is located right on the shoreline, with excellent club facilities including large boat park and environmentally-conscious changing rooms. Camping is available within the club grounds and there are a multitude of hotels and camping or caravan sites within a five-mile radius.

As a holiday destination, the Isle of Wight offers some superb

activities when not on the water or viewing the sailing action from the beach. Yaverland is famous as one of the world's best places to find dinosaur fossils, and Dinosaur-Isle is well worth a visit for the paleontologist amongst the fleet. Within easy walking distance from YSC is Sandown zoo; a rescue centre that has recently added two more lions to its family of cats.

A little further afield is Black Gang Chine - offering spectacular views along the coast as well as its famed rides, dinosaurs, cowboy ranch and walks (that we probably all remember from our own childhood!). Shanklin Chine is well worth a visit and I must by now be promoting the curious reader to wonder what precisely is a "chine"? It is a word used only on the Isle of Wight and in Dorset, and refers to a deep, narrow ravine with running water cutting down through soft rock to the sea. The chine spring at Shanklin rises in the Downs and cuts its way from Shanklin Old Village to the sandy beach and esplanade far below. Visitors can enjoy its timeless beauty with waterfalls and sheer chasm-like sides decked in towering trees and lush vegetation. And until the end of September the Chine Lumiere event lights up the evenings with hundred of fairy lights to illuminate the paths, streams and waterfalls.

The Isle of Wight is a feast for the taste-buds as well as the eyes, and locations such as the Garlic farm in Newchurch (try an elephant garlic!), Briddlesford Lodge Farm (recently featuring in James Martin's Great British Adventure with its doe-eyed herd of Guernsey cows) and Farmer

Jack's at Arreton Barns (locally grown cherries and tomatoes amongst the large variety of fayre from our very own Stuart Pearce).

And possibly the biggest draw of all - this summer a pod of bottle-nose dolphins has been enjoying the Bay. Sighted several times (even from one of the local beach cafes) they even came and joined us for a play on one of our sojourns around Culver Cliff to Bembridge.



15 SPRINT

Sprint 15

Summer 2019 TT Events Programme

Events Secretary: Chris Tillyer 07780 660650

Asst. Events Secretary: Jenny Ball 07941 884508

Visit sprint15.com/events for details of events and updates

Date	Venue	Contact	Phone
6-7 Apr	Marconi Sailing Club	Jenny Ball	07941 884508
18-19 May	Isle of Sheppey Sailing Club	Jenny Ball	07941 884508
8-9 Jun	Draycote Water Sailing Club	Ed Tuite Dalton	07887 530267
20-21 Jul	Royal Western Yacht Club	www.rwyc.org	
19-20 Oct	Grafham Water Sailing Club	www.grafham.org	01480 810478

Summer Traveller Series is for all sailing formats (Standard PY927 and Sport PY894).
Five events with three to count. First race Saturday at 11am unless otherwise stated



Summer 2019 Nationals

Date	Event	Venue	Contact	Phone
16-18 Aug	Nationals	Harwich Town Sailing Club	Jenny Ball	07941 884508
21-23 Sep	Sport Nationals	Yaverland Sailing Club	Liam Thom	07780 667831

Sport Nationals at Yaverland is for PY894 format
National Championships at Harwich Town is for PY927 format

The UK's most popular single-handed catamaran - bar none

Pics.: Above: 2019 Summer TT competitors at Isle of Sheppey. Photos by Chas Bedford

Below: 2018 Nationals competitors by Pauline Love

