

The Carrying On Virtually In a Dart edition

# NEW 15 SPRINT

The Official Magazine of the UK Sprint 15 Association  
Spring 2020

## Virtual: the new Reality



IAN MILLS, TANKERTON BAY SC. PLAYS VIRTUAL RACING!

**Chairman's Triumph:** Ed Tuite-Dalton masters the Winter TT

**Circumnavigation:** Andrew Jefferies finds out what all the fuss is about

**42 years of Sailing Past:** Jenny Ball delves into the history books

**PLUS:** Nationals Previews - Spotlight on Tankerton Bay SC - Windsport Tips  
All the fun of the Dinghy Fair - Cartoon fun with Phil Breeze - **AND MORE!**

# COMMENTS

## from the ED



Without me having to break into song (and a few glasses of wine in the process), I just need to say "Vera Lynn" and you know we'll meet again for a TT some sunny some-when. Competitive racing seems a way off yet due to social distancing guidelines, but the fact that most of us (if you're English at any rate) are permitted back onto our boats for exercise comes as a huge relief after a long spring and even longer winter; the gales of which had already curtailed many planned events.

This improvement in fortune comes with mixed emotions. Because whilst I am allowed out to play on my Sprint 15, a very close - and young - member of my family is unable to do so because of having to shield. For this person, the initial 12 week sentence is liable to turn into many more months of not even being able to step outside the front door.

We will all know someone in this same awful situation so it is our duty to ensure that we abide by the rules (set by the government and by our sailing clubs) to be as safe as possible when we are outdoors, on our boats and in the boat parks.

A huge THANK YOU! to all the contributors to this edition, including many new authors, alongside our regular contributors. Jenny has done a fantastic article on sailing events over the past 42 years (which must have taken her most of the lockdown to compile!) whilst Fernando Jefferies has penned a brilliant account of his round-the-island adventure.

So put the kettle on, find a comfy chair and I hope you enjoy as much as I did putting it all together!

Keep safe, Yvonne (aka Sootica 1965)

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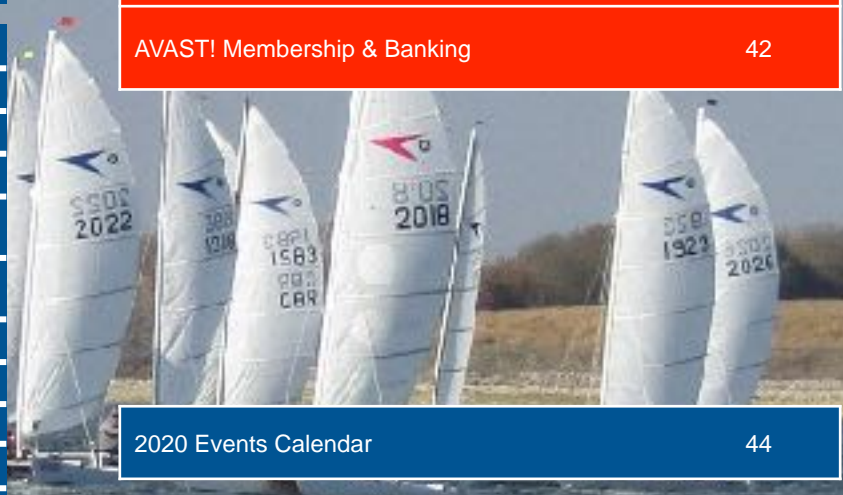
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As we live through the Coronavirus lockdown, it feels very strange not to be out on the water, enjoying all this wonderful weather and wind and having to find alternative entertainment and activities. I hope everyone is still in good health.

I have had a brief go at Virtual Regatta which is good fun and very competitive. I came 16<sup>th</sup> out of 18 and 300m behind the winner in my first race so can only improve! The tuition, hints and tips are useful reminders of how you should be thinking when racing so I will try and persevere, despite my poor gaming skills and lack of manual dexterity. Definitely worth a try.

The Winter series was somewhat varied: four events held with two postponements due to strong wind forecasts and then the rescheduled Grafham SC event had to be cancelled due to the lockdown, making Oxford SC our final one. Honours were largely shared through the series with wins for Paul Grattage (Shanklin) at Draycote and Stewartby, Jenny Ball (Marconi) at Rutland and myself at Oxford. Luckily for me, although Jenny and I ended up with equal points over the whole series, I won at Oxford making me the overall winner. My first series win!

We had another great stand at the RYA Dinghy Show at Alexandra Palace, excellently organised by George Love (Carsington) who had also produced and brought with him lots of publicity material to distribute over the two days. George writes about the Dinghy Show in more detail separately in this newsletter, but I would like to say a personal thank you to George and to everyone who manned the stand, including my wife Sarah who is not a member but (was!) volunteered to help set up the stand and covered a time-slot with

me, and to those who helped to take down the stand at the end. We couldn't do it without so many of our members pitching in.

We were joined at the show by the Windsport team. Tom Phipps and Alex Metcalf are now in the driving seat, with Brian and Cookie looking very relaxed, helping out where needed. Windsport kindly supported the Association again by lending us a monitor to play our promotional film, desk and display material stands. We had a very positive meeting with Tom and Alex, who were keen to introduce some new ideas including some on branding and marketing to promote the boat and the Class which hopefully we can follow up in due course.

To protect the business, at this time Windsport have furloughed Alex and Tom, and this has meant Brian and Cookie picking up the reins again to keep Windsport ticking over. As the lockdown eases and we are able to sail again, please do try to support them as much as you can. If you are thinking of ordering items once you are able to go back on the water, Brian would appreciate any advance notice so that he can prime their supply chains.

There are some interesting and creative ideas online for practising our practical sailing skills while ashore. You could make or buy a hiking bench and attach your tiller to a garden bench to practise tacking? Or, as I recently saw in an online clip, attach a halyard, main sheet and tiller to a sturdy tree and practise tacking whilst trapezing. Excellent practice for the next Sports Nationals. Any non-sailing family members can join in the fun by chucking buckets of cold water over you at strategic intervals!

Of course you may have had to put thoughts of sailing aside and, like me, tackle the longstanding list of garden jobs. I have salvaged pallets from skips, built a new compost bin, built a new log store, removed a silted over, unwanted garden pond, repaired bicycles... and still the list has not been completed.

Hopefully we will see the re-opening of our clubs and waters soon and I will be saved from gardening. We are still planning to hold our Nationals at Whitstable, 22<sup>nd</sup> to 24<sup>th</sup> August as planned. Obviously, we will continue to follow Government advice on this.

Keep safe and well.



*Good "virtual" sailing  
& best regards,  
Ed Tuite Dalton*

# South Island to Starboard

1990: not the sail number, the year. This was when my first real interest in catamarans, and sailing in general, came about.

I was on the way home from the Isle of Wight after visiting my parents with my new girlfriend Majella. We were crossing the Solent on the ferry, watching two guys, on what I now know was a Hurricane or Tornado twin-trapeze Cat. Both out on the wire, flying a hull and passing the rickety ferry like it was going backwards... which, to be fair, it often did!

I was mighty impressed and right there decided I needed to 'Learn to sail - Buy Catamaran - Hang off Wire and Look Cool'.

2019: the year not the sail number, almost 30 years later on and we now live 50% of our time in Essex and the other 50% in Ventnor, Isle of Wight. I joined Shanklin Sailing Club about four years ago and now I sail more than ever! They have an excellent racing program with four races a week. I do 'okay' on the race scene but all those rules are way too confusing, especially that 'water at the mark' thing. To me it just seems that whoever can scream "WATER" the loudest wins the right of way... well, that's the tactic I use but my once 'perfect boat' does now resemble a patchwork quilt with all its repairs.

As much as I enjoy the racing, I really love the sailing day trips through the winter. Of course, every trip is an unofficial race but they're also an excellent opportunity to hear the tales of Erling and Liam's epic trips. I've done quite a few to The North Island with them but their story of sailing to the Channel Islands still astounds me as the most crazy challenge to attempt - unaided - in a 15' cat.

1952: the sail number this time, was ready for a bigger challenge. One trip that I considered a little less lethal was attempting to sail non-stop around The Isle of Wight. On a cold November Tuesday, Liam and I did a pleasure sail (race) to Bembridge for brunch, where I won

both legs very easily. This wasn't because I'd become an epic sailor overnight, it was because Liam chose to sail the 'Limp Biscuit' boat with its knackered worldly travelled sails (complete with main sail reefing kit) and enough rigging, back up rigging and back up for the backup rigging to hold up half a dozen masts, instead of using the rather rapid Dreadnought. Over brunch we made plans to attempt a trip on the following Sunday. It was then that Liam explained the tides to me and broke the news that we'd need to leave

I had won the club 'Capsize Cup' and I'm sure there's no need for any explanation as to how one wins this trophy. Liam's only advice was ... "layer up with your clothing, bring plenty to snack on and don't capsize". Hmm... Once I arrived at the club there was no sign of Liam but I could see his boat was already rigged, obviously done the day before, so I sorted my own out, filled the cocktail cabinets with every imaginable treat and then headed back to the clubhouse to 'Layer Up'.



the beach at 04:30 am to reach The Needles at low tide by 07:00. He also explained that he wanted to try and complete this trip in under six hours. The record for the club was a tad over seven hours and if the wind stayed strong and didn't shift, six hours should be achievable.

Sunday soon changed to Monday for better wind, which also meant the time-off-the-beach was adjusted to 5:30... thankfully. I will admit, I was pretty terrified at the thought of this trip. You would be too, if you sailed like me! Two years previously

Once dressed, I did start to think he wasn't coming. It wouldn't have surprised me if he was on a wind-up and I'll admit, I would have deserved it too. The amount of daily stick I gave him for missing out Anglesey on his UK trip and only sailing around 98% of GB, it would be fair for him to let me sit there at that unearthly hour waiting for no one. Suddenly though, at 5 am, he's there in the club and has arrived fully dressed, ready to go in all his gear.



"I have seven layers on" were his first words to me. My heart sank...I had just four!

That was it, I was going to freeze to death and it didn't end there. Hanging off his bright yellow 'be seen at sea' drysuit was his fully charged life-saving VHF Radio. In his hand was his 'satellite-linked Mega-Smart-Phone' that works under water at a depth of 200m, has every conceivable tidal map loaded on to it and has a direct line to the RNLI.



On his wrist was his high-tech watch that mapped his trip, connected to NASA and could be used to pinpoint him in the sea to the nearest nautical inch. I had a lousy head-torch that worked when it could be bothered and an 18" plastic paddle!

Five thirty in the morning in November is very cold and extremely dark but no need to worry, I had my one bit of high-tech support...my temperamental head torch.

"Once we leave make sure you turn off your torch and let your eyes adjust"... Oh, ok then, so basically I had a patchwork quilt boat, a plastic 18" paddle, a torch I mustn't use and my pathetic four layers. Before I knew it, we were off - next stop... Shanklin Sailing Club.

"Just make sure you don't hit the post" he shouts as he jumps on Limpy. Opposite where we generally launch off the beach in Shanklin is this post. I think it marks the end of a pipe from the adjacent pumping station. I'd hate to think what comes out of it... I've had some close calls with it in clear daylight but now it was pitch dark, what chance did we really have? But Liam, clearly a huge carrot eating machine with 20/20 night vision, was gone.

I gingerly headed off into the darkness, awaiting the inevitable crash into 'The Post'. I thought about repeatedly shouting "WATER" as that normally makes things move out of my way but before I knew it, I caught a glimpse of the post and I was clear and on my way. Frantically looking for Liam around me I quickly recalled that 'Limp Biscuit' was sailing with Dreadnought's sails on. I then realised he'd be quicker than Tuesday's unofficial race and it was unlikely I'd see him again. This seemed to be a great time for... a snack! Well, I'd been out there for at least three or four minutes...

Obviously, it would be hard to get lost doing this trip. Keep the lights on the land to starboard at all times and you'll eventually end up where you started. However, there are obstacles to avoid: rocks, sandbanks, ships, The Needles etc. So, with my sensible head on, I decided to keep Liam as close as possible for at least the next hour or so whilst we couldn't actually see anything. He was the experienced one and no doubt wearing a watch with rock and iceberg early warning system!

Whoosh! Like a rat out of an aqueduct, he flew past. Gadget-man was flying and on a mission to be back in under six hours. I packed away my picnic and got going. I'll be honest, it was quite terrifying sailing at speed in total darkness and he was going for it so I was

making every effort to sail two-foot off his rear beam. At four-foot I wouldn't be able to see him so I pulled everything in and went for it.

It was impossible to trim sails or get anywhere near the best potential speed out of the boat when I couldn't see any tell-tails or the hawk, but as I was following so closely to Liam, it was probably for the best to keep the speed down a bit. He was getting faster and faster though. I imagined he was sailing using 'The Force' like Luke Skywalker or whatever his name is (I never really did Star Wars). His eyes were probably closed and he was being guided by an unknown force... or by one of his many gadgets.

The wind picked up and it was surely gusting F6 by now. With that the waves were getting bigger too. We had already passed Ventnor and although I wanted to take time out to view it, Ventnor was behind me and there was not enough temptation to take my eyes off Obi Wan Kenobi to peek a look and then lose him. However, inevitably, he pulled away as I kept on sticking the nose into the waves and my hand into the snack pot.

We were heading quickly towards St Catherine's lighthouse. The bonus of this was that every couple of seconds I could see him. His sail and wispy ginger hair would light up as the lighthouse beam swept across the sea. He'd got quite far ahead now, about 100 yards or so. I was tempted to hook on the wire and push the boat a bit more but stepping out on the wire in those conditions and lack of light, was a bit too much of a challenge for me (let's not forget my trophy for Capsize king had only been returned about 13 months ago). Snack time.

We kept on going past the lighthouse and I then noticed he'd stopped for me to catch up. This gave us a little time to chat & laugh at the ridiculousness of sailing in darkness and for some pointers from Liam about staying on a straight course directly to the Needles and not to point in too far in or follow the coastline.

## South Island to Starboard (Cont'd)

This meant we would be quite far out from the coast at some stage but it made sense with all the high cliffs that inevitably ruin the wind if you're too close. Ahead of me I could see a white light with possibly a small red one beneath it.

"Is that the Needles lighthouse Liam?" I asked. He replied confirming that it must be. This was good. I could already see the Needles and therefore knew exactly where to point the front bit.

The Needles Lighthouse approached quickly. Wow, we were cruising at some speed now. We had to be there by 8am at the latest for the low tide but at this rate, we'd be there by six thirty. This was going to be a doddle and surely we'd easily break the six hour target. Pointing towards the Needles became more and more difficult, mainly because they kept on moving.... then The Needles Lighthouse sailed right past me as they appeared to be attached to a small yellow fishing boat. D'OH!

It was a long hard slog before we could actually see the real Needles. I soon realised I could now see things. The sun was due up soon

and visibility was improving every minute. The sea was rough but at least I could see what was coming so I was now out on the wire. My hands were frozen and legs rather numb. When it was dark I didn't get any warning of water splashing off the hull, it just came straight off the boat full into my face. No chance to turn away so my face was pretty wet & cold too. All in all, not particularly comfortable. I'm sure Liam was quite snug though in his Seven Layers!

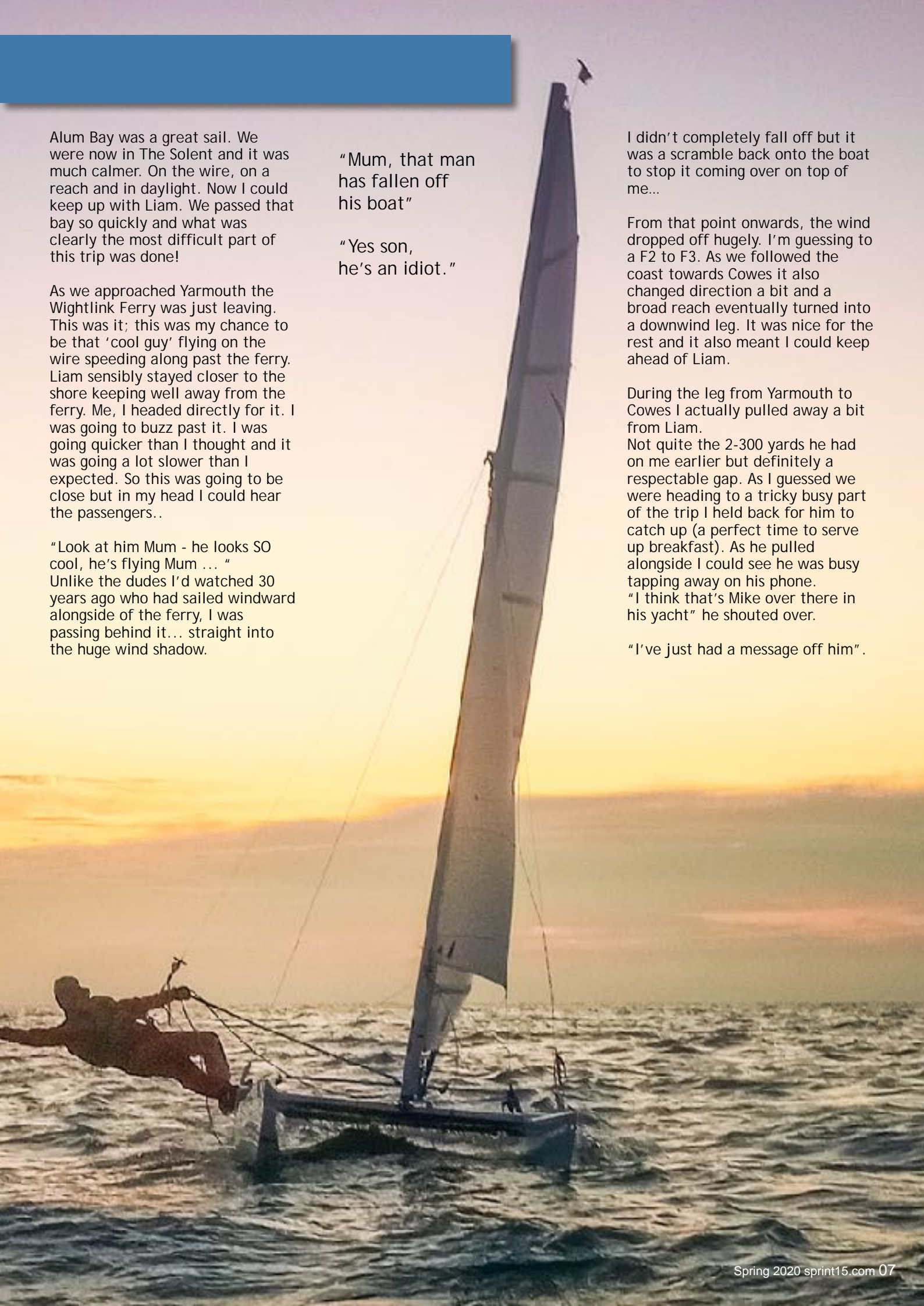
Then, the inevitable happened. One almighty wave took my legs away and I slammed into the side, still attached by the trapeze wire. One leg on and one off, straddled across the hull. The same hull that was now quickly lifting off the water with both sails cleated in. This was it, I was going over and it was going to be bleeding cold, wet and impossibly hard to right in such a swell. I saved it by a last minute lunge to point-to-wind whilst still straddling the boat. This inevitably started an unwanted tack but with all the chop what actually happened was it just crashed about and stopped dead head to wind.

I eventually got going again but Liam was a fair distance now. I was

straight back out and pushed as hard as I could. I did catch him a bit but I never got closer than about 200 yards. The Needles were in full view now but we needed the odd tack to get close to them. This was tough sailing and I was pretty knackered. However, I was at least close enough to keep an eye on him. It would not have shocked me to see him skip between The Island and the last Needle... there's enough room if you're brave enough... like skipping out Anglesey all over again...

I got as close to him as possible for the photoshoot and did my traditional 'Jazz Hands' pose. I was tempted to have a cheesy grin but I was deeply concerned that during the last ten minute sail, my teeth had been dislodged to a point where opening my mouth would result in losing all my teeth into the Solent! Photo done I flew past and then prepared to take one or two pics of Liam and the Needles for him. He'd given me a camera just before we left but to use it, I had to remove my gloves... boy, that was cold. He wasn't going to get many pictures from me but whilst my gloves were off, it was time for a quick snack or two.



A person is seen from behind, leaning over the side of a small sailboat. The boat is on the water, and the background is a bright sunset or sunrise over the ocean. The person is wearing a dark jacket and is holding onto the rigging of the boat. The sail is partially visible, and the water is choppy. The sky is a mix of orange, yellow, and blue.

Alum Bay was a great sail. We were now in The Solent and it was much calmer. On the wire, on a reach and in daylight. Now I could keep up with Liam. We passed that bay so quickly and what was clearly the most difficult part of this trip was done!

As we approached Yarmouth the Wightlink Ferry was just leaving. This was it; this was my chance to be that 'cool guy' flying on the wire speeding along past the ferry. Liam sensibly stayed closer to the shore keeping well away from the ferry. Me, I headed directly for it. I was going to buzz past it. I was going quicker than I thought and it was going a lot slower than I expected. So this was going to be close but in my head I could hear the passengers..

"Look at him Mum - he looks SO cool, he's flying Mum ... "

Unlike the dudes I'd watched 30 years ago who had sailed windward alongside of the ferry, I was passing behind it... straight into the huge wind shadow.

"Mum, that man has fallen off his boat"

"Yes son, he's an idiot."

I didn't completely fall off but it was a scramble back onto the boat to stop it coming over on top of me...

From that point onwards, the wind dropped off hugely. I'm guessing to a F2 to F3. As we followed the coast towards Cowes it also changed direction a bit and a broad reach eventually turned into a downwind leg. It was nice for the rest and it also meant I could keep ahead of Liam.

During the leg from Yarmouth to Cowes I actually pulled away a bit from Liam.

Not quite the 2-300 yards he had on me earlier but definitely a respectable gap. As I guessed we were heading to a tricky busy part of the trip I held back for him to catch up (a perfect time to serve up breakfast). As he pulled alongside I could see he was busy tapping away on his phone. "I think that's Mike over there in his yacht" he shouted over.

"I've just had a message off him".

# South Island to Starboard

So, whilst I was trimming sails, spreading the 'snack' weight across the trampoline and watching out for every wisp of wind for the best boat speed, he was liaising with all his social media fans and followers making no effort at all. I thought I had out-sailed him but in reality, he was just drifting along on the tide whilst online. He warned me about avoiding ships leaving Southampton but we didn't encounter any. We did have a rather large Police Rib heading directly for us. At the very last minute they threw the rib into a huge turn, which inevitably created a mega wash ... which predictably then went right over the top of me. Hmmm - completely soaked my sandwiches...

Cowes to Ryde was pretty uneventful. Once we were past the Ryde sand banks, Liam pulled up beside me.

"We may as well stay out in the tide and then just do one gybe to pass Bembridge lifeboat". This seemed completely sensible, although I guessed that we'd actually end up right in the middle of the Solent shipping channel but he knew best.... I pushed on and once again pulled away from Liam, who was clearly weighed down with all his gadgets & rigging.

About 20 minutes later, I checked to see what kind of gap I'd pulled off. Oh it was huge ! It was huge because Liam had decided that sailing right into the middle of the Solent wasn't so great and had gybed about 2 minutes after telling me not to!

We met again heading towards the Bembridge lifeboat pier. Now we were sailing a stretch I knew pretty well. We'd sailed back to Shanklin many times from here and most recently, only a few days before. I could eventually relax. This was the home stretch and probably only an hour or so away from the club.

This was simple stuff. We just had the lifeboat pier to avoid, the ledge at Bembridge to skip over and the rapids at Culver Cliffs.

Let's be fair, it wasn't hard to avoid the pier and all was good. The ledge I'd sailed over many times without ever actually seeing or hitting it and the rapids and then ...

BANG

"Liam GYBE ! .... Save yourself" .. I'd hit the ledge, the rudders were up and the boat was banging off the sand and rocks. I nearly lost my brunch snacks I'd been munching on over the side but immediately had to gybe and headed out to deeper water. Banging and crashing along the way, the ledge seemed to extend forever. Clearly the tide hadn't come in quite as much as I'd thought. Did Liam gybe ? .... No.

Moses just kept on course and the ledge parted to let him through. Sailing with The Force once more, Chewbacca was having none of the rollercoaster ride I was having. The indestructible Limp Biscuit was through the ledge and free to the other side, whereas I was heading to Dieppe. The only advantage was that once I eventually got out of the shallow water, I had a great reach across to catch him up. We had come right around the corner and from what was a very dull downwind run, I was now on a reach and catching him up fast.







The Culver Cliff rapids weren't 'rapid', in fact, they were pretty flat and as soon as we cleared the downs, we were on a great upwind beat towards the club. This was it, this was now a race to the beach. Flat water and wind that had picked up to about a F3-4. We were both on the wire and flying a hull. So close we could even hold a conversation. It was a great sail right back to the club where I believe I beached about 4 seconds before Liam.

Let's ignore all his waiting around for me, I beached first!

We were back, packed away and changed all before lunch time. We failed to break the six hour target - that will have to be another time - but we had broken the club record with a time of 6:51. My boat was still half full of snacks, and actually, still is. I'm sure they'll keep for next time. We took lunch at the beach café, although funny enough, I wasn't that hungry...

Photos by Liam Thom

Spotlight on:

# TANKERTON BAY

SAILING CLUB



Nestled on the north Kent coast to the east of Whitstable, Tankerton Bay Sailing Club, formed in 1962, welcomes sailors of all ages and abilities.

In the mid-to-late 1950s the beach at Tankerton was a hugely popular place for local families to gather and invariably - whilst the mothers would generally keep an eye on the kids paddling in the water - the fathers with boats (or with friends with boats) would "suit" up and disappear off sailing. A number of these families had the use of beach huts, and one of these was used as a make-shift committee HQ for a while after the club was first formed.

TBSC now has a growing membership of over 100 (just over 200 people), sailing a variety of Cats and monohulls.

The last few years have seen an increase in popularity of the Sprint 15, and the club is now home to a fleet of fourteen boats (at the last count!), mostly helmed by people newish to the Class.

Sailing is organised from the end of March through to early November on Saturdays and Sundays, with a mixture of racing and local cruising. Between May and September, the longer evenings allow for evening cruises on Thursday and Friday to the local pub, or some

fun sailing followed by a beer on the balcony overlooking the sea. An average of half-a-dozen Sprint 15s race unrigged every weekend, and the Class does well in the race series.

The current TBSC Commodore is Ian Mills. Previously from Seasalter, Ian moved across three years ago and has since managed to increase both racing and social cruising within the club and along the coast. Ian started sailing with an old Spark (424) and now owns 1634 along with a couple of Dart 18s with which he has entered many Nationals and Traveller events over the years.





The club's main stalwart is Andrew Kelly (1496) and the fleet captain is Rob Macdonald (1968). Nick Runeckles gives a good race (he knows the rules!); Mike Dann is a seasoned sailor turning his hand to the Sprint for the first time and moving quickly up the fleet. Others include Dann Beacon (new to Cats but light and wiry!), Ian Smith (former Commodore recently returned to the Sprint 15s), Gordon Fricker, Barry Jobling, Gary Masters, Jonathan Sundin and Tony Welch.

Ian Mills: "We are a way behind the top clubs such as Marconi and Shanklin in terms of average ability, but it's getting better each year with more and more competition. It is frustrating that we haven't been able to get out yet this season, but we have been playing our own RYA

Virtual Sailing Series and getting between nine and fourteen boats "on the water" per session.

It has definitely helped those further down the fleet understand the problems associated with wind shadows, sailing too high etc. This series might also end up being the only one awarding prizes at the Laying Up Supper this year!

As an RYS recognised training centre we offer catamaran training, and are always on the look-out for more sailors to get a sprint 15 out in all weathers - from a dead calm to a Force 6! It's a great club with mixed fleets and mixed abilities; with as much fun off the water as on with some great social events. As our Sprint 15 unarig Nationals this year are right on our doorstep at

Whitstable, we are hoping to encourage a lot of the newer sailors to enter this year. Please take a look at our website, and contact me by email for further details. I look forward to meeting you on the water soon!"

Website: [tbsp.co.uk](http://tbsp.co.uk)  
Email: [commodore@tbsc.co.uk](mailto:commodore@tbsc.co.uk)



# Spotlight on Tankerton Bay Sailing Club (Cont'd)

Right top: Tony Welch on 1665 heads to the start line



Right middle: Andrew Kelly (1496) gets a jump on two of the Dart 18s for a cracking start.



Right bottom: Ian Mills in action on 1634



Above and below: Rob Mac (1968) in a dead calm on a 15-mile cruise to Minnis Bay last year. The wind then picked up and a warm welcome was had at Minnis Bay Sailing Club (below) with beer and butties all round! All photos courtesy of TBSC.





Location: Dinghy Show 2020  
Alexandra Palace

Date: March 1, 2020

Present:  
Windsport: Alex Metcalf  
Tom Phipps

Association: Edward Tuite Dalton  
Jenny Ball  
Nigel James  
Liam Bunclark  
Andrew Berisford

White Formula: Rob White (item 1 only)

## 1. Strengthening decks on new hulls

Rob White joined us at the start of the meeting to discuss the repairs to the new boats and the following was agreed:

- The committee will contact all the new boat owners who have not had the additional struts incorporated in their boats. All future new builds will have this at the point of manufacture.
- Rob will extend the warranty period, but he is keen to get the strengthening done sooner rather than later.

## 2. Windsport Update

- The handover of the running of Windsport to Tom and Alex is taking place and will be completed this April 2020.
- Windsport has taken on a new member of staff in their office and she will be helping to market Windsport. They have produced a new Dart 18 brochure and intend to do a similar one for the Sprint 15.
- They are currently reviewing and updating the look and feel of the Windsport website.
- Tom and Alex advised that new boat sales are still key to both Windsport and White Formula and are seeking the committee's help in promoting new boats especially with the second hand market being short. There were no sales of new boats in 2019 and nothing in the pipe line for 2020.
- There was some discussion on a Special Edition to spark new interest. Tom and Alex to think on this.
- PR needed at TT's and other events and Windsport will provide a PR pack to promote the boat. The Association to offer trial sails at the end of racing for members of the club at which the event is held.
- Windsport offered to support setting up our stand at next year's show, in a similar way to how they supported the Dart 18s this year. The Association would be keen to explore this more with Tom and Alex.

## 3. Support for 2020

Windsport will attend the following events:

- Stone TT
- Thorpe Bay TT
- Nationals at Whitstable
- Grafham TT

Liam Bunclark asked if the Sports Nationals at Instow could also be supported. Windsport to come back on this.

## 4. Windsport Regatta

- The date of the regatta for 2020 is from the 14<sup>th</sup> to the 19<sup>th</sup> June 2020, with a similar format to 2019.

## 5. Training

- Windsport are prepared to offer 2 days' training for the fleet at the above events. The committee to discuss how best to use this in conjunction with Windsport. Tom also offered to provide additional coaching on the water to those at the back of the fleet whilst racing at a TT, provided a rib could be made available.

## 6. Key Spares to be purchased by the Association

- This was debated and agreed in principle and Nigel will co-ordinate with Windsport on how this will work. The Association would buy and hold key stock parts, which could be sold to members at events, where there was no Windsport in attendance.

## 7. AOB

- Windsport are planning to develop their facilities at Mylor, so that they are able to host events on their own from next year.



# The Dinghy Show Report



Inset: All hands on deck as Sarah Tuite-Dalton helps with the set-up of the stand.

The UK's best and foremost small boat show took place at Alexandra Palace on the weekend of 29 February and 1 March, thankfully before the full impact of Covid-19 was upon us.

And we were there with a superb stand decked out to showcase our great class and welcome faces both new and old.

A huge 'thank you' goes to the willing army of volunteers from the membership who set it up, manned it during the two days of the show and packed it all away at the end.

Pride of place was David Ball's (Marconi) 2019 Championship-winning boat (SN 1923) which had been refurbished and polished to within an inch of its life. The final effect was stunning. David, with some help from Andy Webb (Harwich) on the hulls, had put an immense amount of effort into making the boat a most worthy centrepiece. For a twenty year old boat, it looked as if it had come straight out of the box.

Whilst the boat was not 'For Sale', it did carry a note that had it been so, a figure of around £2,500 would be the asking price. It could have been sold many times over! Several

visitors would have bought it there and then. Which got me thinking on a strategy for next year's show but that's for later.

Our message to visitors this year was summed up in the words in the Show-guide:

*"The UK's most popular single-handed and car-toppable catamaran. Fast, easy to sail, raced and cruised with one or two crew throughout the UK and beyond with ages ranging from seven to seventy plus! A thriving open racing circuit regularly attracts 50 plus entrants. All thrill-seeking sailors welcomed."*



Quite simply this is a boat for everyone, supported by a great class camaraderie and one which can extend your sailing life for those amongst us of advancing years. It seemed to strike a chord with many to whom I spoke.

The stand was decked out with banners, offers of trial sails, boats for sale, pictures showing all aspects of Sprint 15 sailing and a video on a big screen showing just how easy to handle and exciting to sail is a Sprint 15. Thanks goes to Tom and Alex from Windsport who provided support and promotional material to give the stand that extra pizzazz.

A popular quiz organised by Jenny kept the younger visitors amused with the promise of a lucky bag of goodies for those who entered. A few of the older visitors seemed quite interested in the contents of the lucky bags!

Also displayed was a montage of pictures showcasing Liam's epic voyage around Britain and promoting his highly recommended book on the journey (get your copy if you haven't already).

The annual meeting with Windsport took place during the show with Tom and Alex confirming which of our events they would support in the coming season. They also outlined some new ideas and interesting initiatives for the Class's ongoing relationship with Windsport as they take over the management from Brian and Cookie. More details on this can be found within the meeting minutes published on page 13.

Representatives from the RYA caught up with us in person to discuss in detail the findings of the recent Class Association Members' Survey. There's more feedback to follow in due course from your committee but the headline was that our members

scored us very highly. That said, there are clearly areas where we could improve and these will be addressed in the coming weeks and months once the wealth of information provided by those who took the survey has been reviewed. In the meantime, if you took the survey - "thanks, it's much appreciated."

So, all in all, a most enjoyable and worthwhile weekend at Alexandra Palace.

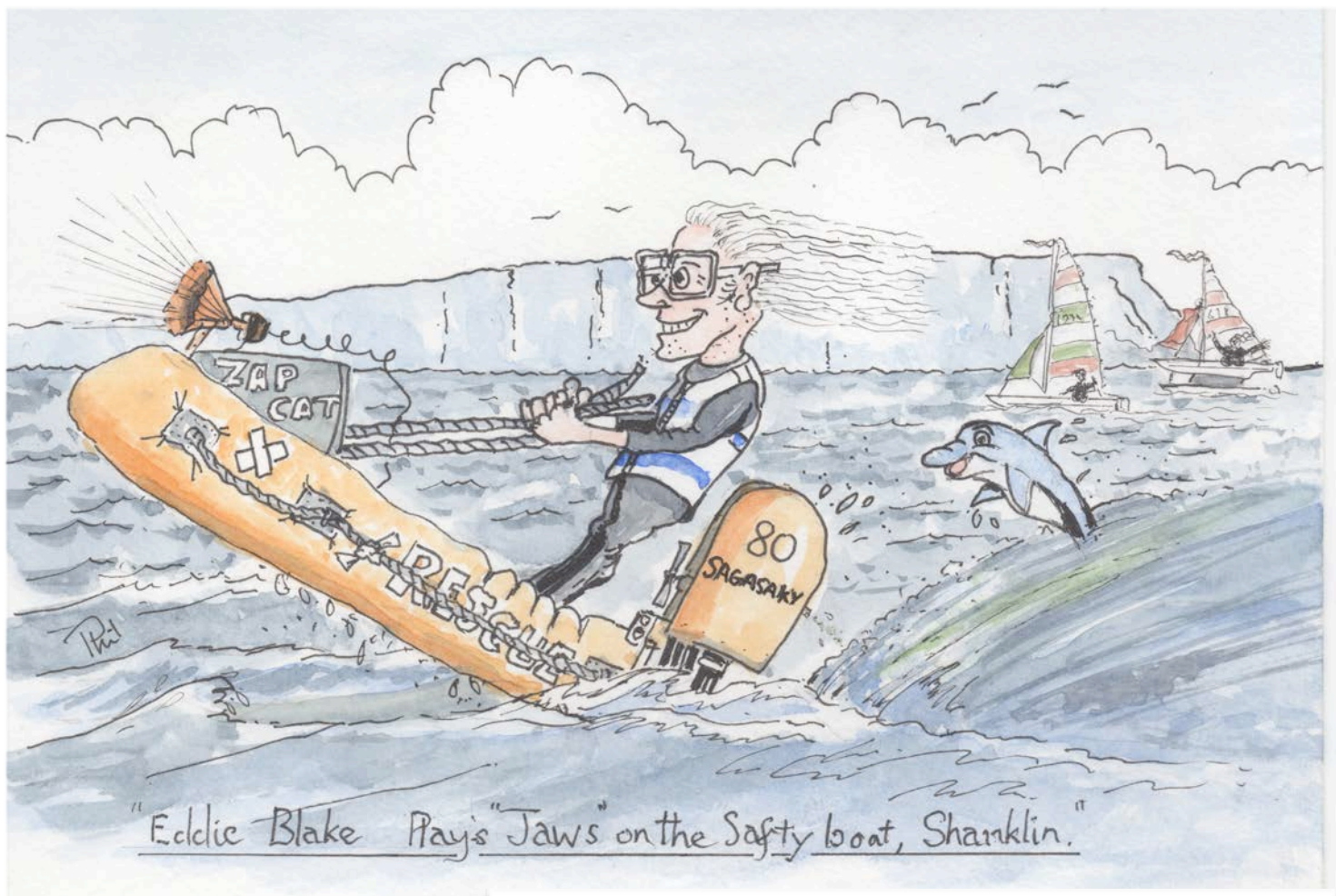
Next year the Show is moving to Farnborough Exhibition Centre after some two decades at Ally Pally which has been such a characterful venue. Personally, I hope we'll be there.

Without doubt the Show is a lot of work to organise, manage and carries considerable cost. And there is always the burning question - are we noticed? Who knows? But I think it might be noticed if we're not there.

Below: David Ball (second left), George Love (front row middle) and some of the fantastic army of volunteers at the show.



# Cartoon fun...

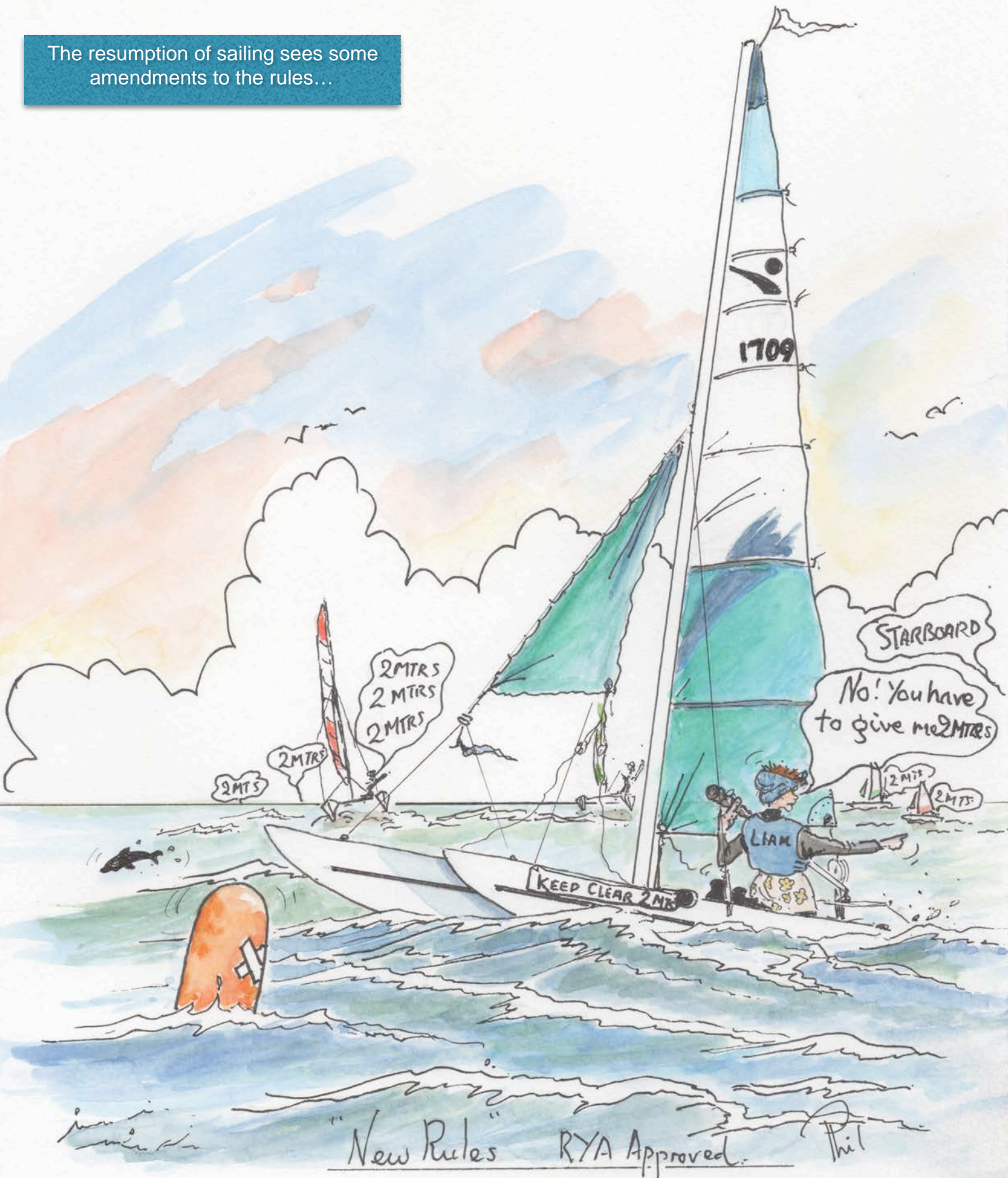


Above: During the glorious summer of 2019 - when we were still allowed out to play - Shanklin member Eddie Blake was rostered to assist the Sunday morning racing on the patrol boat. Never the shy, retiring type, Eddie was the first on the water and, as the Sprint 15s launched, the zap-cat sped around with a waterproof sound system and the theme-tune to JAWS playing loud and clear across Sandown Bay. Perhaps fortunately we did not see a shark that day but dolphins were glimpsed and the duunn duunn... duuuunnn duun was in every sailor's head for the rest of the day.





The resumption of sailing sees some amendments to the rules...



# Winter Round-up

The 2019-20 Sprint 15 Winter Traveller series was disrupted by high winds in the (many) winter storms and was ended prematurely by the Corona Virus lockdown.

Five events were planned and it is amazing - and a credit to our class - that four events were held, although the high winds and disruptions did reduce our attendance figures somewhat.



Above: Chairman Ed Tuite-Dalton takes the gun at Draycote, and proves worthy champion of the Winter Series.  
Inset: Ed Tuite-Dalton, Paul Grattage and Nigel James (hoping that the retirees didn't eat all the bacon-butties) with their prizes having won over the conditions at Draycote.  
Page 19: Peter Slater (Draycote) in action on home ground.  
Photos by Tim Case.





The Series was due to kick off at Stewartby on November 2nd, but gale-force winds were forecast and caused us to reschedule to November 23rd. The wind turned out to be light on the day and four locals were joined by six travellers for some close racing. In Race 1 Liam Thom took the gun despite starting with a port flyer that went wrong causing him to weave through the starboard starters. Best of the rest was Paul Grattage followed by George Love. Race 2 saw Stuart Snell returning to form and taking the gun from Love and Thom. Grattage had got stuck in irons after getting caught up in the fleet. It was all to play for in race 3 and Grattage made no mistakes this time and took the gun from Snell, Love and Thom (who had been delayed by penalty turns after a collision with girlfriend, Yvonne Pike). Thus Grattage won the event from Thom with his last race position on count back. Snell was third ahead of George Love and Simon Farthing.

The second event was at Rutland on December 1st and the racing took place in a decent breeze on a bitterly cold day. There were seven travellers and two locals and it was particularly nice to see some familiar old timers including Phil Neal, Charles Watson and Ray Gall. The racing was a bit of a challenge as the competitors did not get to study the course ahead of time as it was posted on a blackboard on the stern of the committee boat. This, together with the plethora of permanent racing marks scattered around the lake, meant our fleet had not got a clue where to sail. Fortuitously the Rutland club sailors were sent off ahead on the same course so our sailors followed them around. Jenny Ball dominated the results taking 3 first places so was even able to discard a first place. Steve Sawford (2,2) was second; Nigel James (2,4) was third, Ed Tuite Dalton (3,3) was fourth and Charles Watson (4,4) showed that

he was not too rusty by taking fifth place.

The third event was at Draycote Water on January 11th and the weather was honking. The forecast was for a 20 knot wind gusting to 35 knots and it seemed all of that. The lake was covered in white horses even in the lulls so it was certainly a day to sort the men from the boys. The forecast had clearly put off many of the travellers so we had just four travellers to join six locals for the sport. Race 1 was a five-lap war of attrition and by the gun there were just three left. Paul Grattage won from Ed Tuite Dalton, and Nigel James was third. When the second race started the same three boats were the only ones to present themselves to take part. Tuite Dalton took the gun after three laps after a tight tussle with Grattage. James was third. In race 3 Grattage made no mistakes and led from start to finish and so he won the event from Tuite Dalton and James was third. This was an interesting result as the rest of the fleet of seven boats tied in fourth place. After the result there was an outburst of sympathetic emails for Nigel James who slogged round the course all day to get three points in the winter series, while the six non-finishers in any race, all got four points for sitting in a warm bar eating bacon baps!

The fourth event was due to be at Grafham on February 16th but the event was postponed after storm-force winds (which lasted for more than two weeks) caused us to reschedule to March 22nd. As it happened it was never to be as the Covid-19 lockdown started and

caused the event to be cancelled.

The fifth event took place on March 14th at the Oxford Sailing Club on the Farmoor Reservoir. The Covid-19 lockdown had not quite started but it undoubtedly reduced the travellers. Nevertheless, six boats took part in the racing which was in light to moderate winds. The first two races were won by Tuite Dalton, with J Ball and James tussling for second and third. The wind picked up a little for the last race which suited J Ball who took the gun from Tuite Dalton and Love. At the end Tuite Dalton (1,1) won from Ball (1,2) and Love (3,3) and James (3,4).

We had not realised that the series had ended as we expecting the rescheduled Grafham event to be the finale. When our plans were scuppered by the Corona Virus it was apparent that Chairman, Ed Tuite Dalton, had won on count-back and a virtual prize giving was "held". Our congratulations go to Ed.

Let's hope sailing can start again soon...



# Winter Round-up (Cont'd)



## Overall Winter TT Series Top Places:

1<sup>st</sup> Ed Tuite Dalton (Draycote) 7 pts, 2<sup>nd</sup> Jenny Ball (Marconi) 7 pts, 3<sup>rd</sup> Nigel James (Marconi) 10 pts, 4<sup>th</sup> George Love (Carsington) 13 pts



**Top:** Nigel James (Marconi-2015) on choppy Draycote Water

**Above middle:** The fleet rounds the final mark at Draycote.

**Left:** Jenny Ball (Marconi) in action at Oxford

Photos by Tim Case and Nigel Denchfield



Sailing Milestones during the 42 years of the Spark/Dart15/Sprint15



As you all, of course, know - the Spark / Dart 15 / Sprint 15 has been around for forty-two years and counting. We spent quite a bit of time in 2018 celebrating our own history and recalling memories within the Class itself.

But I recently started thinking about all the other sailing milestones that have played out on the global stage since 1978 and how much the front edge of our sport has changed whilst the fundamentals of our grass-root sailing have generally remained reassuringly constant.

So I used some of my current "non sailing" time to research and compile a sailing milestone for each year since 1978 (what did we do before the internet?!). Some years were easier than others and I am sure I have missed some important events. It has been run as a daily series on Facebook and on the forum - but in some ways it's better to read it all in one place so I have compiled it as an article for the magazine [thank you!.Ed.] and I have thrown in a few questions to test your general knowledge. The answers can be found wherever Yvonne has hidden them elsewhere in the magazine [page 39 thanks Jenny!].

It makes for an interesting reminder of sailing heroes, some tragedies, technical progress and the jaw-dropping sailing achievements that continue year after year.

1978: The second Whitbread Round the World Yacht Race was completed in 1978. Dutch boat "Flyer" won overall, but UK entry "King's Legend" came second and Britain's Clare Francis became the first woman to skipper in the race, coming in 5<sup>th</sup>.

Q: Where did the race start and finish?

1979: This year will be remembered tragically for the summer storm that ambushed 300 boats competing in the Fastnet race. Sailors found themselves battling for life with dozens of yachts capsized - and despite a huge rescue operation by British, Dutch, Irish and other services, 15 sailors sadly lost their lives. Those of us who go out on the water never underestimate the power of nature.

1980: The British Sailing Team, along with other British competitors, did not attend this Olympics.

Q: What was the host venue?

1981: The Admiral's Cup, a biennial event for national teams of 3 boats was won by Great Britain and her fleet: Victory of Burnham, Yeoman XXIII and Dragon.

1982: The third edition of the then Whitbread Round the World Race saw a record entry of 29 yachts and was won by Conny van Reitschoten on Flyer II - unusually, winning both line honours and on handicap.

1983: For the first time in 132 years, the America's Cup was leaving the New York Yacht Club. Australia II was a radically-designed winged keel that gave the 12-Metre Class boat superior speed under most conditions and skippered to victory by John Bertrand.

Q: Who was the defeated US Skipper?

1984: Britain won just one Olympic sailing medal - bronze went to Jonathan Richards and Peter Allam in the Flying Dutchman. Windsurfing for men was introduced as a new Olympic Class.

Q: What was the host venue?



Spark hull Jenga

# 42 Years of Sailing Memories (Cont'd)

1985: During the Fastnet race, which Simon Le Bon was using in preparation for the then Whitbread Round the World Race, his 71ft craft Drum broke her keel and capsized off the Cornish coast. Despite some of the crew being trapped in the boat (including Simon himself) all the crew were successfully rescued and Drum went on to complete the Ocean Race.

1986: Following on from his challenges in the Fastnet Race, Simon LeBon and his crew went on to complete in the Whitbread Round the World Race in his 71ft Drum - finishing in a very creditable 4<sup>th</sup> place.

1987: America's Cup - Dennis Conner, then representing the San Diego Yacht Club, wrested back the Auld Mug from the Australians. He won the Louis Vuitton Cup to become the Challenger and then delivered a shut-out victory of 4-0.

1988: Britain won just one Olympic sailing medal - but it was a Gold for Mike McIntyre and Bryn Vaile on the Star. The first women-only event was introduced - Women's 470 Class - to address the low number of female competitors. Q: What was the host venue?

1989: The Whitbread Race saw Tracy Edwards and her all female crew on board Maiden. Together they achieved good results, broke records and led to Edwards becoming the first female winner of the Yachtsman of the Year Trophy - changing the perception of women in ocean racing.

1990: The first Vendee Globe race concluded this year with only 7 out of the 13 entries completing this mammoth event - won by Titouan Lamazou. Not a British Competitor in sight...

1991: The Dart 18 Association held its first ever World Championships at Abersoch with an incredible 300 entries. Gareth Owen was on course to win the event but some bloke called Brian Phipps finished in front of him on the last race which handed the Championship title to Kim Furness and Sarah Powell.

A breezy event with one day of racing cancelled - so everyone went sailing anyway and the footage was captured in a short media film on youtube. Check out that multicoloured sailing gear we all used to wear!

Another light year for British Sailing Olympic medals - in fact, only one again! Bronze medal for Lawrie Smith, Bob Cruikshank and Ossie Stuart in the Flying Dutchman. Windsurfing for women was introduced as a new Olympic Class. Q: What was the host venue?

1993: The Vendee Globe had a brutal and tragic second race. UK competitor Nigel Burgess was lost at sea during the race and Mike Plant from the US was lost at sea on his way to the start. Only seven competitors completed the race which was won by Alain Gautier.

1994: Two absolute sailing legends - Peter Blake and Robin Knox-Johnston - won the Jules Verne Trophy in

catamaran ENZA New Zealand, completing the round the world voyage in 74 days 22 hours, 17 minutes and 22 seconds.

1995: America's Cup - this would be the year of the Kiwi. Led by the fierce determination of Sir Peter Blake, and with the steady hand of Russell Coutts on the wheel, New Zealand's Black Magic dominated the challengers in San Diego, and went on to make short work of the Defenders, taking the America's Cup back to the Southern Hemisphere.

1996: A bigger and better Olympic year for British Sailing - two medals this time! John Merricks and Ian Walker took silver in the 470 - and some bloke called Ben Ainslie rocked up and took silver in the Laser. Never to be heard of again... Even more excitingly, Paralympic Sailing was introduced as a Demonstration Regatta in the Sonar Keelboat and was won by Andy Cassell, Kevin Curtis, Tony Downs and Ian Harrison. Q: What was the host venue?

1997: A third tumultuous Vendee Globe race hit by heavy weather in the Southern Oceans. Catherine Chabaud became the first female skipper to complete the race. British Sailor Pete Goss earned the Legion d'Honneur after he rescued fellow competitor Raphael Dinelli. Other rescued capsizes included Tony Bullimore, Bertrand de Broc and Thierry Dubois. Tragically, Canadian Gerry Roufs was lost at sea.

1998: Clipper Round the World Yacht Race was won by the crew skippered by British Sailor Alex Thompson who, at the age of just 24, was the youngest sailor to win a round the world yacht race on board Ariel. Q: What is the name of Alex' current Vendee boat?

1999: In the Admiral's Cup, the British team were leading into the final event, but eventually allowed The Netherlands team in for a win - which they savoured as the Dutch had entered every Admiral's Cup since 1959 but had only managed third place to date.

In Sprint 15 news: Bob Carter won the summer series with George Carter 2<sup>nd</sup>. And George was National Champion. (You are going to read that line a lot...)



Thorpe Bay teach-in



2000: A much-improved medal haul for the British Sailing Team at the Olympics - credited to National Lottery funding enabling the RYA to deliver better funding and supported campaigns for the top sailors. The result was two silver medals - Ian Barker and Simon Hiscocks in the 49er, Ian Walker and Mark Covell in the Star. Plus three gold medals - Ben Ainslie, Laser - Ian Percy, Finn - Shirlie Robertson, Europe. Sailing officially joined the Paralympics in two classes - 2.4mR and Sonar.

In Sprint 15 news: Bob Carter won the summer series with George Carter 2<sup>nd</sup>. And George was National Champion.

2001: The Vendee Globe had tightened up class rules to address safety issues from previous events. But the event was largely dominated by the stupendous performance of a young British sailor - Ellen McArthur - who came second from a fleet of 24 starters and just a day behind the race winner. She was the youngest ever competitor to finish, the fastest woman around the planet and only the second solo sailor to get around the globe in less than 100 days.

In Sprint 15 news: Steve Hanby won the summer series with Bob Carter 2<sup>nd</sup>. And George Carter was National Champion.

2002: Another year, another round-the-world record. Bruno Peyron won the Jules Verne Trophy on his Cat Orange in 64 days 8 hours 37 minutes and 24 seconds. Just three years later, he knocked nearly 14 days off that time in the not so imaginatively named Orange II.

In Sprint 15 news: Steve Hanby won the summer series with Bob Carter 2<sup>nd</sup>. And George Carter was National Champion.

2003: The first Gallantry Medal was awarded to an RNLI Lifeguard - following the introduction of Lifeguards two years earlier. Rod MacDonald, barefoot and wearing just a pair of shorts, clambered down rocks in Newquay to save a swimmer being thrown against the rocks by strong waves and who had lost consciousness. With no rescue equipment to hand, Rod brought the man to shore and gave him first-aid until an air ambulance and paramedic arrived - earning a Bronze medal for Gallantry.



# 42 Years of Sailing Memories (Cont'd)

In Sprint 15 news: The Sprint 15 Nationals had to be cancelled as strong onshore breezes at Pentewan preventing racing. They were re-run at the Grafham Cat Open in October. Probably the only time our Nationals have taken place in non-tidal waters! Bob Carter won the summer series with George Carter 2<sup>nd</sup>. And George was National Champion.



Above: Competitors at the rescheduled 2003 Nationals (Pentewan).  
Right: George Carter wins the 2008 Nationals at Thorpe Bay.  
Photos: courtesy Sprint 15 website gallery

2004: Continued success at the 2004 Olympics for the British Sailing Team. Gold for Ben Ainslie in the Finn, Shirlie Robertson, Sarah Ayton & Sarah Webb in the Yngling. Silver for Nick Rogers and Joe Glanfield in the 470, Bronze for Nick Dempsey, Windsurfing and Chris Draper and Simon Hiscocks in the 49er.

In Sprint 15 News: Bob Carter won the summer series with Paul Smith 2<sup>nd</sup>. And George Carter was National Champion.

Q: What was the Olympic host venue?

2005: The Vendee Globe race concluded with another record-winning time by the top sailors. British Sailor Mike Golding came third. Another British Sailor, by the name of Alex Thomson, unfortunately had to retire due to damage to his boat.

In Sprint 15 news: Bob Carter won the summer series with Paul Smith 2<sup>nd</sup>. And George Carter was National Champion.

2006: The Clipper 68 yachts had their debut in the 2005-06 race in the first east-to-west circumnavigation. The boats were all sponsored by international cities for the first time, incorporating stops in sponsor cities. The race schedule was significantly altered when Glasgow Clipper reported keel problems in the South China Sea, and diverted to the Philippines, followed by the rest of the fleet that were showing symptoms, causing an enforced six-week stopover.

In Sprint 15 news: Bob Carter won the summer series with Phil Howden 2<sup>nd</sup>. And George Carter was National Champion.

2007: The 2007 America's Cup took place in Valencia and, unlike previous events, saw a real battle. It took seven races before Alinghi secured a victory over Emirates Team New Zealand. Ben Ainslie sailed on the NZ training boat as part of the campaign - getting an insight for one of his future projects!

In Sprint 15 news: Kevin Dutch won the summer series with Charles Watson 2<sup>nd</sup>. And George Carter was National Champion.

2008: A largely light wind Olympic regatta - apart from the Tornado medal race where Leigh MacMillan and Mark Bulkley (originally from Marconi!) gave an absolute master class in sending a Tornado in breezy conditions - check out the footage! An impressive medal haul for the team: Bronze - Bryony Shaw, Windsurfing. Silver - Nick Rogers and Joe Glanfield in the 470. Four Gold medals - Sarah Ayton, Sarah Webb and Pippa Wilson, Yngling - Ian Percy and Andrew Simpson, Star, Paul Goodison, Laser and Ben Ainslie, Finn.

In Sprint 15 news: Charles Watson won the summer series with Gordon Goldstone 2<sup>nd</sup>. And George Carter was National Champion.



Q: What was the Olympic host venue?

2009: Vendee Globe saw four British competitors finish the race - Samantha Davies, Brian Thompson, Dee Caffari and Steve White. Mike Golding, who had completed the last two races, unfortunately had to retire, as did fellow British sailor Alex Thomson, for the second race in a row.

In Sprint 15 news: Charles Watson won the summer series with Erling Holmberg 2<sup>nd</sup>. And Kyle Stoneham was National Champion.





2010: America's Cup - following much time spent in legal battles - this event ended up being a two boat race without other competitors. Just months before the race, BMW ORACLE

Above: Bob Carter and Erling Holmberg before the prize-giving at the Netley Nationals 2010.

Photo: courtesy Sprint 15 website gallery

Bottom right: Stuart Snell is the overall victor of the 2012 Nationals at Brightlingsea.

Photo: Mary and Alan Howie-Wood

Racing replaced its soft sail rig with a towering wing sail - which proved to be superior. Skipper James Spithill, just 30 years old, won with a record of 2-0 against defenders, Alinghi. Once again, the America's Cup was back in the hands of an American Defender.

In Sprint 15 news: Kevin Dutch won the summer series with Erling Holmberg 2<sup>nd</sup>. And Stuart Snell was National Champion.

Q: What was the venue for the America's Cup?

2011: The Extreme 40 Sailing Series went truly global - with nine events across the Americas, Asia and Europe - bringing stadium racing of 40-foot cats in confined spaces to large crowds of sailors and non-sailors alike. Ben Ainslie helmed Oman Air at the three European events and Dean Barker skippered an Emirates Team New Zealand entry as America's Cup teams eyed the transition across to multi-hulls.

In Sprint 15 news: Erling Holmberg won the summer series with Jon Finch 2<sup>nd</sup>. And Kevin Dutch was National Champion.

2012: A great medal haul for the British Sailing team at both the Olympics and Paralympics. Gold medals - Ben Ainslie, Finn, Helena Lucas, 2.4m. Silver - Hannah Mills

and Saskia Clarke, 470 - Nick Dempsey, Windsurfing - Luke Patience and Stuart Bithell, 470, Ian Percy and Bart Simpson, Star. Bronze - Alexandra Rickham and Nikki Birrell, SKUD.

In Sprint 15 news: Stuart Snell won the summer series with Kevin Dutch 2<sup>nd</sup>. And Stuart Snell was National Champion.

2013: America's Cup - the Kiwis built an impressive lead over ORACLE TEAM USA, who couldn't match the New Zealander's upwind speed. After making a critical crew change - bringing on Ben Ainslie - and making continual



Ben Ainslie flying the flag at the 2012 Olympics.

Photo: A Katz/Shutterstock.com

modifications to their boat, ORACLE TEAM USA turned the tide and began to win races. The gap narrowed and then disappeared. The final race was a microcosm of the match itself: Emirates Team New Zealand had an early lead, but couldn't fend off the American boat. ORACLE TEAM USA sailed into history, taking the closest match in America's Cup history, 9-8.

Q: What was the host venue for the America's Cup?

In Sprint 15 news: Paul Grattage won the summer series with Stuart Snell 2<sup>nd</sup>. And Stuart Snell was National Champion.

470s at the 2012 Olympics at Weymouth  
Photo: Colin Porteous/Shutterstock.com



2014: Ian Walker set the Round Britain and Ireland record in a monohull in 4d 13h 10m 28s and Sam Davies won the women's record in 4d 21h 39s

In Sprint 15 news: Paul Grattage won the summer series with Stuart Snell 2<sup>nd</sup>. And Stuart Snell was National Champion.

2015: The 2015/16 Clipper Race had the first fatalities since the first race in 1996. Tragedy struck twice in separate incidents on board Ichor Coal, and despite efforts they could not be saved. Bringing home the enormity of the challenge that Clipper Race competitors and skipper undertake, and a stark reminder that the sea is unforgiving.

In Sprint 15 news: Paul Grattage won the summer series with Stuart Snell 2<sup>nd</sup>. And Paul Grattage was National Champion.

2016: A difficult build up to this Olympics with concerns about water quality/safety and security ashore. Gold - Giles Scott, Finn - Hannah Mills & Saskia Clarke, 470 and Silver - Nick Dempsey, Windsurfing.

In Sprint 15 news: Paul Grattage won the summer series with Stuart Snell 2<sup>nd</sup>. And Sean & Sophia McKenna were National Champions.

Q: What was the Olympic host venue?

2017: A good year for sailing! America's Cup - the Kiwis fought back and surprised the sailing and America's Cup world just a few months before the start of the event, by launching a revolutionary boat with 'cyclers' powering their AC50 catamaran.

Despite a near catastrophic capsizing against Land Rover BAR in the semi finals - they went on to the final heavy weight rematch against Oracle Team USA who started with a 1 point lead. Emirates Team New Zealand blew Oracle Team USA away 7-1 to win the America's Cup for the third time.

Elsewhere, Alex Thompson went on to deliver a nail-biting second place finish in the Vendee Globe, close behind winner Armel LeClec'h - despite Hugo Boss losing one of its foils early on in the race.

And Francis Joyon set the current world record for sailing round the world on Tri IDEC Sport - completing the Jules Verne trophy in 40 days 23 hours 30 minutes and 30 seconds.

In Sprint 15 news: Paul Grattage won the summer series with Liam Thom 2<sup>nd</sup>. And Sean & Sophia McKenna were National Champions.

Q: What was the host venue for the America's Cup?



Centre-spread: America's Cup 2015 (Portsmouth). Photo: Colin Porteous/shutterstock.com

Page 26 insets: Marconi scoop the team prize at the 2018 Nationals at Weymouth.

Photo: Pauline Love.

Leading ladies Jenny Ball and Sophia McKenna at the 2016 Nationals at Pwllheli.

Photo: Brigitte McKenna.

2018: The new Golden Globe race was introduced on the 50<sup>th</sup> Anniversary of Robin Knox-Johnston's first solo circumnavigation and required competitors to sail similar yachts and equipment to what was available to Sir Robin in the first race (i.e. without modern technology or satellite-based aids). Competitors from all around the world took part, including Susie Goodall from the UK.

A severe storm, and other issues, took out 13 of the 18 competitors, with some extremely nail-biting rescues - including that of Abhilas Tony (an Indian naval captain) who was confined to his bunk with a suspected broken back after a capsized, four days from the nearest known help.

Fortunately he was saved by a French fishing vessel and safely returned home.

Even more amazingly - the winner, Jean-Luc van den Heede from France - was the race's eldest competitor at age 74 in a Rustler 36.

In Sprint 15 news: Our 40<sup>th</sup> Anniversary year celebrated with an amazing Nationals at Weymouth. Liam Thom won the summer series with Stuart Snell 2<sup>nd</sup>. And Stuart Snell was National Champion.

2019: Sail GP burst onto the sailing scene - the latest stadium racing format with super-fast F50 cats in very confined race courses - making for exciting spectator viewing - particularly when the fleet visited Cowes in August in very challenging conditions and the kind of pitchpoles that a Sprint 15 sailor can definitely identify with. Two teams were dominant throughout, and the series was eventually taken by Tom Slingsby and Team Australia who beat Nathan Outteridge and Team Japan by just 6 points.

In Sprint 15 news: Paul Grattage won the summer series with Jenny Ball 2<sup>nd</sup>. And David Ball was National Champion.

And Liam Thom sailed solo around Britain on a Sprint 15 called Biscuit - because it was there and because he could.

Answers: Page 42



Page 27 inset above: Liam Thom on "Biscuit" on their tour of Britain 2019. Photo: Yvonne Pike

Inset below: Our current National champion - David Ball - who may well hold the title for a while yet! Photo: Pauline Love

# Windsport Tips...



## 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!!

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only a small part of our job....

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Windsport International

Tel: 01326 376191

Fax: 01326 376192

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

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

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## Sprint 15 hull gel-coat maintenance

When exposed to UV, our Sprint15, or any boats gel-coat, will suffer from oxidation (fading). This is a problem for all boat owners.

We at Windsport have had many years of experience polishing hulls for championships, and for restoring and repairing customer boats to deal with the effects of UV, salt and the weathering of exposed gel-coat. Here, in this article we offer some advice on how you can get your boat race ready for when you get back on the water.

If you polish your boat twice a year, and have put on a UV shield, you may not need to complete all of these steps but, if you only take care of your hulls once in a *blue moon* here are some key steps to bring back the shine and performance of your boat.

A quick cut and polish and the application of a wax is the most common way people look after their boats but this will only offer a short term solution and, in many cases, only lasts a few months before the oxidation returns. A yearly cut back using harsh compounds can degrade the surface to the point of no return if done too vigorously and too frequently; remember gel-coat is only very thin and continuous abrasion will result in the surface revealing the glass fibre behind.

### Step 1

For the fastest and easiest results de-beam your boat and put the hulls onto trestles. If this is not an option, prop up each hull, one at a time, to a workable height. Clean all dirt and salt off the gel-coat so that you have a good surface to start.

### Step 2

To restore gel-coat correctly it is vital that all of the oxidation is removed and not masked with oil based polishes or waxes. To do this you will need to use a cutting compound and a woollen mop style head on a rotary polishing machine. Spray a small amount of

water onto the gel once you have put your dollops of cutting compound on, this water will lubricate the mop and compound so things don't dry out and get hot. Work systematically from one end to another applying a small amount of pressure as you move the polisher around, you will need to allow the compound to do its work for longer on areas that have been degraded, such as below the boat cover line where the sun has been able to attack the gel-coat for a longer period of time. You will need to do this until you have a mirrored finish, taking great care not to take too much gel-coat off. If you have a older boat that may have been cut back lots of times, you will need to make an assessment as to how much gel-coat is left on the hulls and therefore how much you can take off- if you are in any doubt, please ask an expert such as us here at Windsport.

### Step 3

Once you have removed the dull, dry surface with a cutting compound you will need to use a polishing compound to remove the marks that the cutting compound makes as part of the process of removing the dulling affects of oxidation. This process takes less time but ensures you have a good surface for the final layer.

### Step 4

Once the gel-coat is correctly restored to the required finish it is essential that a protective coating be applied to slow further oxidation. This is the stage that many people neglect to do as the knowledge and products have not always been around. In order to protect the gel-coat for as long as possible you need to apply a protective layer that blocks the affects of the UV rays from the sun. Lots of polishes say they have UV protection but the results are often variable. A designated coating for UV protection is better than a polish with UV protection. A UV shield layer should be applied with a cotton pad (as used to remove facial make-up) in small, methodical circular motions over the entire hull.



### Conclusion

Once you have completed all these steps you will only need to top up the UV shield every so often and you shouldn't need to cut back unless there were areas that were missed but did not notice. As a top-up a UV shield coating is best applied at the beginning and middle of the season when the boat is being used the most and when the sun is at its strongest. If you do this it will

prolong the life of your Gelcoat and improve the performance of the boat.

We have used many different products over the year such as G10, T Cut and all sorts of polishes, but we are finding the best results from a product called NanoTech: we have no links with the company but have found the results are achieved quicker and last longer.

The sequence and products we use are:

- 1<sup>st</sup> - Super Cut Compound - (Windsport Code: 09086)
- 2<sup>nd</sup> - Cut & Polish 2 in 1 - (Windsport Code: 09088)
- 3<sup>rd</sup> - Yacht Shield - (Windsport Code: 09087)

If you have any further questions please don't hesitate to ask us here at Windsport.



The restored hull mirroring the Windsport workshop. Picture by Windsport.



# Sprint 15

## National Championship

### Whitstable Yacht Club

22<sup>nd</sup> to 24<sup>th</sup> August 2020



## Provisional Programme of Events

National Championship Races - Saturday 22<sup>nd</sup> to Monday 24<sup>th</sup> August 2020.

There will be a series of 9 races across the three days - the 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 complete the full series.

Friday 21st August:

18:00 - 20:00 Registration Open

17:30 - 23:00 Bar Open

Saturday 22<sup>nd</sup> August - Race Day 1:

08:00 Breakfast available from  
The Coffee Hut

09:00 - 11:00 Registration Open

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

BBQ Evening meal - please pre-book  
with your entry. £8 per head

23:00

Bar closes

Sunday 23<sup>rd</sup> August - Race Day 2:

08:00 Breakfast available from  
The Coffee Hut

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 (£18 per head).

23:00

Bar closes

Monday 24<sup>th</sup> August - Race Day 3 and Prize-giving

08:00 Breakfast available from  
The Coffee Hut

11:00 Scheduled start of first race of the  
day

16:00 Prize giving (exact timing may vary)

23:00

Bar closes

## Catering

Food: In line with tradition, one Class-Association dinner on Sunday night is included in the entry fee. Additional guest tickets can be bought with your entries.

Saturday night dinner tickets are also available to order with your entry.

Breakfast, lunch etc will be available across the weekend.

Menus to be advised. Vegetarian options will be available - please advise when you book.

## Accommodation

There is no camping available at the Yacht Club but there are lots of accommodation options in Whitstable itself and the surrounding area. As we will be there during the school holidays - it is strongly recommended that you get your accommodation booked early.

Bunk Rooms at the Club: The club have bunk rooms available at the club itself which can be booked in advance - 01227 272942

Hotels:

- Premier Inn (a 5 -10 minute drive) - [www.premierinn.com](http://www.premierinn.com)
- The Duke of Cumberland - [www.dukeinwhitstable.co.uk](http://www.dukeinwhitstable.co.uk)

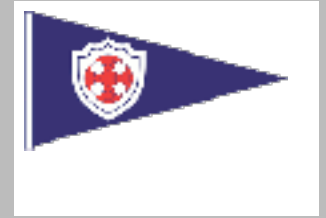
- The Marine Hotel - [www.marinewhitstable.co.uk](http://www.marinewhitstable.co.uk)
- Hotel Continental - [www.hotelcontinental.co.uk](http://www.hotelcontinental.co.uk)

Other accommodation includes:

- Air BNB (lots of options) - [www.airbnb.co.uk](http://www.airbnb.co.uk)
- Variety of self catering cottages [www.whitstableholidayhomes.co.uk](http://www.whitstableholidayhomes.co.uk)
- Whitstable Fisherman Huts - converted accommodation - [www.whitstablefishermanshuts.com](http://www.whitstablefishermanshuts.com)
- Homing Holiday Park (towards Seasalter) - [www.homingpark.co.uk/touring-camping](http://www.homingpark.co.uk/touring-camping)
- Sea View Holiday Park - (towards Herne Bay) [www.parkholidays.com/our-parks/kent/seaview/holidays](http://www.parkholidays.com/our-parks/kent/seaview/holidays)
- Or check out the Yacht Club accommodation listing: [www.wyc.org.uk/about/accommodation](http://www.wyc.org.uk/about/accommodation)



# Sprint 15 2020 National Championship 22<sup>nd</sup> to 24<sup>th</sup> August 2020



## PROVISIONAL NOTICE OF RACE

The Organising Authority is the Whitstable Yacht 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.*

### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017 - 2020 (RRS)*.
- 1.2. The Sprint 15 Class Rules will apply.
- 1.3. Competitors will be required to sail to the RYA Racing Charter.
- 1.4. 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'.
- 1.5. In the event of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail.

### 2. 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].

### 3. ELIGIBILITY AND ENTRY

- 3.1. The Championship is open to all boats of the Sprint 15 class which comply with the rules of the Sprint 15 Class Association and are sailed either single-handed in unarig mode or alternatively two-up with the mainsail and jib. The use of the trapeze and fittings will not be permitted in the championship races.
- 3.2. Boats must sail every race of the Championship in the mode used in the first race (either unarig or two-up with mainsail and jib). Boats may not change modes during the Championships.
- 3.3. Each 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.
- 3.4. Entries should be submitted online via the Sprint 15 website with payment made via BACS. To submit your entry online - please go to: [www.sprint15.com/entries](http://www.sprint15.com/entries)

Payment should be made via BACS as follows:  
Reference: Your Sail No. followed by "Whitstable" (e.g. 1917 Whitstable)  
**Bank: Natwest Account No: 65764854 Sort Code: 60 - 02 - 30**

Alternatively, entry forms may be sent with a cheque for the total fee made payable to

# Nationals: Notification of Race (cont'd)

## 5. SCHEDULE

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

5.2. On the last scheduled day of racing no warning signal will be made after 15:00.  
5.3. The proposed schedule of races is as follows:

Day	Date	Event	Time
Friday	21 <sup>st</sup> August	Registration	18:00 - 20:00
		Evening Meal available at club	19:00 - 21:00
		Registration	09:00 - 11:00
Saturday	22 <sup>nd</sup> August	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 (please pre-book)	19:00 onwards
		Warning signal for race four	10:55
Sunday	23 <sup>rd</sup> August	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
Monday	24 <sup>th</sup> August	Warning signal for race eight	10:55
		Warning signal for race nine	ASAP after race eight
		Prize giving	ASAP after racing

## 6. MEASUREMENT

6.1. 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.

## 7. 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.

## 8. VENUE

8.1. The venue is the Whitstable Yacht Club

8.2. The race area will be offshore from Whitstable Yacht Club or as otherwise advised by the Race Management Committee

## 9. THE COURSES

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

## 10. PENALTY SYSTEM

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

## 11. SCORING

11.1. The Low Point System of Appendix A4 will apply.

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

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

11.4. 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.

11.5. 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.



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

13. BERTHING  
Boats may be kept in the assigned spaces as allocated by Whitstable Yacht Club at the event. [DP].

14. 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].

15. PRIZES  
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 2019 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.

16. 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:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk while taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) It is their responsibility to 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.

17. INSURANCE  
Each boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or equivalent.

18. FURTHER INFORMATION AND KEY CONTACTS  
Further information is available from the event website: [www.sprint15.com/events](http://www.sprint15.com/events)

For further information about the event please contact:

Jenny Ball, Sprint 15 Events Assistant:  
[jenny@sprint15.com](mailto:jenny@sprint15.com)



# Sport Nationals: the news from Instow...

It was a long day out when Fraser Manning, Hector Bunclark, David Grant and I traipsed up from Instow to the Dinghy Show 2020 - a journey that could only be done from Instow once every four years. The date was, of course, the 29th of February. Nobody quite predicted the extent of the trials and tribulations ahead for the UK and the world which would take over within the next two months.

With an early start to get to the Ally Pally in time, helping out at stands, seeing friends, inspecting kit and equipment, attending meetings, and with most of the

year ahead, the season seemed filled with promise. The stands including the Sprint 15 stand were attractive, interesting and well attended, and other than the co-driver of the Instow group getting "distracted" in the bar in the afternoon (making it a longer day for the main driver than originally expected) a great day was had by all.

Well, who would have thought that the developments following the Dinghy Show at Alexandra Palace would make it almost the last time most of us would be able to immerse ourselves in catamarans and all things boaty, for the next several months?

Now, as we look out at the boat park at North Devon Yacht Club, it is still filled with wintering cruisers. Three boats float on their moorings instead of over 250. There should be three rows of the boat park all - or largely all - filled up with catamarans, about half being Sprint 15's.

On Sunday the 22nd of March with a "lockdown" imminent, Hector and Daniel Craner rigged a couple of 15's and went out for a sail. They spent a good hour hurtling around the Taw Torridge Estuary (maintaining social distancing at all times).





Hector kindly dragged me down to have a blast from the beach out to beyond the Pulleys to the Bar. A glorious force 4 with bright blue skies made us realise how lucky we were to be alive and living in beautiful North Devon. The trip out to the Bar at the entrance of the Estuary was so glorious that you just wanted to keep going out to sea, but with it being late in the afternoon and the temperature beginning to drop, we reluctantly turned back to NDYC to tuck the boats away.

Since then we are all, as elsewhere in the UK, compromised in activities, including our sailing, for the greater good of us all.

We hope that we will be back up and running and still be able to host the Sport Nationals here in September 2020 when we are all able to start recovering from what may become known as "the lost season".

By necessity, preparations had just started to be made for the hosting of the 2020 Sport Nationals at Instow just before lockdown.

The Commodore Hotel had just agreed to sponsor and support us just as everything was locked down. Thank you to Gary, James and the Team. [www.commodore-instow.co.uk](http://www.commodore-instow.co.uk) (other accommodation is available!) We hope we can be back working towards hosting the event soon, but we will only be able to confirm this later in the year, probably in July.



Double-spread: Idyllic Instow  
Inset this page and opposite: The Sport Nationals 2018

Photos by Martin Penny and Liam Bunclark

# Sports Nationals: the news from Instow... (Cont'd)

Fraser Manning is looking at defending his title on home waters which he can see from his new house, with Hector Bunclark and Sam Heaton off his "A" class, all hoping to improve on previous podium performances. We hope that the North Kent and Essex Kings, Queens and Princes of Una Rigs and Tornados and other racing cats, and our friends and brethren from the South Island and "up country" can come and join us for a battle Royal to create a season highlight on the beautiful Taw and Torridge estuary. "Up Country" in north Devon means

everybody that comes from east or north of Taunton!

The last nationals in 2018 had about 40 entries and provided great racing.

We will keep our fingers crossed that we can replicate that.

Instow can be the most perfect place to race skeg cats. We hope that, assuming we can go ahead, everyone who is able will make a special effort to come. In the meantime we wish Sprint sailors everywhere well, and please keep safe; not least so you can join us in September and experience the magic of Instow.

Website: [ndyc.org](http://ndyc.org)



The 2018 Sport Nationals enjoying champagne conditions at Instow.  
Photo by Martin Penny



# Sprint 15 Association Annual General Meeting 2019

Minutes from the meeting held on Saturday, 17<sup>th</sup> August 2019 at 17.00 at the Harwich Sailing Club.

Apologies of absence received:

Liam Thom  
Yvonne Pike  
Ray Gall  
Dave Warnock

## 1. Minutes of previous meeting

These were distributed and there were no matters arising, Mark Aldridge proposed that these be approved, and they were seconded by Richard Chidwick. They were approved following a vote of the membership.

## 2. Chairman's Report

Ed Tuite Dalton (Chairman) thanked the events team for their hard work in arranging all the TTs and the two Nationals. He voiced concern that the turnout has been low on a number of occasions and encouraged the members to promote and attend these events. If any members have any suggestions on how to increase the numbers at the TTs can they bring them to the attention of the committee?

Ed thanked Dave Warnock and the team for organising and running our successful stand at the RYA dinghy show this year and in keeping the costs down. The Association will be at the show in 2020.

Several training sessions have taken place at Marconi and Draycote and we want to encourage further sessions elsewhere.

Our magazine has had two publications this year, with lots of good material. Thank you to Yvonne, our editor.

Ed thanked Windsport for supporting our events and the Nationals.

## 3. Secretary's report

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

Secretary's report (please see table opposite):

- This year there are 199 members, of this 13 are free members
- In the year 2018 there were 227 members
- In the year 2017 there were 220 members
- In 2016 there were 260 members- a number being the historic £10.00
- In recent months we have seen an uplift in new members or members coming back
- 7 New members since Jan 2019 including new under 18 members

There are Sprint sailors at some of these clubs who currently are not members and we need to look at getting them to join the Association. Clubs and members to encourage these sailors to become members.

Also, there are non-members joining into events on a TT basis and the committee are looking into this to seek a solution to get these people to sign up or contribute to the association.

There may be changes as to how and when the membership fee will be paid in the future. Communication will be via e-mail or through the magazine.

## 4. Treasurer's report and summary of accounts status

A report was given on the accounts. Please see pages 40 and 41 for the full reports for 2018 and 2019.

Issues were mentioned on the bank account access which is being dealt with by the Treasurer.

Of note: Dinghy show costs considerably reduced due to early and good planning by Dave Warnock. Website costs non-existent due to continued excellent in-house support by Liam Thom. We continue to receive over £120 p/a from old standing-order memberships, slowly decreasing over time.

## 5. Election of officers and committee

The Chair thanked all the committee for their work over the last 12 months.

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 - Liam Bunclark  
Committee member 2 - Gordon Deuce  
External publicity / sponsorship - Vacant

## 6. Proposal on changing the rules of the association

There were no matters on rules from the association.

Numbers by sailing club where there are more than 1 member per club:

<b>Club</b>	<b>2018 membership</b>	<b>2019 membership</b>	<b>Change</b>
Shanklin	20	18	-2
Thorpe Bay	24	17	-7
NDYC	12	16	+4
Grafham	16	15	-1
Marconi	14	15	+1
Seasalter	15	11	-4
Drycote	13	10	-3
Beaver	9	9	0
Stewartby	6	7	+1
Carsington	7	6	-1
Queen Mary	5	5	0
Open D	5	4	-1
Halifax	4	3	-1
Netley	2	3	+1
Stone	3	3	0
Brightlingsea	4	3	-1
Dee	2	2	0
Rutland	3	1	-2
Stokes Bay	2	1	-1
Royal Weston	2	1	-1

Venue for the 2020 National Championships and reports by the events team

The venue for the 2020 Nationals will be held at Whitstable Yacht Club and the dates are 21<sup>st</sup> August National Championships 2020 for three days.

Any other business

Geoff Tindale requested the committee look at battens as per the Dart 18s. The committee agreed to raise this at the next committee meeting.

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

## 2019 Sprint 15 AGM Treasurer's report

Association Current Funds		As at 1-8-19	2018	2017	2016	2015	2014	2013	2012
Deposit	<b>A</b>	£5,856.20	£5,832.85	£2808.85	£4,959.17	£6,525.26	£8,627.91	£8,611.20	£11,600.42
Current (inc 2019 nationals income)	<b>B</b>	£20,105.29	£14,197.99	£13804.14	£11,591.54	£9,835.50	£7,738.54	£5,399.68	£1,489.78
TSB	<b>C</b>	£2,903.92	£2,653.92	£2653.92	£2,503.92	£2,378.92	£2,252.92	£2,128.92	£2,003.92
Current Debts	<b>D</b>	-£3,322.72							
Outstanding Nationals Entries		£423.00							
Forecasted Nationals Expenditure		-£5,885.81							
<b>TOTAL</b>		<b>£20,079.88</b>	<b>£20,665.94</b>	<b>£19,266.91</b>	<b>£19,054.63</b>	<b>£18,739.68</b>	<b>£18,619.37</b>	<b>£16,139.80</b>	<b>£15,094.12</b>

- 1: This years figures includes live National championships income and expenditure
- 2: 2 issues magazines have been funded out of the 2019 accounts
- 3: 2 UKCRA Contributions from 2019 accounts

Expenditure	As at 1-8-19	2018	2017	2016	2015
Newsprint	£1,724	£931	£1,086	£2,047	£1,697
Dinghy Show	£790	£1,170	£900	£660	£1,375
Training	£0	£0	£150	£171	£250
RYA Affiliation Fees	£125	£125	£125	£196	£249
UKCRA Contribution Insurance	£623	£0	£380	£578	£282
IT & Website	£0	£475	£0	£0	£115
TT Prizes	£104	£79	£27	£70	£0
<b>A</b>	<b>£3,366</b>	<b>£2,780</b>	<b>£2,668</b>		

- 1 Dinghy Show Costs were considerably reduced due to early and good planning by Dave Warnock
- 2 Website costs are non-existent due to the continued excellent in-house support by Liam Thom
- 3 We continue to receive over £120 per year from old standing order memberships, slowly decreasing as time goes on

Income	as at 8-8-19	2018	2017	2016	2015
Memberships <b>B</b>	£2,560	£3,535	£3,830	reconcile	reconcile
Memberships till end of 2018]	£760				
	<b>£3,320</b>				

2018 Currently £250 down on this time last year

	<b>A</b>	£3,366	£2,780	£2,668
	<b>B</b>	<b>£3,320</b>	£3,535	£3,830
Year Net Profit/Loss	<b>C</b>	<b>-£46</b>	£755	£1,162



## 2018 AGM Treasurers report

Association Current Funds		as at 01/04/2018	2017	2016	2015	2014	2013	2012
Deposit	<b>A</b>	£3,814.03	£2808.85	£4,959.17	£6,525.26	£8,627.91	£8,611.20	£11,600.42
Current	<b>B</b>	£14,197.99	£13804.14	£11,591.54	£9,835.50	£7,738.54	£5,399.68	£1,489.78
TSB	<b>C</b>	£2,653.92	£2653.92	£2,503.92	£2,378.92	£2,252.92	£2,128.92	£2,003.92
<b>TOTAL</b>		<b>£20,665.94</b>	<b>£19,266.91</b>	<b>£19,054.63</b>	<b>£18,739.68</b>	<b>£18,619.37</b>	<b>£16,139.80</b>	<b>£15,094.12</b>

Subject to invoices to be received and National Championship income and expenditure

Expenditure	as at 10/04/2018	2017	2016	2015
Newsprint	£931	£1,086	£2,047	£1,697
Dinghy Show	£1,170	£900	£660	£1,375
Training	£0	£150	£171	£250
Affiliation Fees	£125	£125	£196	£249
Insurance		£380	£578	£282
IT & Website	£475	£0	£0	£115
TT Prizes	£29	£27	£70	£0

- 1 Not all National Championship Income and Expenditure is included in this report . (We are in the process of receiving £3,000 of Sponsorship).
- 2 One off IT cost this year for £475 which was the purchase of a 2nd hand Apple Mac to support the editor in the production of future Newsprints
- 3 Dinghy Show Costs were a bit higher than usual due to lateness in the decision to attend and higher costs for ancillary materials, it is expected the it could be much reduced for 2019 with advanced planning.
- 4 Website costs are non existant due to the excellent in-house support by Liam
- 5 We continue to receive over £120 per year from old standing order memberships, slowly decreasing as time goes on

Income	as at 10/04/2018	2017	2016	2015
Memberships	£1,580	£3,410	reconcile	reconcile

### Future actions

- 1 Transfer funding from old TSB account into Santander Deposit account
- 2 Unfortunately due to stringent Santander I.P. address Protocols we have been locked out of viewing the Santander Account , Re-establishment of access is being progressed
- 3 Over the next few months it is planned to change the financial signatories to reflect the current committee
- 4 Reconcile last 4 National Championships expenditure and income, when online access to Santander accounts is re-established
- 5 Reconcile last 4 years memberships to establish trend

## Membership and Banking

The Sprint 15 committee (or more accurately treasurer Nigel) has been taking a lot of time to update the banking process for the association: looking to improve the ways we are able to receive membership subs, and maintain better records of our membership for tracking and administration purposes. The best way to do this is to ask all members to renew on a specific date (in the same way that your sailing club does).

At the moment subs are generally received by standing order, on any day of the year that the member first joined. This creates a headache in accounting terms as some members renew in January, whilst others for example renew in March, August or November. Long story short, it's difficult to keep track of!

To ease this process (and reduce the grey hairs on Nigel's head) we are going to bring everyone into alignment on January 1st, 2021.

"So if everyone is aligning in January..." I hear you cry... "am I going to end up paying more annual subs this year??" Certainly not!

For those who have already renewed this year, we will reduce the 2021 subs by the number of months you have already paid for.

For example: You renewed in March 2020 (£20 annual subs). You have therefore paid up to the end of February 2021. So in January 2021 your new annual subs (Jan-Dec) will be reduced by two months (£1.67 per month - being £20 divided by 12) so £16.67 will be due.

"But what if I haven't paid yet and don't normally pay until July?" No problem!! Calculate the number of months you are paying for the remainder of 2020 and only pay for those months. From January 2021 you will then pay £20 subs for the whole year (being Jan-Dec).

*Standing order, direct debit or bank transfer?*

To make payment of subs easier for our members, we will be offering a direct debit option later this year. Please keep an eye out in the next magazine, and on the forum pages on [sprint15.com](http://sprint15.com) where we will publish details once finalised. In the meantime please continue to pay subs by either standing order or bank transfer. We have recently opened a new bank account so

please use these details moving forwards:

Natwest Bank  
Account name: UK Sprint 15 Association

Account number: 65764854

Sort code: 60-02-30

BIC: NWBKGB2L

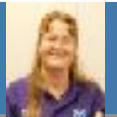
And if you're unsure about any of the above please contact either the treasurer, secretary or chairman for further info.

**Thank you!**



## 42 Years of Sailing Memories

by Jenny Ball



### Answers:

1978: The Whitbread race started and finished in Southampton

1980: The Olympic host venue was Moscow

1983: The defeated America's Cup US Skipper was Dennis Connor

1984: The Olympic host venue was Los Angeles

1988: The Olympic host venue was Seoul

1992: The Olympic host venue was Barcelona

1996: The Olympic host venue was Atlanta

1998: Alex Thompson's boat is Hugo Boss

2000: The Olympic host venue was Sydney

2004: The Olympic host venue was Athens

2008: The Olympic host venue was Beijing

2010: The America's Cup host venue was Valencia

2013: The America's Cup host venue was San Francisco

2016: The Olympic host venue was Rio de Janeiro

2017: The America's Cup host venue was Bermuda

*How well did you do...? :)*

It won't be long before we are allowed to resume some individual activity on our boats. Whilst we're twiddling our thumbs, here are some suggestions to while away a few minutes on your computer or smart-phone...

## RYA Virtual Regatta

Tested at club-level by Tankerton Bay and Draycote Water, and individually on his phone by the Ed's teenage son. This seems to be a hit as long as you have reasonably decent internet speed. The races are short so mistakes are easily forgiven, and the program includes a lot of training tips on match racing, mark rounding, downwind sailing etc. For those relatively new to racing you quickly get to understand the perils of wind-shadows etc.

[Virtualregatta.com/en/inshore-game](http://Virtualregatta.com/en/inshore-game)



Planning your own circumnavigation once we're allowed back out?

See which route our webmaster took: Liam has created a website to accompany his best-selling book, full of photos and maps detailing exactly where he went - you can follow his journey around the British coastline and literally zoom in on every tack and gybe!

[northislandtostarboard.co.uk](http://northislandtostarboard.co.uk)



Jenny's excellent article mentioned some YouTube clips and they are definitely worth taking the time to find...

YouTube: search for the WindsportMylor channel. The Dart 18s at Abersoch (see page 22). This channel has some great short clips of Brian Phipps showing the ropes to the likes of Philip Scofield and John Noakes (and before you ask, yes Shep was there too!)

YouTube: search for the boatingcyclingquest channel. Olympic gold-winning Tornado footage (see page 24).

Other channels worth checking out:

Harry Dwyer: lots of crazy boating adventures and currently (like right now!) working their way around the coast of Britain in a tiny speedboat. Each episode is well-informed with interesting information on the local places they visit as well as how they are managing with their boat.

Sailing La Vagabonde: Entertaining videos by an Aussie family just enjoying life on their catamaran. They recently brought Greta Thunberg back to Europe from the USA.

And for the ULTIMATE pitchpole that we can all aspire to, go to channel Live Sail Die for "That pitchpole - the tale of the USA Nacra 17 sailors' pitchpole in Auckland". It's quite impressive!



## STOP PRESS!

**Lockdown easing:** "from Wednesday, May 13th sailors in England can now leave their homes to exercise and spend time outdoors for recreation. All forms of Watersport practiced on open waterways are now permitted including sailing..."

Source. [RYA.org.uk](http://RYA.org.uk) / [gov.uk](http://gov.uk)





## Sprint 15

### Summer 2020 TT Events Programme

Events Secretary: Chris Tillyer 07780 660650  
Asst. Events Secretary: Jenny Ball 07941 884508

We are ever-optimistic about a return to competitive sailing as soon as possible. Please visit [sprint15.com/events](http://sprint15.com/events) for details of events and the latest updates.  
All information is correct at the time of going to print.

Date	Venue	Contact	Phone
17-18 Oct	Grafham Water Sailing Club	grafham.org	01480 810478

Summer Traveller Series is for all sailing formats (Standard PY926 and Sport PY894).  
First race Saturday at 11am unless otherwise stated

### Summer 2020 Nationals

Date	Event	Venue	Contact	Phone
22-24 Aug	Nationals	Whitstable Yacht Club	Jenny Ball	07941 884508
11-13 Sep	Sport Nationals	North Devon Yacht Club	Liam Bunclark	01271 861390

Sport Nationals at North Devon Yacht Club is for PY894 format  
National Championships at Whitstable Yacht Club is for PY926 format

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

Below: 2019 Harwich Town Nationals competitors. Photo by Pauline Love

