

NEW 15 SPRINT

The Official Magazine of the
UK Sprint 15 Association
Summer 2021

90

not out:

the Shanklin fleet
goes from strength
to strength

The
Summer **TT**
Series gets
underway

A journey of 1000 miles...

Jenny Ball and Nigel James share many epic voyages around the Blackwater

Preparing for an Ocean...

Liam Thom remembers what to take when you're planning your next Sprint adventure

Plus the Virtual RYA Dinghy Show report - Windsport - Nationals updates

COMMENTS

from the ED



Greetings from a bustling Isle of Wight where we are once again enjoying a full racing schedule and issues are less of the "Variant" nature and more about remembering mark-rounding rules and how many times to shout "Water!" to elicit the correct response from competitors you were pretty sure could hear quite clearly five minutes earlier...

It's been a privilege this issue to delve into the history of Shanklin SC, now in its 91st year. It's website has an impressive gallery with photos dating back to the 1940s - long before all the site renovations and the loss of the Shanklin pier...the pier mark on our current race-course map suddenly making so much more sense - and pictures of members long departed but whose names grace the cups and series that we race for each season. Those of you who know our club's idyllic location may also be particularly interested in what exactly lies beneath our boat-park (see page 19 - I wasn't entirely sure the photo was genuine when I first saw it!).

Jenny and Nigel's marathon sprint (sorry) last year (pages 4-9) yet again showcases what our fantastic 15-foot boat can achieve, and not necessarily requiring a two-month stint off work - evenings and weekends working just as well, although it looks like they were blessed with an exceptional pit-crew in the depths of winter to ensure hot cuppas when needed!

My thanks again to everyone who has generously contributed their time to writing these articles. I hope to see you on the water soon at the Nationals in Weymouth, on the Isle of Wight or at the other TT events around the country.

Best, Yvonne (aka Sootica 1965)

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Front cover: Simon Giles with new boat at Shanklin. Photo by Liam Thom
 Page 2 inset: Sootica off Shanklin., Photo by Les Kay

Your Chairman writes...



After a long winter and our third lockdown, most of us have been able to get back on the water and enjoy sailing again, albeit within current constraints. Our first TT this year was in April at Stone Sailing Club, who were hosting us for the first time. The event was well attended with 25 competitors. Conditions sounded ideal: certainly for Jenny Ball, who won all three races on the day to make her the clear winner. The feedback from everyone was very positive and I am looking forward to sailing there next year. As the Covid restrictions continue to lift, the Stokes Bay Cat Open went ahead as planned, and our Nationals in Weymouth at the end of June looks likely to go ahead

Due to lockdown, the only event we managed to hold this winter was our virtual stand at the RYA Dinghy Show. Many thanks to George Love, who put in a lot of work to organise it, and thanks too to those who manned the Sprint 15 chatroom over the two days. The lack of face-to-face interaction with visitors felt very different from being at Ally Pally, but it was certainly easier to get to, cheaper for the Association and I was pleased that we were able to support the RYA with this new approach. Please note that next year's RYA Dinghy Show in 2022 is planned to take place at Farnborough.

From the start of this year, we asked everyone to pay their

membership fees into our new Nat West Bank account and this is progressing well but we still have some way to go. So far, we have just over 90 members who have made the switch and this will continue through the year as renewals become due. Andrew Berisford (membership secretary) and Nigel James, (treasurer), are on hand to help if you have any queries.

For the benefit of those of us who compete at events, we have agreed with Windsport to carry key spares stock when Windsport are not in attendance. This stock will be held by Nigel James, so if you have gear failure at an event, hopefully we can get you back on the water and racing again.

Windsport have been busy setting up their new training facilities, which look very impressive. They also now have 16 camping pitches. A number of us are going down to Windsport for the week of 19th July for an informal rally/ regatta and anyone is welcome to join but spaces may be limited. Don't worry if you can't make the whole week, just come for a few days. It is a fantastic area to sail and the original home of our Sprint 15. Currently there are around 10 boats booked to go.

Windsport have just sold a new Sprint 15, sail number 2029 to Simon Giles which is great news. With the long summer ahead of

us, it might be a good time to buy for more of us!

At the time of writing, the Nationals are less than 4 weeks away so please do get your entries in soon. It promises to be a great event and is likely to be well attended. We are running a coaching/ pre-race training session on the Thursday with Windsport, but spaces are limited. Contact David Ball for more details and availability.

Not long after the Nationals, we have a one day TT at my own club, Draycote Water, in early July and then our Sports National Championship is at Yaverland, where Yvonne Pike has managed to secure a reduced rate of £135.50 to travel on the Red Funnel ferries for the event. It is always a great event with a strong turnout from Instow who will want to defend their title of Team champions!

Later in the season we have a welcome return to Carsington, who are hosting their TT at the beginning of October.

A big thank you to Jenny for organising these events for us all. Let's try and get to as many as possible and make the most of this summer, especially as travelling abroad looks as if it will continue to be restricted.

Keep safe and well.



Oxford TT, March 2020 Photo by Chris Burrows

*Good sailing
& best regards,
Ed Tuite Dalton*

A journey of 1,000 miles begins...

Following the end of Lockdown One in 2020, two east-coast Sprint 15 sailors set themselves the target to sail 1000 miles before the end of the year. Not all in one go – such madness belongs to fellow sailors from the Isle of Wight* - plus we were fitting our sailing in around work commitments. And, of course, around lockdowns and other restrictions on our ability to get out on the water.

But Nigel and Jenny from Marconi in Essex managed to do just that in their Sprint 15s “Not Only But Also” and “Catbert Too”. The thousand miles included local cruises, two series of club races, two National Championship events, several long distance voyages and a final push of daily cold winter sails from Christmas to New Year’s Eve to reach their target just in time.

(*To read about a single handed 2,500 mile sailing “trip” around the coast of Great Britain in a Sprint 15 – may we highly recommend the book “North Island to Starboard” by Liam Thom).

So what does it take to sail 1000 miles during a pandemic year when the sailing season was turned on its head?

- A fantastic and versatile boat
- Some great sailing companions
- A pro-active Class Association community
- Access to amazing sailing waters
- A healthy level of insanity
- An even healthier level of respect for your own safety both in terms of Covid

and on the water.

- Optional extra – a pit crew with a camper-van capable of producing hot drinks and fry-ups.

A very different start to the 2020 sailing season:

The start of the 2020 sailing season was very much delayed by the first lockdown. When restrictions started to ease in late May, we wasted no time getting back out on the water even though organised sailing was not possible at Marconi at this point.

out rigging, launching and recovery whilst staying 2m apart from everyone else, we could not crew with people from other households and we had to take additional safety precautions as, to begin with, there was no support boat cover. And perhaps the biggest adjustment of all - we had to bring our own tea and cake as the galley was closed.

Once afloat however – sailing was gloriously unchanged and a very, very welcome return to some semblance of normality.

The right boat for the job...

I don’t need to explain to this audience why the Sprint 15 is such a great boat for socially distanced sailing and for putting some serious miles in, even in these extraordinary times.

At 2.1m wide and 5m long – the Sprint 15 is perfectly dimensioned for social distancing even if someone is kind enough to give you a hand with launching or recovery. Its simplicity to rig and manage single handedly both ashore and afloat suddenly became even more of a bonus than normal. And, of course, none of us want to be putting safety boat crews or emergency services at risk at the moment. The Sprint 15’s ability to handle a stiff breeze well and plenty of stowage to carry important things like safety equipment, tools, spare kit, chocolate and sandwiches, also lends itself well to being self-sufficient.



Of course, things were not as they had been and we all had to adapt to a very new world ashore: the clubhouse was mostly closed, we had to learn how to get changed by the car, we had to figure



Above: Sprint 15s 2015 and 2025 on Christmas Day

Right: Jenny and Nigel at the end of the final sail on New Year’s Eve

Left: The Sprint 15 is great fun for all ages!

Left upper: 2019 Sprint 15 National Champion David Ball with his son

Left lower: Marconi sailors enjoy the Two-Up mode with jib. Photo by Jemma Clarke



... with a Sprint 15

By Jenny Ball
(aka Catbert Too)



Local cruising:

For some people, the term “cruising in Essex” might conjure images of boy/girl racers driving cars in endless loops along Southend sea front. But Essex has the longest coastline of any county in England – 350 miles, in fact. It’s quite a big county and the coastline is very wiggly with lots of islands.

Marconi Sailing Club is based on the River Blackwater – a beautiful estuary that is navigable from the maritime town of Maldon and stretches some twenty miles or more eastwards through rural countryside out to the North Sea. Highlights of the river include Osea, Northey and Mersea Islands, Ross Revenge (the home of Radio Caroline), majestic Thames Barges, tons of maritime history and dozens of creeks and inlets to explore. And a decommissioned nuclear power station which is more charming to look at than you might think.

So during June and early July, the Marconi Sprint 15 fleet took the opportunity to do a lot of cruising. In fact, because we were not yet club racing, some members got the opportunity to discover the joys of sailing to different parts of the river for the first time. We were also joined on some of these by our friends from neighbouring Stone Sailing Club.

We all appreciated the considerations of sailing without safety boats and where any call to the emergency services would put their staff or volunteers at even greater risk than normal. A WhatsApp group was set up so we could always arrange to sail in company. Guidance was circulated reminding people to check all their rigging and kit to ensure it was seaworthy. And to carry a paddle, tow rope, spare parts and tools and a VHF and/or phone to call for help if required.

For Nigel and Jenny, the miles clocked up on these trips were the foundation to the challenge they would go on to set themselves. Between Lockdowns One and Two, the local cruises totalled an

impressive 410 miles. The shorter cruises also whetted their appetite to try some trips further afield - more of which a bit later.

Racing Returns:

Following lots of planning and hard work by club volunteers – Sunday racing was able to resume in mid July. This initially took the form of Sunday Pursuit Races – with competitors starting from the hard at staggered times depending on handicap. The Sprint 15 lends itself well to Pursuit Racing - it is perfectly manageable to hold on the beach ready for a Le Mans start and – apart from very light winds (which tend to favour the monohulls) - its handicap is pretty balanced versus other fleets. The Summer Series ran from mid July through to the end of August and enabled a very welcome return to club racing.

Epic Voyages:

The shorter cruises undertaken before and alongside club racing ignited an interest in completing longer voyages as part of Nigel and Jenny’s 1000 mile challenge. And one of the great things about sailing on an estuary is that you can sail out of your own river and go sailing up a neighbouring one – if only to prove to yourself that your own river is still the best.

So during the warmer and longer days of August and September, we took the opportunity to sail further afield. Anyone who sails a cruiser may roll their eyes when we call these trips “epic voyages”. But we are on a small open 15ft catamaran and we don’t even have a kettle.

As always, safety was paramount and we aimed to be as prepared as possible. In addition to all the safety kit, we (well, Jenny) also researched the routes carefully and picked dates and times to maximise the best weather forecasts and

suitable tides for our journeys.

Our various cruises included trips to Salcott, Tollesbury, Pyefleet Creek and Wivenhoe. But our two longest cruises were to Burnham on the River Crouch and Colchester on the River Colne – both challenging in different ways.

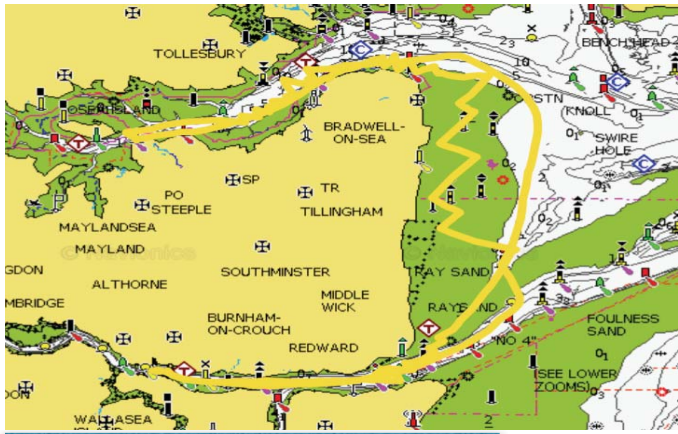
Sailing to the River Crouch requires careful timing with the tide because there are treacherous sands that dry out between the River Blackwater and the River Crouch. There are broad expanses that feel like concrete if you hit them. So you risk damaging your boat and then being parked up for eight hours until the water comes back again. And there are no roads to this stretch of coastline, so you can’t get a taxi home if you get stuck.



Above: Nigel at the front of the fleet prepares to set off for a cruise

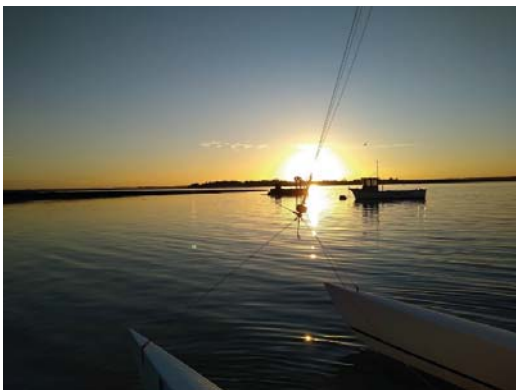
Below: The essential safety kit and spares.





Above: There and back again: the course from Marconi SC to Burnham-on-Crouch and back

It was a challenging sail in many ways – the wind shifted about a lot and was very gusty for the middle part of the sail. We were pretty tired by the time we reached our turning point and it was much later than planned. On heading back, we had to keep everything crossed that we would still be able to get across the Raysand on the falling tide without getting stuck. It was a close call with Jenny's rudders touching the ground in the middle of the channel and Nigel doing a swift 360 to avoid seals that turned out to be sunbathing on a sandbank, rather than swimming. But it was a cracking sail back with a much steadier wind behind us. The breeze held good as we headed back into the River Blackwater but progressively fell away as we approached sunset and we landed back at the club in a mill pond.



We had covered 54 miles in 8 hours with a top speed of 17.4 knots in small boats. Of course, we could drive to Burnham from the club and back again in 45 minutes by car, but where's the fun in that?

Another challenging cruise was a trip up the River Colne to the town of

Above: Arriving home after an 8-hour voyage to Burnham

Above right: "Some weather" - fortunately over Colchester, not us!

Right: Spaghetti-sailing! The track of the final approaches to The Hythe

Colchester. This involved sailing out of the River Blackwater, along the length of Mersea Island, turn left toward Brightlingsea and then keep going a long way up the River Colne, through the scary looking tidal barrier at Wivenhoe. Eventually you reach a bridge carrying tons of traffic through Colchester town centre, seemingly oblivious to the river below them.

The final stretch of channel is very narrow so we absolutely had to have the tide under us and preferably with the breeze in any direction but on the nose.

On our first attempt, we got as far as Rowhedge but got defeated when, contrary to the forecast, the wind fell away to nothing and the tide turned against us. So we reluctantly had to turn round and start the long journey home. As it turned out, it was the lull



before a storm which fortunately passed over Colchester after we had made it back out onto the main river. We were able to clearly see "the weather" but were able to sail along the edge of it in a sensible breeze.

On our second attempt, we had again tried to time our departure to have the flood tide with us in the upper reaches of the Colne. We just about managed this but the wind fell away again and

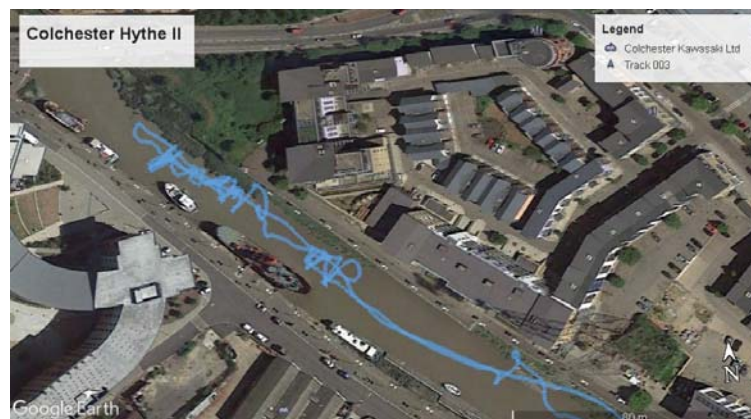
was right on the nose as we reached the final part of our journey. And whilst we had anticipated fluky winds from buildings (we were sailing in a town centre after all) – we had not appreciated that someone had parked a huge lightship up there.



The inappropriately-named "Light Vessel" - very much in the way - with Hythe Bridge in the background

The tide had just about turned as we got to the lightship so we had to do about 200 tacks to reach the bridge. In fact, Nigel decided not to bother, parked up on the side of the river to take some business calls and left Jenny to get on with it. In fairness, I should add that the Light Vessel has 30 years of service to maritime safety and is now currently the home of the Colchester Sea Cadets. Jenny unreservedly apologises for all the names she called it that day. On the plus side, we had a lovely straight line sail back down the Colne with the tide under us through rural countryside and the very attractive waterside settlements of Rowhedge and Wivenhoe, each steeped in their own maritime history.

In the 1880s, Colchester traders complained it took ships as long as seven days to travel the distance from Wivenhoe to the Hythe. So, in the grand scheme of things, we did pretty well in 7 hours to complete 45 miles from Marconi to Colchester and back. Although I bet they did not have to negotiate a Light vessel.





holding two National Championships each year. We were absolutely unique in being able to hold both those National Championships in 2020 – thanks to our two wonderful host clubs.

reschedule the event to the Grafham Cat Open in mid-October. This is historically the last event in the Sprint 15 Summer series and our Inland Championships. Grafham Water Sailing Club kindly agreed to host our rescheduled National Championships and welcomed forty-eight Sprint 15s, including a fleet of eleven boats from Marconi.

It felt “touch and go” as to whether the event could take place as various parts of the country were moved into different lockdown tiers during the week before. And then the weather tried to thwart it with very light winds. This is particularly ironic because everyone knows it usually blows half a gale or more at the Grafham Cat Open. Nevertheless, we were able to get four races in and complete our second National Championships of the year. The Sprint 15 fleet were all extremely grateful to safely complete two such well attended Nationals and the Association extends its heartfelt thanks to the two host clubs and to all the competitors who took part. Despite the light winds at Grafham, sailing at the two National Championships contributed another 57 miles to the overall 1000 mile target.

More Club Racing: Heading into September, the club switched from Pursuit racing to Race box starts with two back-to-back races for the Autumn Series which was better for those bigger boats that are less suited to beach starts. We continued to see a strong turnout of Sprint 15s in the Autumn Series – fourteen different competitors took part across the series from the start of September to mid-October – with some very exciting close racing. For Nigel and Jenny, the club Summer and Autumn series racing also notched up a combined 150 miles towards their target.

In late September, the Sport Nationals took place at North Devon Yacht Club in Instow who put outstanding arrangements in place to keep everyone safe – particularly as Instow was even more busy than usual with holiday-makers and locals alike enjoying the beach. Nigel and Jenny travelled down along with fellow Marconi sailors, David Ball and Jon Pearse. We were also accompanied by our star pit crew and breakfast chef, Dave Russell with his camper-van. The first day of racing had to be cancelled due to strong winds but we were able to get six great races in over the next two



Not one, but two National Championships! As this audience will know, the Sprint 15 fleet is unusual and perhaps unique in



days with a brilliant turn out of forty-two boats in breezy conditions. Whilst shore-based activities of course had to be different to normal – the on-water action and racing was as fantastic as always and another 44 miles added to the mission.

Unfinished 2020 Business:

No sooner had our club racing season finished at the end of October, the country entered Lockdown Two which put a stop to sailing and the remaining two fixtures of the Winter Series.

But 2020 was not over yet and we still had unfinished business to attend to.

By this point, our log of sailing since end of Lockdown One stood at 854 miles. The mission to reach 1000 miles was obviously made more difficult with four weeks of no sailing – but we are not a fleet to shy away from a challenge.



Our other National Championships were originally due to take place in August which unfortunately couldn't happen. However, the Association was able to

Top: The track from Marconi to Colchester Hythe bridge and back (45 miles in 7.25 hours)
Middle left: One of the young Marconi racers (Jason), pushing his bear-away luck! Photo by Dave Clarke
Middle right: Team Marconi packing down on beautiful Instow beach after the conclusion of the Sport Nationals
Bottom left: Nigel at the Grafham Nationals in October 2020 - ironically not windy. Photo by Nigel Denchfield

In early December, Lockdown Two came to an end and our bit of Essex was classified as Tier 2, so sailing was back on. By this time, Jenny had become quite “mission-focused” and on the first day back in the boat park was using phrases like “need to break the 900 barrier”. Her brother David (who is used to his sister’s projects) paid no attention whatsoever. Nigel, however, looked mildly alarmed.



It was an unsettled time with Covid infections rising and Essex moving from Tier 2 to Tier 3 and then to a whole new Tier 4 within two weeks. But we were still able to complete four separate voyages on the weekends before Christmas and, as it was winter and freezing cold, we had the whole river to ourselves. The river takes on a different beauty at this time of year, with wide pastel skies and large flocks of wintering birds chattering away in the saltings and marshes. Much needed escapism at such an unsettling time.

Christmas Day 2020: Christmas 2020 was always going to be different and the Tier 4 arrangements shelved any plans to wave at family from the other side of a garden. But there was a silver lining in that it created the time to go sailing instead. Neither Nigel or Jenny had sailed on Christmas Day before - but in a year of firsts, it made sense to at least have some good ones. And since growing a beard, Nigel was now rocking the Father Christmas look – (we will hire him out for children’s parties next year).

It was a bright but bitingly cold day and, determined not to be calling out emergency services on any day, let alone Christmas Day, Nigel and Jenny decided to follow a course within a short distance from the club. After two and a half hours of blasting back and forth, and 19 miles ticked



off, they headed ashore to warm up with hot food and drink provided by chief pit crew, Dave Russell and his van. A perfect way to spend an alternative Christmas Day.

We then packed our masts down ahead of Storm Bella coming through on Boxing Day and took a look ahead at plans for the rest of the week. We now had just shy of 70 miles to complete by the end of the year in five days’ time. The forecast was showing steadfastly just above freezing temperatures but good force 3 – 4 winds all week. Based on the forecast, there was every chance we would have it all done by Tuesday or Wednesday at the latest. However, the actual weather had other ideas and was determined to make us work very hard to reach our target before the deadline.

The Final Push – Fickle and

Freezing: For the next four days, Nigel and Jenny experienced frustrating sailing with the winds starting lighter than forecast and dying away sooner than expected. And it’s hard to keep warm for three hours at two degrees in light winds when you are not very active. The winds were also surprisingly fluky. I always thought that fickle, shifty breezes were the preserve of summer days when heat thermals off the land mess with the breeze. Wrong, as it turns out. The only thermals in the area this week were what we wore under our drysuits and yet the wind was shifting at 10 to 20 degrees at a time and, of course, it always seems to head rather than lift (although I have track evidence to prove this was true!). On the plus side, it was nice to have fellow sailors Rob Bard and Lee Garton (both newcomers to the fleet) come out during the week alongside our mission, despite the ever present risk of hypothermia. We also had shore-based support from fellow sailors such as Peter Richardson who offered us regular

words of encouragement - top quote of the week being “you’d think after 950 miles, Nigel would have worked out how to keep up”.

Over the four days, we ground out another slow 56 miles over 11 hours of numbingly cold water time. With around 11 miles still to go, we were going to the wire to reach our target on New Year’s Eve.

Mission Accomplished: The final week of 2020 had seen a prolonged cold spell – but the final day of the year took it to another level. It was minus two when we arrived to go sailing with a biting north westerly wind. But – and this was crucial –



there was actually a decent breeze! This time it was Lee’s turn to humour Nigel and Jenny that what they were doing was entirely normal by turning up to go for a sail too. And what a sail it was. A swift run down-river to Thirslet buoy followed by a beat back with the tide up to Northey Island. There was enough breeze to hike out and keep warm, despite splashes from the short chop of wind over tide. By now, both Jenny and Nigel were wearing so many layers of clothing, it was not physically possible to bend. As a result, a whole new tacking technique called “ungainly barrel roll across the trampoline” was born. It was a lovely, if inelegant, sail.

We decided to make the most of the remaining daylight and flood tide by tacking up river into the town of Maldon as far as the Fullbridge, before turning round and heading home leaving Northey Island to port and Osea to starboard, in time-honoured tradition.

Top: Father Christmas - or possibly Nigel - enjoying a Christmas Day sail
Above left: Post Lockdown 2. Much needed escapism at an unsettling time
Above right: A frozen boat cover on New Year’s Eve



Having reached Northey Island causeway, Jenny paused to open a large bar of chocolate and wondered why she had not thought to bring one on previous journeys. Meanwhile, Nigel checked the mileage. We had done it! A thousand miles since Lockdown One were now officially in the bag! If you are going to reach a milestone of this nature, Northey Island causeway is a magical location in which to achieve it. 1030 years ago, the local Saxons unsuccessfully tried to fight off a bunch of Viking invaders on this very spot. And if you don't believe me, check out their blog (well, OK, the old English Poem), The Battle of Maldon 991.

When we got back to the club on this momentous occasion, we were a bit disappointed that there was no bunting or cheering crowds, but then such things are definitely not permissible at the moment. But a family returning from a winter walk were kind enough to take a photo of us to record our achievement.

The final scores on the doors were 1009 miles and 150 hours of water time between the end of Lockdown

Final Mileage Breakdown:

Local Cruises	410 miles
Epic Voyages	237 miles
Club Racing	150 miles
Nationals * 2	57 miles
Post Lock Down 2 winter sailing	59 miles
Christmas Day to New Year's Eve	96 miles
Total since end of Lockdown One	1009 miles 150 hours sailing time

One and the end of 2020.

Final Reflections:

It's true to say that racking the miles up in warmer weather and longer daylight hours was easier than the final winter push and there were times in the last week when Nigel and Jenny both wished they had taken up tiddlywinks. But it is not a proper challenge if you don't have to push yourself and we definitely felt we had earned our 1009 miles by the end of it.

Like all good challenges, this one presented the opportunity to try new experiences – whether that was long distance sailing to Burnham or Colchester, an epic Christmas Day sail or a 20 mile voyage in minus 2 degrees on New Year's Eve.

And a lot of people were involved in helping achieve the target. Dave Russell as chief pit-crew and chef, Peter Richardson as chief

trolley dolly and motivational coach, all the well-wishers via social media, the Sprint 15 fleet for sailing alongside us during the course of the year and, in particular, Rob and Lee who pretended it was completely normal to sail around for no purpose in late December in the freezing cold. Thanks to everyone.

Nigel tells me he has two challenges already defined for 2021 when we are able to venture out again. Now it's my turn to look mildly alarmed...



Top: Mission Accomplished! Nigel sailing back from Fulbridge, Maldon on New Year's Eve

Middle: Jenny (2025) and Nigel (2015) celebrate completing 1,009 miles in 150 hours since Lockdown One. Photo by Sandra Clayton

Below: Statue of Byrhtnoð in Maldon, Essex. Courtesy Wikipedia

All photos this article courtesy of Jenny Ball and Nigel James unless otherwise stated.



THE BATTLE OF MALDEN 991

The Battle of Maldon took place on August 11, 991 AD beside the river Blackwater in Essex, during the reign of Æthelred the Unready. The poem tells the story of an Elderman of Essex by the name of Byrhtnoð. His name is composed of the Old English word "beorht" (bright) and "noð" (courage).

The poem describes how Byrhtnoð raised his troops to fight off the raiding Vikings. The Viking force are trapped on Northey island, near the town of Maldon. The island can be reached by a causeway and the Vikings are penned in. A Viking messenger offers peace if Byrhtnoð will consent to pay homage to them - which Byrhtnoð angrily refuses, telling the messenger that he will fight the heathens in defence of his land and the land of his king. Disastrously, Byrhtnoð allows the Vikings to cross to the mainland to give them room to do battle. Carnage ensues and Byrhtnoð is slain. The Battle of Maldon is one of a number of old English poems that find inspiration in defeat.



The Summer Series makes a welcome return

Race reports by Skip Atkins (Stone SC) and Jenny Ball (Marconi SC)

After what seemed like an interminably long winter, Stone Sailing Club in Essex, on the Blackwater Estuary, got our TT series back up and running with the first Sprint 15 event of 2021, held on April 24th.

Club neighbours Marconi sailed the short trip with a fleet of thirteen boats, making for a total of 25 competitors blessed with a fresh - if rather chilly - breeze in glorious sunshine. Given the current Covid restrictions, and no committee boat racing available, Race Officer Wendy Robinson set a trapezoid course using the club fixed line.

Race 1 got under way with the slight advantage being mid line / inshore as opposed to line limit buoy end with the stronger tide out there and flowing in the direction of the first mark. The tide was at its height and gave plenty of space on the river to plot a course through the unique short deep chop experienced on this estuary in such conditions.


Three laps of the course were sailed taking the leader around 40 minutes. Current National Champion, Chris Tillyer from Thorpe Bay, led to start with, but Jenny Ball from Marconi managed to get past on lap two to take the race win, with Chris in second and Keith Persin from Thorpe Bay sailing an excellent race to come in third. Local sailor Geoff Tindale came fourth and Jim Bowie, also from Thorpe Bay, came fifth.

Race 2 saw local knowledge come into play as Geoff Tindale, Skip Atkins and Roger Brown all started very close to the limit buoy and immediately gained the advantage with the stronger tide. Skip rounded the windward mark first - ahead of Jenny and Chris - but Geoff was not yet out of the game and got past Skip on the second leg. The tussle between them continued on leg 3 - taking each other to the left of the lay line and into the less-favourable tide. Jenny was able to take the opportunity to steal ahead, and sailed

the rest of the race in clear air whilst the chasing pack fought a close battle for second place which eventually went to Geoff, with Skip third and David Ball from Marconi in fourth.

Race 3 started with a similar line advantage to Race 2 and Chris joined Geoff and Skip right on the line-limit buoy but unfortunately misjudged his run and was deemed OCS. The first beat was more balanced with the inshore route avoiding the steep chop, but also reducing the tide advantage further out. Jenny managed to pull ahead and take the line, ahead of Jason Clarke (2nd) and Jon Pearse (3rd).

So congratulations to Jenny for a clean sweep overall, ahead of Geoff in second and David third. Youth sailors Jason Clarke, George Reid and Abbie Clarke all put in a good set of results, and a special mention for Ray Lowther from Marconi, taking part in his first Sprint 15 TT event having only recently joined the fleet. We hope the first of many.



Photos this page and opposite by:
Paula Maas and Sally Wilson



The Sprint 15 TT Series next headed south, to its second TT and Southern Championships at host club Stokes Bay. As Covid restrictions continued to ease, the prospect of an evening meal and a beer with a roof over our heads -

scheduled from midday. The Sprint 15s were third to start in the cycle, following an inverted P course with a leeward gate.

For Race 1 Chris Tillyer opted for a port-hand start towards the shore, whilst the rest of the fleet followed local Paul Grattage out into the channel where the tide was still favourable. Paul rounded the windward mark first, with Liam Thom second, Jenny Ball third and Chris in fourth. The fleet then headed out to the wing mark, and then to the leeward gate with Liam and Jenny rounding to the left, and Paul and Chris to the right. This had little effect on the overall positions however as all four headed back into the main channel, although the rest of the fleet

took a run at the inshore route which was starting to pay off. On lap three, Chris gained some ground by heading inshore, and was narrowly beaten at the finish by Paul (1st) and Liam (2nd).

The wind softened further for Race 2 and the tide was now flooding meaning the beat was against the current. Most of the fleet headed inshore, however Chris headed straight out into the strong tide, leaving many to wonder if he decided his tactics upon

the flip of a coin. Chris' seemingly strange decision somehow paid off as he picked up extra pressure and arrived at the windward mark hugely in front of the rest of the fleet, never to be seen again. Holes started to appear with the shifty breeze which allowed Paul, Liam, Jenny and Scott Wilcox to catch up a bit. The downwind leg was long and slow, and also tense as Liam tried to sail higher and faster than Jenny, who was trying to sail higher and faster than Nigel James, trying to sail higher and faster than Andrew Berisford. But all to no avail as Chris took the win, with Paul second and Jim Bowie third.

Race 3 and a breeze suddenly appeared that quickly turned into a strong Force 4-5 by the start. Half the fleet again followed Paul by tacking to the shore early, whilst the other half stood out a bit longer before tacking back. Although the breeze was, by now, pretty strong, the Solent tide was creating its own surprises, kicking in particularly strongly about ten boat lengths from the windward mark. This meant that boats that had been looking to clearly round the mark, suddenly found themselves in trouble. Paul put in an extra tack to round the mark in first place, but Jon Pearse came a cropper and had to do a loop round, enabling Jenny to get into second. Those behind faced the tricky task of tacking in lumpy conditions to get round the mark, whilst also avoiding each other. A similar pattern emerged through the rest of the fleet resulting in Pete Sherwin capsizing whilst trying to avoid Nigel, and a couple of others sensibly deciding that this was all a bit fraught and headed home.



made it feel like normality was well and truly returning.

The forecast in the days leading up to the weekend was mixed to say the least, and undoubtedly affected the turnout as 40 knots one day followed by 25 knots the next is not everyone's cup of tea. However, twelve Sprint 15s were undeterred and, as it was also a Cat Open, joined a further 30 boats from different classes.

Those who arrived on Friday experienced the full force of 50 knot gusts across the Solent, but by Saturday morning the wind dropped significantly and three races were





Meanwhile the wing mark had drifted with the tide, making it a tight reach to the leeward gate. It was a great blast across the waves, with lots of broadside walls of water breaking over the sailors. Paul rounded first, closed followed by Jenny, Jon and Chris. After a feisty second beat, Paul and Jenny rounded the windward mark to discover that the wing mark was now attached to the back of a RIB, valiantly trying to tow it back towards the race course. They raced around it whilst the RIB was still towing it, which made for an even more exhilarating reach to the “not so leeward” gate.

As Paul and Jenny went through the leeward gate, it looked like the F flag was flying (indicating a finish) but it was not altogether clear so they both ducked the blue finish mark and then

support boats were engaged with helping boats in other fleets. So half the fleet sailed an extra lap and others worked out they had finished and sailed home at the correct time. Landing was fairly challenging with a stiff breeze and a steep shingle beach – but all the competitors came to the aid of each other and everyone was helped ashore and up the beach in a safe and efficient manner.

Stokes Bay were able to lay on a very welcome evening meal and enjoyable evening in the bar for competitors – a welcome return to what we used to do (but with face masks). Much of the evening was spent speculating on exactly how strong the winds had been in Race 3 and whether we would be able to fit

carried on up the beat to complete a third lap – unsure whether the race had finished or not, and not willing to take any chances! As it turned out, the Race Officer had shortened the course as all the

in one or more races on Sunday before the 25 knot plus winds were due to come in.

On Sunday morning, the wind had shifted completely onshore and was blowing a strong Force 5 plus as competitors arrived – with a forecast for the wind to escalate further. The Race Officer briefed competitors at 9:30 to advise that he would make a final decision at 10am. At 10am, he advised that for the safety of the competitors and the race support team, he would be cancelling. The vast majority understood this was the right decision. A couple of F18 boats took the opportunity to go for a blast round the bay and when they came back (in one piece), they confirmed that the conditions were challenging and unsuitable for racing.

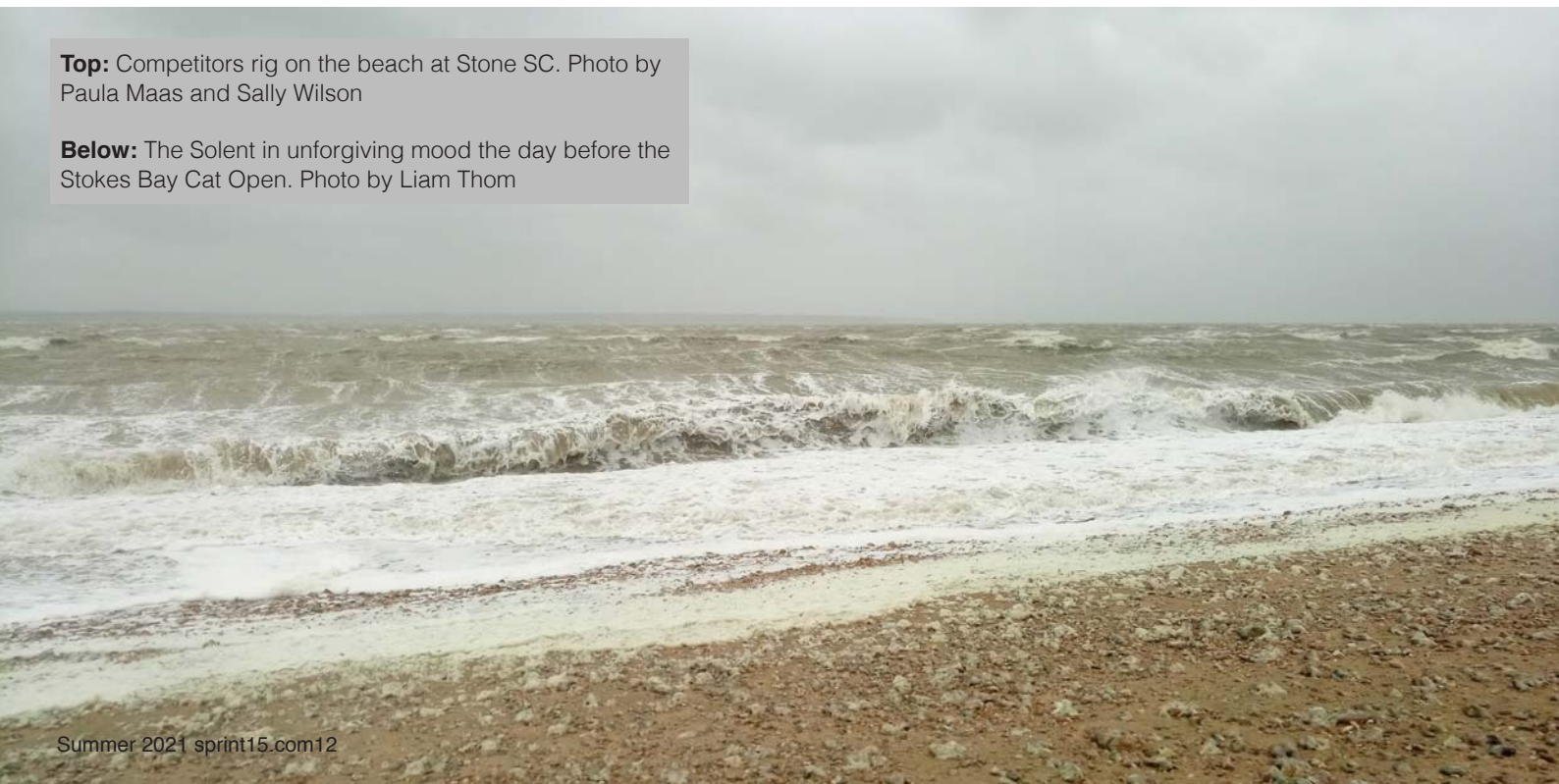
Across the other side of the Solent, we could see the black sails of the RORC Vice Admirals Cup who had gone racing, despite the conditions. Check out the RORC website and facebook page for some excellent photos – it looked like carnage!

A few days ago, it looked like the event would be wiped out – so everyone was very grateful to have completed three interesting races in a variety of conditions, even if we were not able to compete on Sunday. Next up...the Nationals!

For provisional series TT results please see sprint15.com

Top: Competitors rig on the beach at Stone SC. Photo by Paula Maas and Sally Wilson

Below: The Solent in unforgiving mood the day before the Stokes Bay Cat Open. Photo by Liam Thom





Hi all, despite knowing a lot of you fairly well I thought I would take the opportunity in this article to introduce myself and Windsport a little. For those who I haven't had the pleasure of meeting, I'm Tom Phipps and, along with Alex Metcalf, we represent Windsport, the licenced manufacturer for the brilliant Sprint 15.

As a little background, Windsport has operated as the class's manufacturer for a number of years now, all of which has been managed by Brian and Cookie Phipps (my parents). Over the last 18 months we have been working closely together as they move towards retirement and I am very pleased to say that as of 2021, Windsport is now in the very capable hands of myself and Alex. We both have been involved with the Sprint and catamaran sailing for a lot of years. The combination of my racing background and Alex's technical knowledge will mean we have all bases covered moving forward. So please get in touch if you have any questions on the class, parts or catamaran sailing in general.

On top of our commitment to the supply and manufacture of the class, Windsport has recently created a brand new training base and campsite from our base in Cornwall. That side of the business will be known as 'Coastland' and if any sailor wants to improve their skills through training, or just come down, stay and enjoy exploring the incredible sailing waters around Falmouth, then we are the place to be! www.coastland.life

History and admin aside, you guys will all be pleased to know that despite the turmoil of both Covid and Brexit, it's business as usual in terms of Sprint parts and boats. We have worked hard to create robust supply chains so the availability of parts is consistent. Very excitingly I am also pleased to say that we have recently sold our first new boat in a few years, so it will be great to see all of you out there on the water racing soon. We have also been working closely with our rope supplier and have produced our own custom made race-lite sheet option: it's the perfect balance between fast running and hard-wearing, and is comfortable to hold. It will fit directly into the clamp on the bullet blocks so let us know if you think that might be up your street.

As ever we, as manufacturers and of course sailors, welcome any feedback you guys have on anything. Please pick up the phone or send an email and talk to us if you have any queries, questions or suggestions.

We look forward to seeing you guys on the water soon. Sail fast!

Tom Phipps



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2021 RYA DINGHY SHOW REPORT *by George Love*

Who would have thought it? A visit to this year's RYA Dinghy Show would be from the comfort of one's own armchair!

Back in the autumn when the RYA were making plans for the show, it became clear that, like much in life, the pandemic was to be a major influencing factor. Did they go ahead with the usual plans and mobilise all the resources from organisers and exhibitors only to be thwarted at the last minute? Did they cancel the show for 2021 entirely? Was there another way to make it happen despite Covid? In further discussion of the latter with exhibitors, the idea of a virtual show took shape. How much of life this year has been lived in the virtual world - so why not the show?

For dinghy and small boat sailors, the Dinghy Show is one of the year's highlights and a great way to kick off the new season. As well as all the usual benefits, it's a chance to meet up with sailing buddies and is a very social occasion. The virtual format was clearly going to be a bit of a leap of faith by the RYA but - fair play to them - they decided to give it a go. As an affiliated organisation, and in recognition of the support the RYA has given to the boating world in these difficult times, it was decided to reciprocate their support and take a stand.

It was different! But as with a lot of things in life, if you give something different a shot, one is often surprised by outcomes not previously anticipated. The Sprint 15 stand, save for a virtual boat, showcased our great class with all the usual resources of "Special Edition" show magazine, videos,

photos, publicity material and fun stuff, much of which could be downloaded by visitors into their virtual 'swag bags' and taken away for later digestion. There was a quiz for younger visitors courtesy of Jenny. There was a 'chat room' allowing visitors to talk to stand representatives and ask more detailed information or sign up for a demo sail.

A particular highlight was the Saturday afternoon 'Sprint 15 Live' coaching session with Tom and Brian Phipps from Windsport which was hosted and arranged with consummate skill by 2019 National Champion David Ball from Marconi SC. We had some 20 plus attendees for this Q&A session which could have lasted way more than the allotted hour. You can still watch it by visiting the video tab on the website and it's definitely worth a look. Food for thought for future Class organised sessions?

We had some great feedback from a host of visitors. Jenny's superb video of her and Nigel James' 1000 miles on a Sprint 15 from the end of Lockdown 1 to Christmas 2020 was a particular favourite and just goes to show that "where there's a will, there's a way!" You can watch that too on the website; be inspired and maybe like me, be somewhat overawed by their determination and tenacity.

As for the general show offerings, all the presentations on the two main stages were recorded allowing visitors to go back and watch them as many times as desired after the live sessions had finished. I particularly enjoyed that as, in previous years, I seldom had time to attend even one!

Following the two days of the live show, all the stands and presentations remained online for delegates to revisit for a further month to the end of March. The only missing link during that time was the live chat facility.

In summary of the weekend's activities, there was general agreement that it had been very worthwhile to take part despite the lack of benefits that is always part of any face to face event. We had nearly 800 visits to the stand, 500 of which were unique. Videos and promotional materials received around 1000 hits. The Show Team provided us with contact information for everyone who visited our stand and what they looked at.

The cost to The Association was a fraction of the normal live show - direct costs equating to around 10%. It's even much less than that when indirect costs are considered and which are normally not accounted for - such as costs of travelling, accommodation for stand reps., etc. Visitors from more remote geographical locations, and those who perhaps find the cost of visiting the show unaffordable, were able to come along completely free of charge and revisit for a whole month.

The amount of time, effort and resource for The Class to build and man our stand was very much less than for a live show and all done from home-comfort surroundings. A big shout out goes to Ed Tuite Dalton, Jenny Ball, David Ball, Nigel James and Andrew Berisford who manned the stand over the course of the weekend. And thanks to Tom and Brian at Windsport for their excellent contribution.

So what of next year 2022? The show is planned to revert to normal format at Farnborough Exhibition Centre. But there has been some talk of a of live and virtual format to combine the benefits of both which might be seen as more inclusive for visitors and exhibitors and may be more attractive to differing types of exhibitors. The last year or so has seen a great many ways to do the same things but just a bit differently with upsides and downsides to both. We'll see.

Brian Phipps - Tom Phipps

VIRTUAL RYA DINGHY SHOW
PRESENTED BY SUZUKI
27th - 28th FEBRUARY 2021

15 SPRINT
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Sprint 15 - LIVE!
Interactive session about everything Sprint 15
with
Tom & Brian Phipps
Renowned catamaran coaches - Windsport
Hosted by
David Ball - 2019 National Champion

Saturday 27th February 2021 - 2pm
Register FREE for the Dinghy Show and visit the Sprint 15 stand to join

Zoom meeting: Windsport and The Sprint 15 Association

Date: March 15, 2021

Minutes taken by: Andrew Berisford

Present:

Association

Ed Tuite Dalton
Nigel James
George Love
Yvonne Pike
Liam Thom
David Ball
Gordon Deuce
Andrew Berisford

Windsport

Alex Metcalf
Ton Phipps

Ed chaired the meeting and the following points noted below were discussed.

The review of the 2020 minutes were read through, any points raised from these notes were covered in the Zoom meeting.

1. Windsport Update and support for 2021

Windsport development at base is going well at Mylor. Camping will be available for 2021.

No new sales of Sprint 15's or sails in the last 12 months.

Windsport will commit to attend both the Weymouth Nationals, and the Graham TT. In addition, David and Ed are to provide the expected numbers to the other events to allow Windsport to evaluate if they can attend any of these.

Further discussion on the proposed name change of the Sprint 15 to Dart 15 to be placed on hold for 12 months as this is not seen as a high priority at present.

2. Windsport Regatta

The date of the regatta for 2021 is from the 19th to 24th July.

3. Training

Windsport have agreed a cost of £150 to run an afternoon's training for members of the fleet at the Nationals in Weymouth. David Ball will sort the workings of this. Communication has already gone to the fleet asking who would like to take up the training and thus establish a cost per member attending.

Zoom coaching was discussed and Tom agreed to hold a session like the Dinghy show, David to look at timing etc.

4. Key Spares to be purchased by the Association

Windsport to provide a list of key spares at a value of £500 that the Association will buy and hold. This would be used to get members back on the water at TT events only. Windsport to discuss with Nigel James the mechanics, range, shipping etc.

5. AOB

Tom agreed to chase up Rob White on any outstanding strengthening of the hulls of the new boats and the committee to write to the new boat owners to check that works have been done.

Hull and beam package - Tom will check with Ian Fraser about the details but the intention would be to sell a package that would have a new certificate and sail number

Meeting closed.

90

Shanklin SC gets ready to celebrate a big birthday

As Shanklin Sailing Club celebrates its 90th birthday, we look back through the history to find out how it became the Sprint-15's largest fleet with 44 boats - and counting...!

Shanklin Sailing Club is nestled into the side of the cliff on the south side of Sandown Bay on the Isle of Wight. Our clubhouse is compact and bijoux - although we do boast two kettles - and space (particularly in the changing rooms) is somewhat of a premium. However, our boat park is home to the largest Sprint 15 fleet in the world (currently 44) and several National Champions over-the-years. Boat upgrades are ticking along nicely at the moment as several owners have this year decided to upgrade - and at the same time been able to keep their old boats in the club by selling to new members keen to find out about all the fun they've been missing by previously having sailed on funny half-boats.

The newest addition to the fleet is also the newest to the Sprint 15 community at large. Simon Giles has brought 2029 to the island from Mylor, and competition has really hotted up at the front of the fleet. It remains to be seen for how long Dr. Giles will persevere with the RYA-recommended method of dismounting in the shallows

when returning to the beach. It was noted on 2029's first outing - sailing two-up in a wavy F5 - that the crew (clearly an expendable young paramedic) was obliged to stand chest-deep holding the reins whilst the skeg-protectors were located. (The standard practice at SSC is to lift one's rudders, say a little prayer and hit the beach as quickly as possible). Watch this space...

This year SSC celebrates it's 90th birthday and it is fitting that the arrival of 2029, and indeed the upgrade to newer boats by several owners, bodes well for the future of SSC and the class as a whole.

We also have three very fine young helms progressing well on their Darts and it won't be long until they're giving the front of the fleet a run for their money: Todd Murrant (1357) continues to impress and is currently leading the Baker Challenge Series; Ben Gruber(1365) is learning the ropes having switched from windsurfing and surfing with his dad; and of course Sophia Mckenna (2018) is already well-known amongst the Sprint 15 regulars having won the Nationals crewing for her dad - it may be that the roles are reversed next time!

This page: below left: SSC helms get ready to take to the water. Photo by Sabine Gruber
Right: SSC Commodore Nick Guest. Photo by Yvonne Pike
Bottom right: SSC President Keith Newnham. Photo by Yvonne Pike

Opposite page: a score card from the 1949 season
Clockwise from top left: boats are readied in the 1950s and line up for the Sandown Regatta;
SSC boats in the 1940s being rigged by gentlemen with blazer and tie. Photos courtesy of
the SSC website archive. The SSC gallery on the website (shanklinsailingclub.co.uk) is a
treasure-trove of memories from days gone by





Adapted from "a history of Shanklin SC" by Les Holmberg with contributions from Tom Gifford and Keith Newnham

SSC - the founding years

SSC was founded in 1931, shortly after the demise of Ventnor SC with its four 14ft boats built locally by the Blakes of Ventnor. The club had no premises, but had a formidable group of patrons - including no less than three retired Admirals and a Viscount for President. R.H Fox was elected Commodore, and Dr H.S. Howie-Wood Secretary.

Records of boats sailed in the early years are vague, but were mainly privately-owned Scows with one club boat. In 1936 there was discussion on the adoption of the Uffa Fox 12ft Nationals, however it was finally decided to adopt the 12ft Exe dinghy as the club's one-design class, and five boats were duly ordered by individual members for the 1937 season. The Exe dinghy was clinker-built and a quarter-decked with a large Bermudian mainsail. It had a galvanised iron centreboard and no emergency buoyancy so capsizes were to be avoided, and broaches were frequent when running downwind due to the lack of head-sail.

The club operated from rented dinghy park space on Kemp's beach at the bottom of Hope Hill.

Following the end of the war, a number of surviving members got together and the club returned to life, still with no premises and still operating from Kemp's beach which was now hopelessly overcrowded with visitors - many having their first holiday in years.

The Exe dinghies had also survived and were quickly back in service, along with a few locally-designed boats. The 1946 season opened on June 1st with Viscount St Vincent as President and Mr Charlie Baker as Commodore. All the boats did sterling service and were generously loaned out to non-boat-owing members returning from the Services.

It is worth remembering that, at this time, no purpose-designed waterproof clothing existed. Commodore Baker, of advancing years, sailed on occasion with a trilby hat and Burberry raincoat.

The 1946 season ended in style with the first post-war dinner-dance and prize-giving.

By 1949 the 12ft Firefly dinghy - designed for the 1948 Olympic Games - was adopted by the Club

and soon outnumbered the Exe boats. Team racing soon began and the first inter-club team racing was held with East Cowes SC. In September that same year six Fireflies sailed round to Ventnor and put on a day's racing to encourage the reformation of the Ventnor Club. This proved ultimately unsuccessful in the resurgence of that particular club, but was the first in what is still to this day an annual visit to Ventnor with races to and from Shanklin, and one off the Spyglass Inn in Ventnor.

At the club's AGM in 1950 it was decided to delete the word "Amateur" from the club title, and preparations began on the club's first premises. The new prefabricated timber hut sat on stilts above the dinghy park on Hope Beach. It had a balcony for the race officials and a flagpole and starting cannon in place.

By 1951 team events were being held with East Cowes, Brading Haven and Wootton Creek (later to become Royal Victoria). Throughout the decade both Fireflies and Exe boats continued to give great service, with three or four races per week.

As the decade wore on, the appeal of the Exe boats waned, and the Firefly owners began to feel the need for a change. Fortunately the slightly larger, and relatively inexpensive Enterprise had arrived on the scene and had proved itself by making the Channel crossing to France.

In 1958, there was a hint of what was to come, as two Prout Shearwater Catamarans - built from kits by two members - proved an interesting, but not especially successful experiment.

The Enterprise class racing continued through 1959, and as the decade ended, an agreement looked promising with the local council for a site for a larger clubhouse and off-beach dinghy parking. Up to this point, Spring tides and adverse weather towards the end of the seasons frequently necessitated hurried forays to get boats off the beach and onto the Esplanade in the middle of the night!



On the seasons results, "winning flags" have been gained by the boats in the following order :-

SEASONS RESULTS 1949

	FIRSTS	SECONDS	THIRDS
FIREFLIES			
F.391 Pyraphora (E. Austin)	7	6	3
F.529 Revelry II (G. Revill)	12	3	8
F.530 Dinah (V. Simons)	5	13	8
F.531 Miranda (J. Richards)	2	3	2
F.532 Snipe (Mrs. Harcourt)	1	0	1
F.546 Zinda (J. and R. Preston)	10	6	8
F.549 Bella (Dines and Henry)	0	6	4
EXE BOATS			
No. 1 Francis (Dr. Howie Wood)	4	2	6
No. 2 Kestrel (H. Fleming and Asher)	17	7	3
No. 6 Chloe (Club boat)	5	5	4
No. 7 Moira (C. Baker)	0	2	3
No. 8 Sandpiper (Club boat)	2	6	1
No. 9 Snowwhite (Dr. Dixon)	4	6	4

Editor's note: "Pyraphora" is the Greek name for Firefly



The next generation at SSC: Ben Gruber, Sophia Mckenna (aged 5 at the time); Todd Murrant. Photos by Les Kay and by kind permission of Sean McKenna



1962 saw an agreement with the district council that the area in front of the foul-water pumping station could be used as boat storage for the club's growing fleet of Enterprise dinghies. And then in 1963 we were finally permitted an area at the base of the cliff on the bed of Hope Road for the erection of a club house. The area had to be levelled and a concrete raft base put down on what was (and is still!) an unstable area. The club purchased a prefabricated wooden building which was erected on low concrete pillars, with double-doors to allow for boats to be brought in for repair, and changing rooms.

The Enterprise fleet continued to grow and made for strong, competitive sailing. Safety was becoming more of an issue, and the committee ruled that buoyancy aids must be worn if the Vice Commodore thought that conditions warranted it. This did not go down well with a number of the helms - even the ones who could not swim! Also, to ensure that the internal buoyancy of the Enterprise was well-fitted, a rule was made that the boat had to be capsized, righted and sailed away by the end of the first race. By the mid-1970s the Enterprise owners switched to the Laser 470 which had been adopted as the dinghy class for the Olympics in 1974. It was a much more modern boat, yet proved difficult to sail at Shanklin due to the prevailing off-shore gusty conditions.

Throughout the 1970s the club continued to grow, but in these happy days of pre-Covid, the lack of changing space was becoming a problem. In 1982, with a disused photo-hut immediately up the road

from the existing clubhouse, the committee approached the council with a view to taking over the area to extend the club facilities. This time the council promptly agreed - only to pull down the photo hut and turn part of the area into a flower bed! However, this did ultimately give enough room for larger changing facilities and (finally!) a separate area for the ladies.

In 1981 a Tornado and a fleet of five "Condor" catamarans arrived - with space found for them at the base of the cliff behind the beach huts. Due to a manufacturing fault a number of these could not be righted when capsized, and broke up.

The winter of 1988 saw the next extension to the clubhouse with sail storage and a kitchen area. The Starter's Hut was then erected on top.

A Dart 18 made its appearance at Shanklin in 1989 and eventually, at a fitting-out supper at the Buddle Inn in 2002, a number of the former Condor catamaran helms agreed to purchase the Dart 15 as the SSC class boat. Four new boats were purchased, with extra paid for the wide-wheeled launching trolleys (and two are still being sailed at Shanklin today).

Later that same year Shanklin played host to the Dart 15 Southern-area Championships, with 26 boats competing.

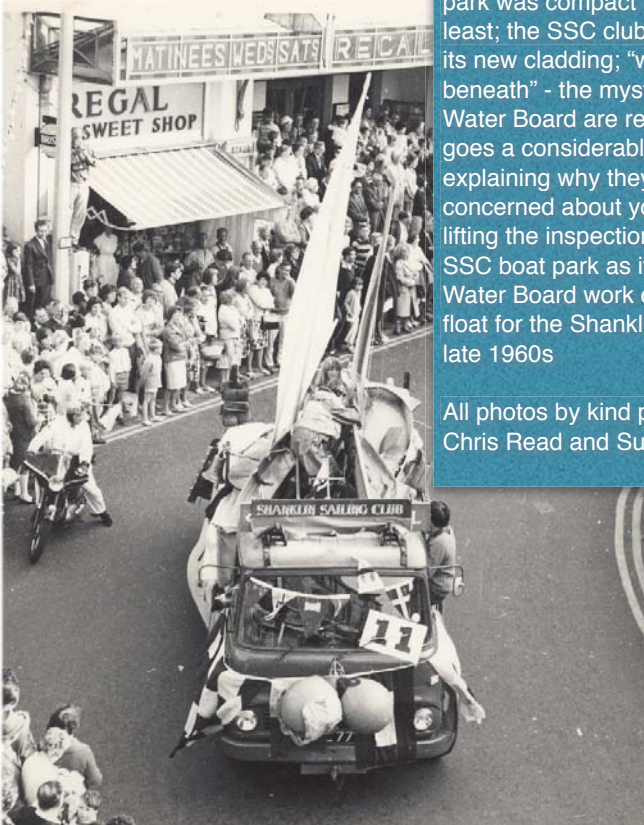
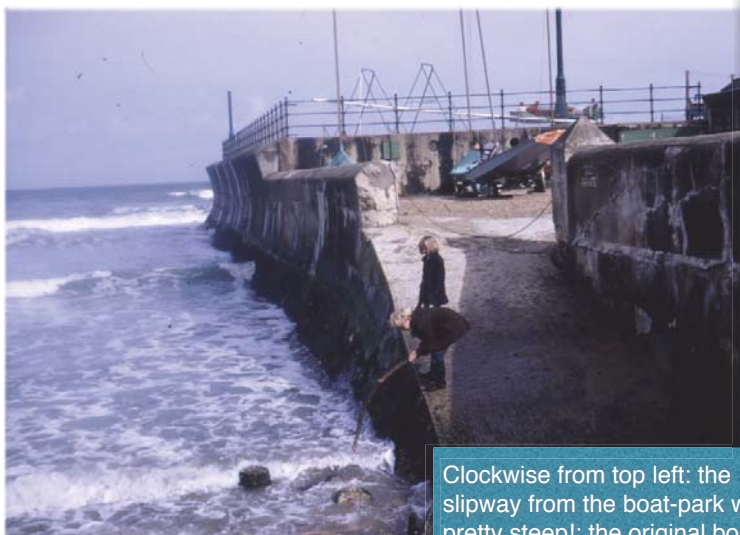
In 2002, Southern Water built a new foul-water container underneath the boat park. Whilst this work was being carried out, all the boats had to be moved out, The mono-hulls were put onto the carpark on the sea-ward side, and the Dart 15s

were put in a compound on the beach, made especially for them by the Water-Board. When Southern Water started digging, the material that was dug out was sandstone which they would dump into the sea at the low-tide mark. After a couple of tides the sandstone would break up, but you had to take care when returning from sailing not to hit one of the huge lumps that had been dumped that day!

When complete, the new boat park largely resembled how it is today, although our original fence ran through the middle of the park to separate the boat park from the pumping station area. Shortly after the contractors had finished and moved out, some local lads found it entertaining to lift the covers on the inspection covers and use them as skate-board ramps! Obviously this got the Water Board extremely disconcerted, so we offered to take over this area and move our fencing to enclose the whole area.

When the Dart 15 was first introduced it was to be sailed as Unarig only. The use of the jib was only permitted when sailing two-up. Trapezing was not allowed. Following a heated AGM C.2005, the use of a trapeze was finally permitted, and Shanklin SC evolved into the Dart 15-exclusive club that we know and love today.





Clockwise from top left: the slipway from the boat-park was pretty steep!; the original boat park was compact to say the least; the SSC clubhouse with its new cladding; "what lies beneath" - the mysteries of the Water Board are revealed and goes a considerable way to explaining why they were so concerned about young lads lifting the inspection covers!; the SSC boat park as it is now; Water Board work continuing; float for the Shanklin Carnival c. late 1960s

All photos by kind permission of Chris Read and Sue Dyer



Some memories at Shanklin SC since 1984

By
John Shenton

In 1984 I was working at HQ in Winchester for the Independent Broadcasting Authority (IBA) and a management position became available on the Island, which I was fortunate to be successful at obtaining. I had been sailing an Enterprise for twenty years, and I discovered Shanklin Sailing Club had a fleet of these, so I joined the club, as it had the advantage that you can sail at any state of the tide.

Erling Holmberg and Keith Newnham were the Commodore and Vice Commodore respectively, and the membership was around forty. During this period some of the boat park was under the cliffs by the revetment, the other area was next to an underground sewerage pumping station.

Early in the 1990s the club moved away from Enterprises, and Lasers became popular as they were made of fibreglass (less maintenance) and lighter to haul up the beach. Myself and Nigel Rance found a husband and wife who had two for sale. I kept the Enterprise at the club for use as a club boat. During the time we had Lasers, we travelled around the Island to inter-club meetings.

Between 1993 and 1996 I was the Treasurer, and we struggled to keep the finances healthy as the Burts keg beer would not keep that long, so we had a lot of wastage. We sometimes would have a BBQ using half of an old oil drum mounted on a brick retainer.

Between 1997 and 1999 I was asked to be the Commodore. We had a period where the club was being broken into owing to the fact that we had a bar, so we decided to give up our Licence to serve alcohol. We also installed hinged boards over the windows to make the club more secure.

In 2000, the club became concerned that Lasers were killing the club membership - it being a single handed boat - resulting in there being no opportunities for new members to crew.

After much discussion the decision was made to change class to Dart 15's. They could be sailed single handed or with a crew using two sails for the same handicap. We also decided that any new members

who wanted to sail, would only be accepted if they wanted to purchase a Dart, to avoid the handicap issues that had hampered us in previous years.

In 2001 a number of us purchased new Dart 15's under a special deal at the end of the season in November from Performance Sailcraft.

In 2002 we decided to move the starter's hut to the top of the roof of the sail store to improve the visibility for the Race officer. We also attended, in August, the Dart 15 Nationals at Pentewan in Cornwall.

During these times we had Open Days in an attempt to attract new members to the club: one of these was Stuart Pierce.

During the years, we have upgraded the club facilities: in 1989 a sail store and kitchen was added; in 2012 we moved from CB radios to Ofcon-licenced VHF radios for communication with the Patrol boats; we added plastic cladding to protect the outside of the wooden building and changed the windows in the lounge area to double glazed plastic windows; we constructed two boat sheds to accommodate the patrol boats. Upgrading and maintenance has been ongoing and we recently purchased a self-assembly steel shed to improve our storage capacity. With the growing number of members, Phil Davis organised racking to store sails for convenience of members. We also had a non slip floor installed in the gents' changing room.

During the early 2000's myself and Stuart did a number of the Sprint 15 Travellers Series. On one occasion we went to Draycote on the 15th January 2005 for a day's sailing. We had a good day, and set off just before dark, with two boats on Erling's trailer and the launching trollies on top. When we drove onto the ferry, however, Stuart's trolley was no longer with us and

I spent an anxious time on the internet checking to see if there had been any reports of a collision with his trolley!

On the 13th February 2006 we sailed at Queen Mary - a reservoir near the end of the M3. It was very windy, and when we arrived back at the ferry our ticket (sponsored by Wightlink) was no longer in the vehicle, it had blown away! Fortunately they printed another ticket for us.

On 14th August 2005 I used Erling's trailer to take mine and Stuart's boats to the Nationals at Pwllheli. Stuart had purchased a beaten up VW Camper van the week before, and his trip was quite eventful. I had to jump-start it at a motorway service station after his battery went flat because his kids were using gaming machines fed from the battery. Then, another SOS! The clutch was slipping and he was stranded in a gateway half way up a hill. Fortunately the Hanes Manual showed me what wing nut to adjust!

But alas, as we left Pwllheli at the end of the week, smoke started to pour off the rear of the trailer - the suspension unit had collapsed. A friendly sailor saw my predicament and let me park the trailer on his driveway. We had booked a hotel some seventy miles away, so I removed the broken unit and took it with me. Next morning Yellow Pages found a Mr Jones who supplied a new unit welded to the right size shaft all for £45! So back to Pwllheli to fit and drive home - happy days.





could sail one Thursday evening - he usually is on the mainland. So to avoid him getting too wet, I launched the boat and brought the trolley back to him, but alas the Enterprise - with the centre board and the rudder raised - started to move out to sea. I ran after it, but failed to reach it in time so off it went. We had no chance of catching it in Erling's National 12, until fortunately it capsized. Liam Thom had a similar situation when he was trying to land his Sprint 15. From memory he fell off the boat in lumpy

down to Shanklin and as I was going down Arthur's Hill, the car in front braked suddenly and turned right. I had to slow down to avoid the vehicle turning right and there was a loud bang - the Y frame broke away from the trailer and the boats dropped onto the highway. I phoned Erling and Co to transfer the boats onto another trailer. So, on reflection, I have not had a good experience with boat trailers! What do they say... never borrow, never

In 2009 Simon Giles ran a family cadet group for eight weeks, for 14 children. It was a great success and led to the purchase of five Picos with launching trailers and RYA training of six volunteers. This led to courses for children and adults in 2010-12. Unfortunately the training led to very few participants joining the club, and as we became concerned about the amount of paperwork involved to become an RYA training centre, we remained RYA affiliated instead. However, I was asked to volunteer at a charitable RYA IWACK training centre at Cowes, training children with special needs.

breakers and the boat sailed away out to sea. South Wight Rescue caught up with her a couple of miles off shore!



Over the years we moved away from Clinker-Built Patrol Boats to inflatable catamarans, which allow much quicker response in the event of a capsize, rigging failure, no wind and a strong tide.

lend...

The club has now the largest Sprint 15 fleet in the UK, and we have three former National and Sports National Champions: Paul Grattage, Sean and Sophia McKenna and Liam Thom. Our membership is very healthy, and with the prevailing south-westerly winds, it is an ideal place to dinghy sail.

On Friday 31st January 2014 we had a major mud-slide which resulted in a large amount of work to remove all the spoil. Fortunately the damage was limited to picnic tables and railings, although a fishing boat was also destroyed. The cause was very heavy rain, exceeding all records for 200 years.

In 2016 I borrowed Simon Giles' trailer and drove up to Pwllheli with two boats for the nationals. I had checked the wheel bearings, suspension units, tyres etc and all was well. On our return, I drove home as it was getting late. The M6 had become very busy, and lorries were passing me as I was limited to 60 mph, causing the trailer to yore. The next day I then drove



If there's work to be done at Shanklin SC, John is not far from hand:
 Opposite page: nailing down the new roofing with Geoff Howlett (left)
 Top left: John making wiring improvements to the Starter's Hut Photos by Chris Read
 Top right: John (front left) with team Shanklin at the Pwllheli Nationals 2016. Photo by Brigitte Mckenna
 Above: the luck ran out on St. Boniface road (about a mile from home following a 300 mile round-trip). Photo by Liam Thom
 Left: John enjoying the Thorpe Bay Nationals in 2017. Photo by Pauline Love and Nick Champion

Shanklin Sailing Club and my memories

By
Ian Bolton

I joined Shanklin SC in 1977. There were a number of Mirror dinghies - I had one of them - several Enterprise dinghies and several 470 class including a green one belonging to Erling Holmberg and a yellow one owned by Keith Newnham that I think he called "Yellow Peril". There was also a large fleet of Condor Catamarans - maybe 10-15 boats.

lived at the beach with my Mirror during the school holidays. There was a cafe at the bottom of the hill, and a phone box, but these have been replaced by the current boat park. When I left school I had a spell of teaching sailing. I don't think I was an active club member during that time, although I did have a 470 at the club that was later stored at home when we bought in Shalfleet in 1986.

on it. The boats had all cost pretty much the same and were of a smilier age. I ended up with Dart 1698 and Erling had 1704. The other went to Tim.

I remember attending my first Nationals, at Herne Bay in 2000 with Erling, Tim and Geoff Howlett. Simon and Jane Giles were also there and Simon was crewing for Tim. Jane was very much expecting Henry at

Erling was working for the same company as me, and it was he - and Chris Read - who were responsible for encouraging me to return to the club, I think around 1988. I soon sold the 470 and bought a Laser to compete with the rest of the Shanklin fleet.

Around September 1998, I set out with Erling early one Sunday morning to the mainland with his car and Cat trailer attached. The club had long considered a new class of racing which incorporated a helm-and-crew option. We took a lump of cash in the back seat, all set to purchase three Dart 15s. This included one for Tim Benton who trustingly left us to do the purchase on his behalf. We headed east with pre-arranged appointments to view several boats. I remember going to Whitstable and Hern Bay. Eventually - after Erling's fine but rather blunt negotiating skills - we had one on the roof-rack and two on the trailer. Catching the late Sunday ferry home we decided the fairest way to decide on the ownership of each boat was to draw a bit of paper with the number

the time [now completing his first year at Uni!].

In 2001 we attended the Nationals at Pentewan. Our own Henry was 3 years old at the point. We shared accommodation with Erling, and were woken most nights by Henry falling out of bed with a large bang onto the mobile-home floor. Tim and Jane Benton camped adjacent.

In 2003 we again travelled to Pentewan for the Nationals, which brought up a large contingent from Shanklin. A huge BBQ was held with all club members and friends. It happened to be both Tim and my 40th birthday. What a great occasion - not forgotten!

There is no doubt that Erling - with his charismatic input - was responsible for the evolution of Shanklin SC into the thriving Dart 15 fleet that it is today. We all miss him.



Phil Woodford had a 470 called "Lincoln Imp" and I used to crew for him. In those days we had one race on a Sunday that started around 10.30am, and another on Thursday evening.

The boats were all lined up along the revetment. There used to be a path at the end of the sailing club garden leading to the boats. The inflatable rescue boat was called "Red Baron".

Peter Beardsall used to organise additional racing on Sunday afternoon for the Mirrors - great fun. I remember being dropped off by my mum in Godshill newsagents to crew for Erling in a Cowes dinghy week on his 470. Quite an experience in strong winds but I always felt safe. I



Above: Ian's Dart 15 - 1698 - enjoying the competition c. 2008. Photos by Chris Read

Left: Team Shanklin at the Pentewan Nationals 2003. From left to right: (standing) Erling Holmberg, John Shenton, Ian Bolton, Amy Rickards, Stuart Pierce, Tim Benton, Geoff and Mrs Howlett, (front) Chris Read, Keith Newnham (just about!)

This year's racing at Shanklin has already seen the full range of wind strengths and directions: easterly on-shores create big waves, but fortunately the prevailing wind is westerly and the water is more often than not flat in the summer-time.

This photo: sailors on a Tuesday afternoon race drift with the tide, and the race is eventually abandoned as no-one makes the first mark in time. Below middle: the Sprint 15 is excellent for both Two-Up (Liam Thom and Yvonne Pike in the Fox 2-Up series) and Sport mode, demonstrated by Paul Grattage on the recent Yaverland race. Below: helms almost disappear behind the rollers coming into the Bay with the easterly wind.

All photos by Les Kay



Preparing for an Ocean

The questions I were asked more than anything as I went round Britain on Biscuit were about how the boat was prepared for the voyage and what gadgets I brought with me. There is no book on how to set up a Sprint 15 for a two-month trip over open sea so I relied on guesswork and the knowledge of others.

The first task was to get the standing rigging strengthened and to add redundancy. Chris Read, who was the Commodore at Shanklin at the time, was hugely helpful in designing and fitting double chain and shroud plates. He fitted the existing plates outside of his own custom metal and screwed them back into the hulls. He assured me they would only come off with a foot of fibreglass attached. The double shroud and chain plates allowed me to back up the existing rigging with Dyneema string so that as long as the mast remained unbroken then it should stay attached to the boat.

I borrowed Dreadnought's single-piece mast in the hope that it would

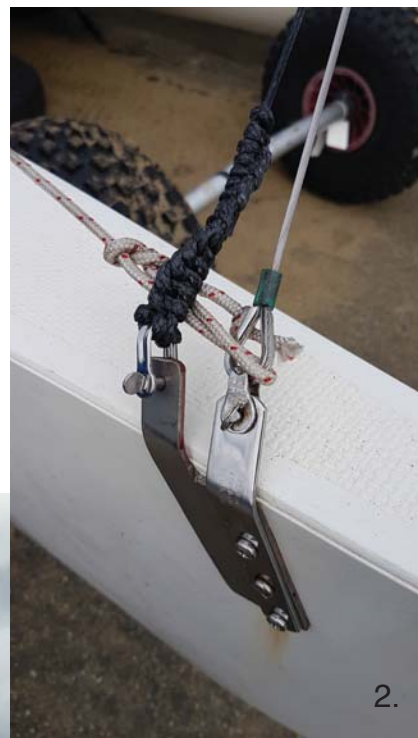
be stronger than Biscuit's split mast.

I took the original "Graffiti" sail to Paul Newell Sails in Bembridge and asked him if he could put a reef in. He agreed without hesitation and added five bits of string to the sail as well as points to attach the downhaul and mainsheet. He strengthened the sail at these two loops with two triangles of Dacron. The reefing system allowed me to reduce the sail area to about half the original size and it worked extremely well on half a dozen of the windiest days. All I had to do was to remember how to tie reef knots: which is easier on land than on a tempestuous sea with a flogging sail but I usually managed to tie more reefs than grannies.

Paul suggested that I did not use the hook at the top of the mast to hold the sail up. If I needed to drop or reduce the sail in a hurry I did not want to be faffing about with pulling the shackle off the mast hook. I followed his advice and fitted the sail to the halyard with a plastic ball instead of the round

By Liam Thom

shackle we normally use. The mast already had a traditional cleat at the bottom so I could tie the halyard down to that. It worked well except when I tied the knot incorrectly at Oban and had to limp to the Isle of Mull with a sail slowly working its way down the mast. However, it did put a massive strain on the halyard and I had to shorten it every week or so to move the frayed bit along. The halyard went in the bin on my return.



1.





3.

Carrying a launching trolley with me was a necessary evil and I took Yvonne's double lightweight trolley rather than the bulbous beach version. I tied this with a single piece of 5mm string just forward of the mast.

I did not have much repair equipment with me: just a small area of trampoline material that disappeared into the hull for much of the trip, a roll of sail material and a sewing kit. I took lots of shackles, string and ring pins with me.

I carried a couple of spare battens and a spare set of rigging in the hulls.

I borrowed Yvonne's small anchor and stowed it in a cocktail cabinet. I carried a £5 plastic oar from a beach shop which lasted the whole trip.

I don't drink tea or coffee and I had no need for cooking equipment so I just loaded the hulls with long-life milk, tins of ravioli, custard and rice pudding and bottles of water. The cocktail cabinets were filled with breakfast bars and milk shake.

I carried four dry bags with me and tied these to the foot straps behind the front beam. Within these I had some clothes, electronic equipment, camping gear, a waterproof book, toiletries and a box of muesli.

The camping equipment was a small bivvy tent which I purchased in the

expectation of sleeping on the boat at least once. It was very small and did not breathe so I often woke up in a moist tent. I had a blow-up mattress which was too big for the bivvy, so this laid on the ground below the tent. I also had a small inflatable pillow. In hindsight the bivvy was a mistake and I swapped it with a proper tent when I got to Lincolnshire, but it did have the advantage of kicking me out of bed very early each morning.

My navigational equipment consisted of a phone and a watch.

I bought a very sturdy, waterproof mobile phone called a Ulefone Armor 3, made in China, and bought specially for the trip for under £200. It has a huge battery which would easily last a week in normal use or four days if relying on it as much as I was. I have the Memory Map application installed with all the charts of the British Isles as well as the Ordnance Survey 1:50000 maps for the UK. It has a lanyard so I was able to keep it tied to my buoyancy aid. I had marked loads of suitable beaches on the map all the way from the Isle of Wight to Duncansby Head - I reckoned there was enough sand on the east coast not to worry too much about the homeward stretch. The phone had room for two SIM cards so I could resort to a pre-paid connection with Three on the odd occasions when EE let me down.

The watch is a Garmin Quatix 5 which has a GPS to tell my position, speed and heading. It would track every stage of the journey and send the data to the cloud and my phone at the end of each day.

4.



I bought a waterproof, floating, USB chargeable, Standard Horizon HX300 VHF. It was mostly good but it did struggle to stay mist free and the speaker was barely audible some days as a result. I think if I was not sleeping in a rubbish tent the radio would have been fine. As it was it never let me down when I actually needed it which was to speak to the MOD, the coastguards and the Port of Dover.

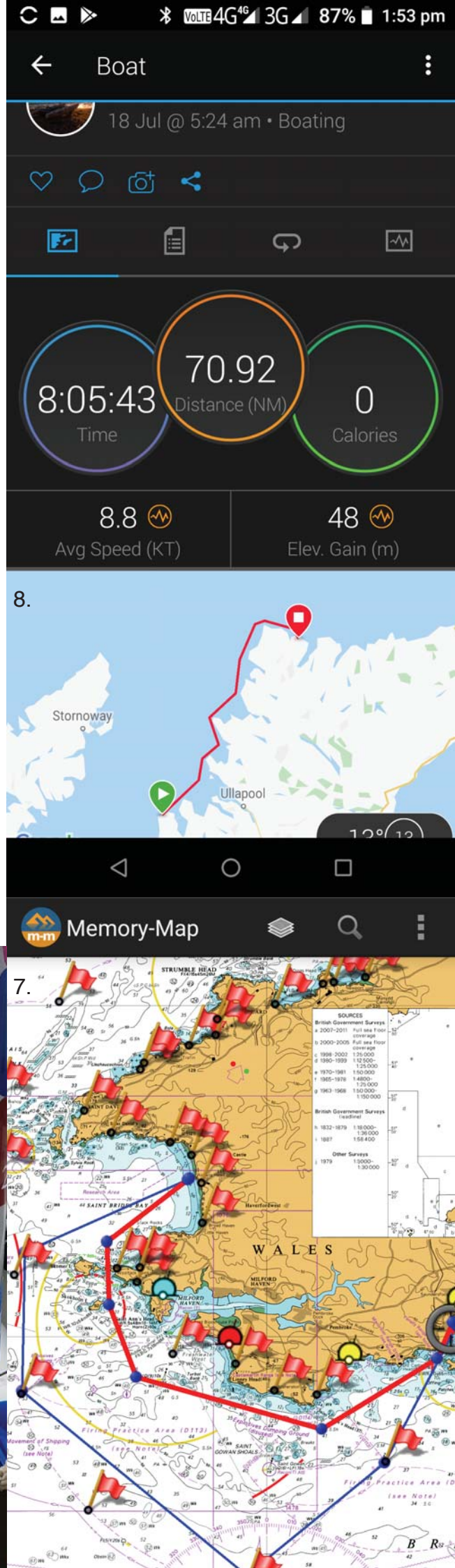
Between the two phone providers and my VHF radio I was only out of touch with the outside world on one occasion, and that was when I was knee-deep in a rocky cove bailing out water while the idiot locals had summoned a pair of lifeboats and I was unable to tell them not to bother.

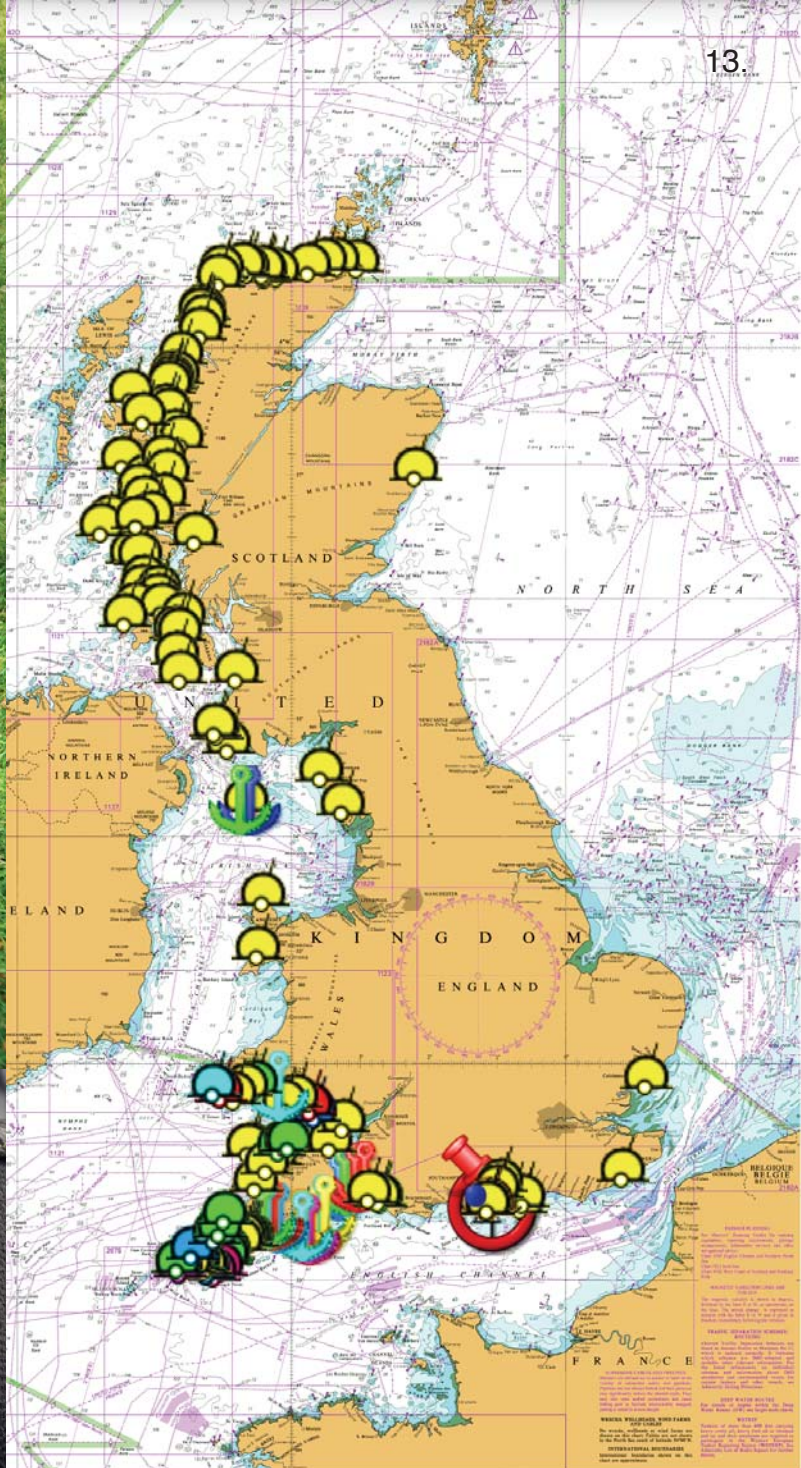
I had a 20 amp hour battery pack and I would keep this and everything else topped up with charge using a 16W foldable solar panel if I couldn't steal electrons from a pub. As soon as I got ashore - as long as it was still light - I would plug the battery and the VHF into the solar panel and then charge my watch and phone overnight from the battery pack. It worked better than I could have imagined. The only time I ever ran out of charge was on my watch when I finished after 1am having inched my way around the Mull of Kintyre in darkness.

I think I got it all about right. The boat is already an excellent cruising boat but it's very important not to overload it. There are plenty of shops around the coast, even at the top of Scotland, so it is possible to travel with just two or three days' provisions at any time.

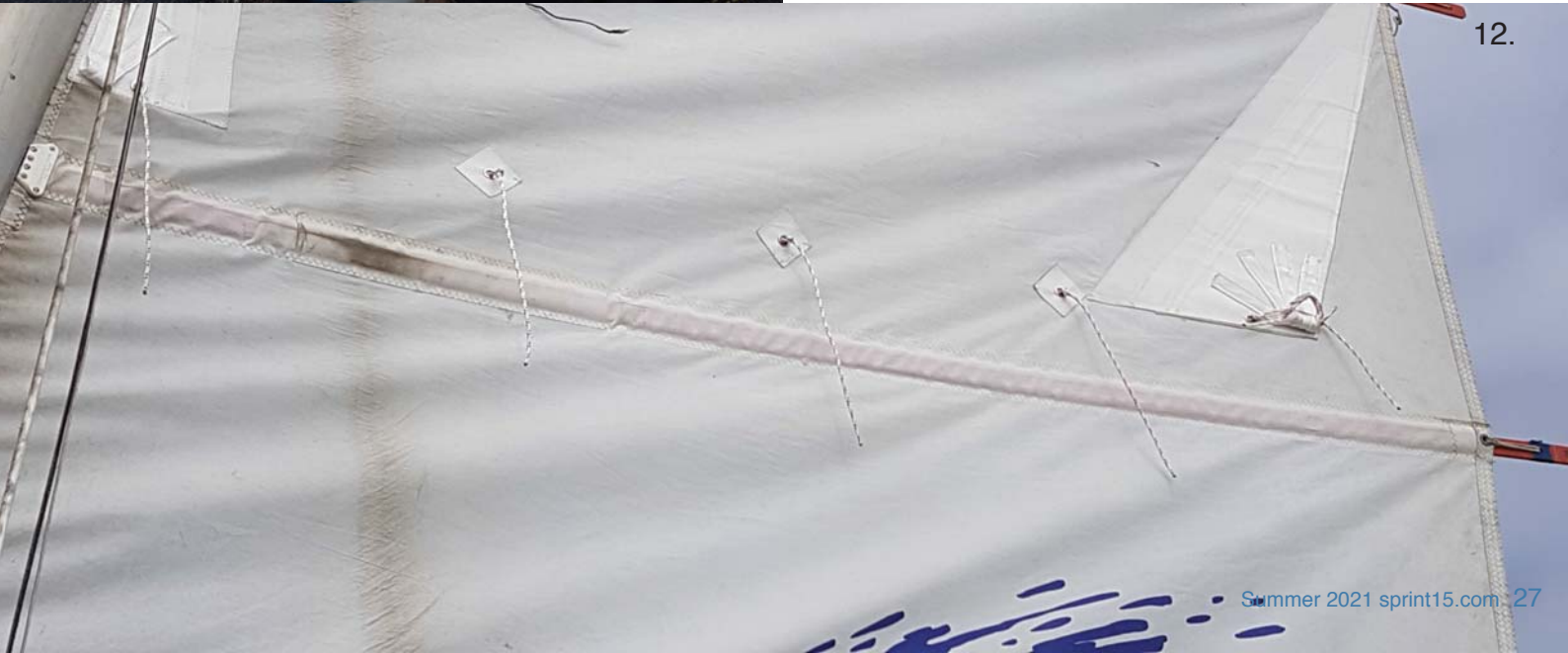
1. The reef came in handy in strong conditions off Dunbeath (North east Scotland)
2. Double chain plate by Chris Read, and Dyneema
3. The bivvy tent ensured insufficient comfort for a lie-in
4. Going for a paddle off Oban
5. Fully loaded
6. An essential cleat enabled easy-reefing
7. And 13. Memory map App with potential landing beaches marked
8. Data from the Garmin watch on the phone
9. Radio and battery charging simultaneously
10. Phone and watch provided all the navigational requirements
11. Into the (roaring) forties
12. Paul Newell's inspired reefing

5.





200 NM





Sprint 15 National Championship

26th – 28th June 2021

Notice of Race (NoR)



The Organising Authority is the Weymouth and Portland National Sailing Academy (WPNSA) in conjunction with the UK Sprint 15 Class Association

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2. The Organising Authority implements the Royal Yachting Association (RYA) Racing Charter. Competitors shall undertake to sail in accordance with the Charter.
- 1.3. 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.
- 1.4. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.5. The RYA Exoneration Penalty and Arbitration will be available.
- 1.6. RRS 40.1 applies at all times while afloat. [DP]
- 1.7. RRS 63.7 is changed so that in the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail.

2. SAILING INSTRUCTIONS

- 2.1. The sailing instructions will be available on the online official notice board at least three days prior to the event. Paper copies will not be available at the event.

3. COMMUNICATION

- 3.1. The official notice board is located at <https://www.wpnsa.org.uk/events/sprint-15-uk-national-championship-2021>.
- 3.2.0 From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data communication that is not available to all boats. [DP].

4. ELIGIBILITY AND ENTRY

- 4.2 The event is open to all boats of the Sprint 15 Class.
- 4.3 Entries may be sailed either as single handed in unrig mode or alternatively two-up with the mainsail and jib. The use of the trapeze and fittings will not be permitted in the championship races. Boats must sail every race of the event in the mode used in the first race (either unrig or two-up with mainsail and jib). Boats may not change modes during the Championships.
- 4.4 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 in advance or at the event.
- 4.5 Eligible boats may enter online at www.sprint15.com/events/EMS/event.php?id=212.
- 4.6 Entries close at midnight on Wednesday 23rd June 2021. Entries after this date are at the sole discretion of the Organising Authority.
- 4.7 To be considered an entry for the event, a boat shall complete all registration requirements and pay all fees.
- 4.8 A WPNSA Parent/Guardian Consent and Supervision Form must be completed by the Parent or Guardian of any competitor under the age of 18 on the first day of the event. The forms are available online at <https://www.wpnsa.org.uk/parentguardian-consent-and-supervision-form>. The form shall be submitted by 17:00 on Friday 25th June 2021.

5. FEES

- 5.1. The entry fee is £135 per boat if received by 5pm on Friday 11th June 2021.
- 5.2. The entry fee is £155 per boat if received from 12th to 23rd June 2021.
- 5.3. Youth entries (18 or under at the Nationals) receive a discount of £35.
- 5.4. Class Association Members competing in their first Nationals receive a discount of £20.
- 5.5. Non-Class Association Members competing in their first Nationals receive one free year of Association Membership worth £20.
- 5.6. The fee includes all racing plus a Saturday Evening Meal and the Class Association Dinner on Sunday. Additional meal tickets may be purchased with your entry.

6. ADVERTISING

- 6.1. Boats may be required to display advertising chosen and supplied by the Organising Authority. See World Sailing Advertising Code.

7. SCHEDULE

- 7.1. The schedule is as follows:

Date	Time	Item	First warning signal
Saturday, June 26th	08:00 - 09:30	Online Registration	
	Posted by 09:00	Online Competitors Briefing	
		Three Races	11:55
Sunday, June 27th		Four Races	10:55
Monday, June 28th		Two Races	10:55

- 7.2. The social programme is detailed after the end of this notice of race.
- 7.3. The Championship will consist of up to nine races. The intention is that racing will take place as scheduled above. However, additional races may be sailed either in advance or arears in order to complete the programme if weather or other reasons dictate. This may include bringing scheduled races forward, except the first race on the first scheduled day of racing.
- 7.4. On the last scheduled day of racing no warning signal will be made after 15:00.

8. EQUIPMENT INSPECTION

- 8.1. 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.
- 8.2. Boats may be inspected at any time.
- 8.3. Boats shall comply with RRS 78.1 when presented for inspection. [DP].

9. VENUE

- 9.1. The venue is the Weymouth and Portland National Sailing Academy, Osprey Quay, Portland, Dorset, DT5 1SA.
- 9.2. The racing area will be in Portland Harbour or Weymouth Bay.

10. COURSES

- 10.1. The courses to be sailed will be a trapezoid with a start, finish and lap line on the windward leg.

11. PENALTY SYSTEM

- 11.1. RRS 44.1 is changed so that the Two-Turns Penalty is replaced with by the One-Turn Penalty.



12. SCORING

- 12.1. Three races are required to be completed to constitute a series.
- 12.2. A boat's series score will be calculated as follows:
 - 12.2.1. When fewer than four races have been completed, a boat's series score will be the total of her race scores.
 - 12.2.2. 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.
 - 12.2.3. 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.
- 12.3. RRS A5.3 will apply (scoring of non-starters, non-finishers etc.).

13. SUPPORT PERSONS VESSELS [DP]

- 13.1. All support boats will register with the Weymouth and Portland National Sailing Academy by completing an online Event Support Boat Registration Form at <https://www.wpnsa.org.uk/event-support-boat-registration-form>. Once submitted, a member of staff will contact you to take the payment of £15 by card.
 - 13.2. RRS 37 will be used. Except when responding to the signal in RRS 37, support boats, coaches and other support persons shall stay at least 100 metres outside areas where boats are racing from the time of the preparatory signal for the first class to start on that course until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 13.3. During the event, support boats shall not tow boats participating in the event unless the race committee have signalled that towing is allowed.
- 13.4. In order to prevent fuel spillage, refuelling of boats/tanks is not permitted on the pontoons at WPNSA. Boats may refuel at the Portland Marina fuel pontoon or removable tanks may be taken offsite to be refuelled at a service station.
- 13.5. Kill cords shall be worn at all times whilst engines are running. The Course Safety Leader will be looking out for compliance on this issue, there are no excuses and boats will be requested to leave the race area immediately if kill cords are not being used appropriately.

14. BERTHING

- 14.1. Boats shall be kept in their assigned spaces whilst in the boat park. [DP].

15. DATA PROTECTION

- 15.1. The personal information you provide to the Organising Authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the Organising Authority's privacy policy. When required by the rules, personal information may be shared with the RYA, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

16. RIGHTS TO USE NAMES AND LIKENESS

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

17. COVID STATEMENT [DP] [NP]

- 17.1. By taking part in any of the events covered by this notice of race, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with the WPNSA and Organising Authority COVID-19 procedures. Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.



18. RISK STATEMENT

Rule 3 of the Racing Rules of Sailing states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.'

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 whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats 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.

19. INSPECTIONS

19.1. The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.

20. INSURANCE

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

21. PRIZES

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

- The first boat 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 2020 Nationals
- Most persistent helm – for the lowest placed competitor who completes all sailed races.

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

22. FURTHER INFORMATION

For further information please contact:

Jenny Ball, Events Secretary, Sprint 15 Class at jenny@sprint15.com.

Or

Sally Reynoldson, Events Supervisor, WPNSA at sally.reynoldson@wpnsa.org.uk.

Information about WPNSA, accommodation and the local area may be found at www.wpnsa.org.uk.

END OF NOTICE OF RACE

Date	Time	Event
Saturday, June 26th	Not before 17:00	Class Association AGM
	19:00	Evening Meal
Sunday, June 27th	19:00	Class Association Dinner
Monday, June 28th	ASAP after racing	Prize-giving



Sprint 15 Association, Annual General Meeting 2021

Date 26.07.2021 at 5.30pm

Weymouth and Portland National Sailing Academy

1. Minutes of previous 2020 AGM
2. Matters arising from 2020 meeting
3. Chairman's Report
4. Secretary's Report
5. Treasurer's Report and Summary of Accounts Status
6. Election of officers and committee

The below currently elected officers:

- | | |
|----------------------------------|---------------------------------------|
| ➤ Chair: Ed Tuite Dalton | ➤ Events Secretary – Jenny Ball |
| ➤ Vice Chair: George Love | ➤ Magazine Editor – Yvonne Pike |
| ➤ Secretary – Andrew Berisford | ➤ Training Rep – David Ball |
| ➤ Technical Rep – Fraser Manning | ➤ Committee member 1 – Liam Bunclark |
| ➤ Treasurer – Nigel James | ➤ Committee member 2 – Gordon Deuce |
| ➤ Webmaster – Liam Thom | ➤ Historian and Archivist -Bob Carter |

7. Windsport
8. Proposals to the association from the fleet
9. Venue for the 2022 and 2023 National Championships and reports by the events team
10. Any other business



Minutes of the *Sprint 15 Association, Annual General Meeting 2020*

Date Wednesday 18th November 2020

Via Teams at 19.00

Ed Tuite-Dalton opened the meeting at 19.05 and received an apology of absence from Liam Bunclark.

1. Minutes of previous 2019 AGM

The minutes were approved as published with Ed Tuite Dalton proposing them and George Love seconding them.

2. Matters arising from 2019 meeting

The matter of the battens raised at the AGM meeting in 2019 has been investigated by Ed Tuite Dalton and Windsport and following this Ed has been in direct communication with Geoff Tindell and agreed that the current battens will remain as the current Sprint 15 standard as presently supplied by Windsport.

3. Chairman's Report

The report was circulated pre the meeting and no matters arising were raised. It was approved nem con as published with Andrew Berisford proposing them and George Love seconding them.

4. Secretary's Report

The report was circulated pre the meeting and no matters arising were raised. It was approved nem con as published with Ed Tuite Dalton proposing them and George Love seconding them.

5. Treasurer's Report and Summary of Accounts Status

The report was circulated pre the meeting and no matters arising were raised. They were approved nem con as published with Ed Tuite Dalton proposing them and George Love seconding them.

6. Election of officers and committee

Ed thanked Chris for his work over the years as Events Secretary and thanked Jenny for taking up the role.

Ed also proposed a vote of thanks to Bob for his role over many preceding years as Class Technical Representative and welcomed him to a new role of Archivist and Historian. All attendees endorsed Ed's vote of thanks to Bob, and the invaluable contribution he can offer in his new role with his many years of knowledge and experience. All welcomed and thanked Fraser Manning for his offer to take on the role of Technical Rep.

The below officers were Elected Unopposed

- > Chair: Ed Tuite Dalton
- > Vice Chair: George Love
- > Secretary – Andrew Berisford
- > Technical Rep – Fraser Manning
- > Treasurer – Nigel James
- > Webmaster – Liam Thom
- > Events Secretary – Jenny Ball
- > Magazine Editor – Yvonne Pike
- > Training Rep – David Ball
- > Committee member 1 – Liam Bunclark
- > Committee member 2 – Gordon Deuce
- > External publicity / sponsorship -Vacant
- > Historian and Archivist -Bob Carter

7. Windsport

The report was circulated pre the meeting and no matters arising were raised. It was approved as published with Frazer Manning proposing them and David Ball seconding them.

8. Proposals to the association from the fleet

None received.

9. Venue for the 2022 National Championships and reports by the events team

Jenny gave an update on the 2022 nationals and confirmed a decision on host club/venue had yet to be decided. She will be in touch when appropriate to the committee and the wider fleet when options have become apparent.

10. Any other business

Nothing was raised from the members attending the AGM.

Banking updating: have you done yours yet?

Membership and Banking

From the start of this year, your membership will run from January to December as previously mentioned. We need you to change your annual standing order/ direct debit to pay the annual membership fee of £20 into the Sprint 15 Association's new bank account, commencing on January 1st 2021. As most of you have already paid an annual membership fee which covers part of next year, you will need to calculate how much you personally owe for this coming year, until we are all on the same page for 2022. The amount you need to pay in January will depend on the number of months that will not have been already paid for. The pro-rata amount you owe for 2021 is £1.67 for each month to the end of 2021. As an example, if your membership period usually runs April - March, you need to pay for 9 x £1.67 which is for the 9 months April - Dec.

If you need help in establishing the amount you need to pay in 2021, please contact the Membership Secretary, Andrew Berisford.

Natwest Bank

Account name: UK Sprint 15 Association

(some banks specify name as "UK 15 Sprint Association" for a strangely indeterminate reason so please try this way if it doesn't confirm a match first time)

Account number: 65764854

Sort code: 60-02-30

BIC: NWBKGB2L

Go on, you've got five minutes, do it now...it's not too painful and then you're all set...



Tom Gurney enjoying the sunshine off Plymouth.
Photo by Tom Gurney

No mast? No problem

It's quite surprising what you find a pair of Sprint 15 hulls up to when they think no-one's looking:

1. In 2014, Simon Milward became the first man to cross the English Channel on a boat powered purely by solar power. It took him seven hours on a boat (called AKT Solar) made from the hulls of a Dart 15, with a wooden frame fitted on top. Solar panels were then mounted on top and two electric motors mounted to the transom at the frame. The panels were wired directly into the electric motors meaning this was a day-crossing only and a slow one if there was cloud cover! Solar-powered boats story by kind permission of "How it worksdaily.com".

2. Shanklin SC sailors - not averse to a bit of duct tape here and there - came up with an interesting solution to launching and retrieving the race buoys at the start and end of the season, when the usual hiring of a fishing boat became too expensive. Two Spark hulls were

topped with wood which made an excellent platform for two buoys at-a-time. The Zap-cat provided the engine and all that was otherwise needed was a strong pair of hands and a calm sea. Liam Thom and Simon Nevitt demonstrate below on the aptly named Ark Royal.



AVAST!

sprint15.com has a wealth of videos, two of the latest being Jenny and Nigel's 1,000 miles last year and Windsport's Q&A at the Virtual RYA Dinghy Show. There's also a highly entertaining video from Windsport on the weather mark at the WPNSA Nationals in 2018 should you be in any way unsure of who has right-of-way.

Next stop - Weymouth...



The fleet at the 2018 WPNSA Nationals. Photo by Pauline Love.

15 SPRINT

Sprint 15

2021 Events Programme

Events Secretary: Jenny Ball 07941 884508

Please visit sprint15.com/events for details of events and the latest updates.
All information is correct at the time of going to print.

Summer Traveller Series is for all sailing formats (Standard PY926 and Sport PY894).
First race Saturday at 12 noon unless otherwise stated
National Championships at Weymouth and Portland National Sailing Academy is for PY926 formats.
Sport National Championships at Yaverland Sailing and Boat Club is for PY894 format.

Date	Venue	Contact
24 Apr 2021	Stone Sailing Club	Stonesc.org.uk
22-23 May 2021	Southern Championships: Stokes Bay SC	stokesbay-sc.co.uk
10 July 2021	Draycote Water SC	draycotewater.co.uk
2-3 October 2021	Northern Championship: Carsington SC	carsingtonsailingclub.co.uk
30-31 October 2021	Inland Championship: Grafham Water SC	grafham.org

Summer 2021 Nationals

Date	Event	Venue	Contact
26-28 Jun	Nationals	Weymouth & Portland National Sailing Academy	Jenny Ball

Summer 2021 Sport Nationals

Date	Event	Venue	Contact
Sep	Sport Nationals	Yaverland Sailing and Boat Club	Yvonne Pike



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

Above: Harwich Nationals 2019 competitors enjoying the fresh breeze. Photos by Pauline Love
Below: The Start at the Sport Nationals at Instow 2020. Photo by Joe Mellows and Martin Penny

